MOTORSPORT

DECEMBER 2009 VOL.85 NO.12

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Cover image: Schlegelmilch

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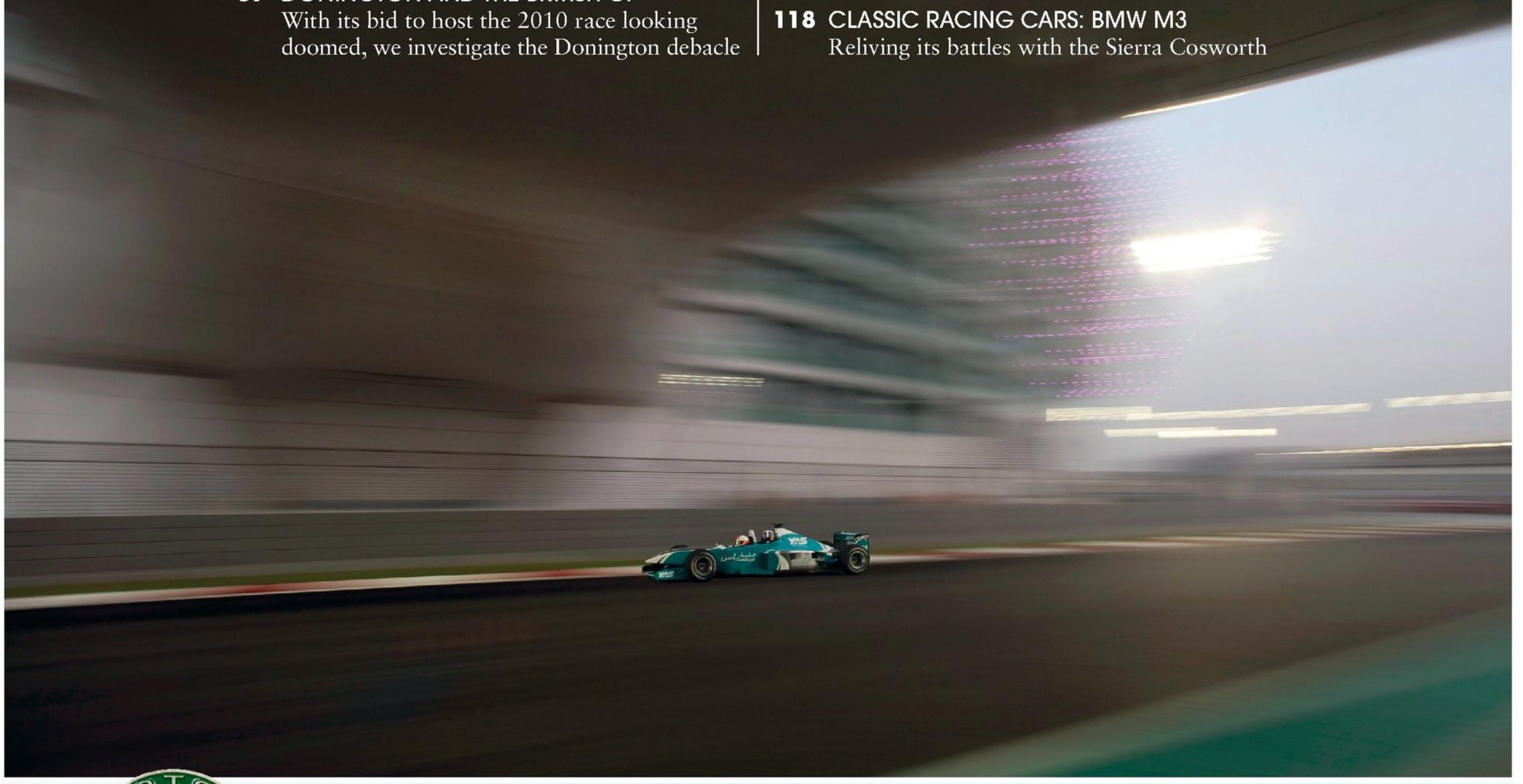
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Darren Heath

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# A worthy champ, no question

Perceptions are hard to shake off. Jenson Button was the playboy, an overhyped flop who didn't have the stomach to be a race winner, never mind a World Champion. The perception was wrong, stupidly so. But it never completely went away. Even this year.

We all make judgements: fans, journalists, engineers, team bosses – and drivers. When we asked Sir Stirling Moss about his rivals in our October issue he snapped straight back into the mindset of his youth. Each name we threw at him drew an immediate, long-held perception, subconsciously bracketed as the drivers he had to worry about – and those he didn't.

Fifty-year-old perceptions from a master are one thing, those made of drivers still racing today quite another. Once formed, we don't like to change them. It's uncomfortable to disturb our personal world order. But sometimes we must. Last year I was forced to re-evaluate Felipe Massa, to recognise that I'd underestimated him. He would have been a worthy World Champion then, just as Jenson Button is today.



Britain's 10th Formula 1 champion has a rarefied talent, a finesse of touch that has echoes of Prost, Lauda, Stewart and yes, Moss. That he needs a car honed perfectly to his needs is his biggest weakness, and it was almost his downfall. But only almost. What matters is that when the opportunity came to him – against the odds – he delivered. An incredible six wins from the first seven races, keeping his cool in a summer of intense pressure and delivering a champion's drive after another lacklustre qualifying in Brazil. It's enough: he was the best driver of the year. No question, he deserves his title.

Perceptions don't come out of thin air. Button, who is far from the modern F1 automaton cliché, hasn't always helped himself. But the questions, the doubts, stop now. For a change, here's a feel-good F1 story involving a decent bloke who's worked long and hard for this moment. Let's enjoy it with him.

From one British World Champion to another. Nigel Mansell clinched his title 17 years ago (surely not!), and like Jenson Button divided opinion over his talent versus the superiority of the car he drove. Mansell continues to spark debate today, as he did in our office after Simon Taylor met him for lunch. Hence the question on this month's cover: is Britain still in love with the 'People's Champion'?

The 'Mansell-mania' years left a sour taste for many purists, but to the world at large Mansell encapsulated that old 'fish 'n chips' flavour of sporting drama and soap opera, soaked in patriotic true grit underdog vinegar. Whatever. For all (except maybe Peter Warr) he *was* a great racing driver. But now, so long after his final Grand Prix (although he never did actually retire…) how is he remembered? The hordes who bellowed for him at Silverstone and Brands moved on to Damon Hill, then Jenson Button and Lewis Hamilton – or never went near a race circuit again. The ones who were left are probably reading this magazine.

What's your perception? Mansell believes the motor racing press had it in for him. He's still perplexed, even angry, after all this time. Does he deserve more credit as a man who, on his day, had the beating of Senna and Prost? Or has the fervour for 'Red Five' faded at last?

*Damien Smith, Editor*

## CONTRIBUTORS



### Rob Widdows

He's a dark horse, our features editor. He'd mentioned before how well he got on with Ron Dennis, but we didn't realise how well until he landed the first interview the McLaren boss has given since he stepped down from his role as principal of the F1 team. In the first of two McLaren exclusives in this issue, Rob asks Ron about his new road car – and how it feels to be watching F1 from outside the paddock.



### Adam Cooper

In magazine terms Lewis Hamilton interviews are like Christmas: they come but once a year. So when our man in the F1 paddock phoned to say he'd just sat down with the 2008 World Champion, we didn't hesitate to make room in this issue. Adam, as always, also writes our Grand Prix Scene pages and was at Interlagos to witness the crowning of Britain's new World Champion.



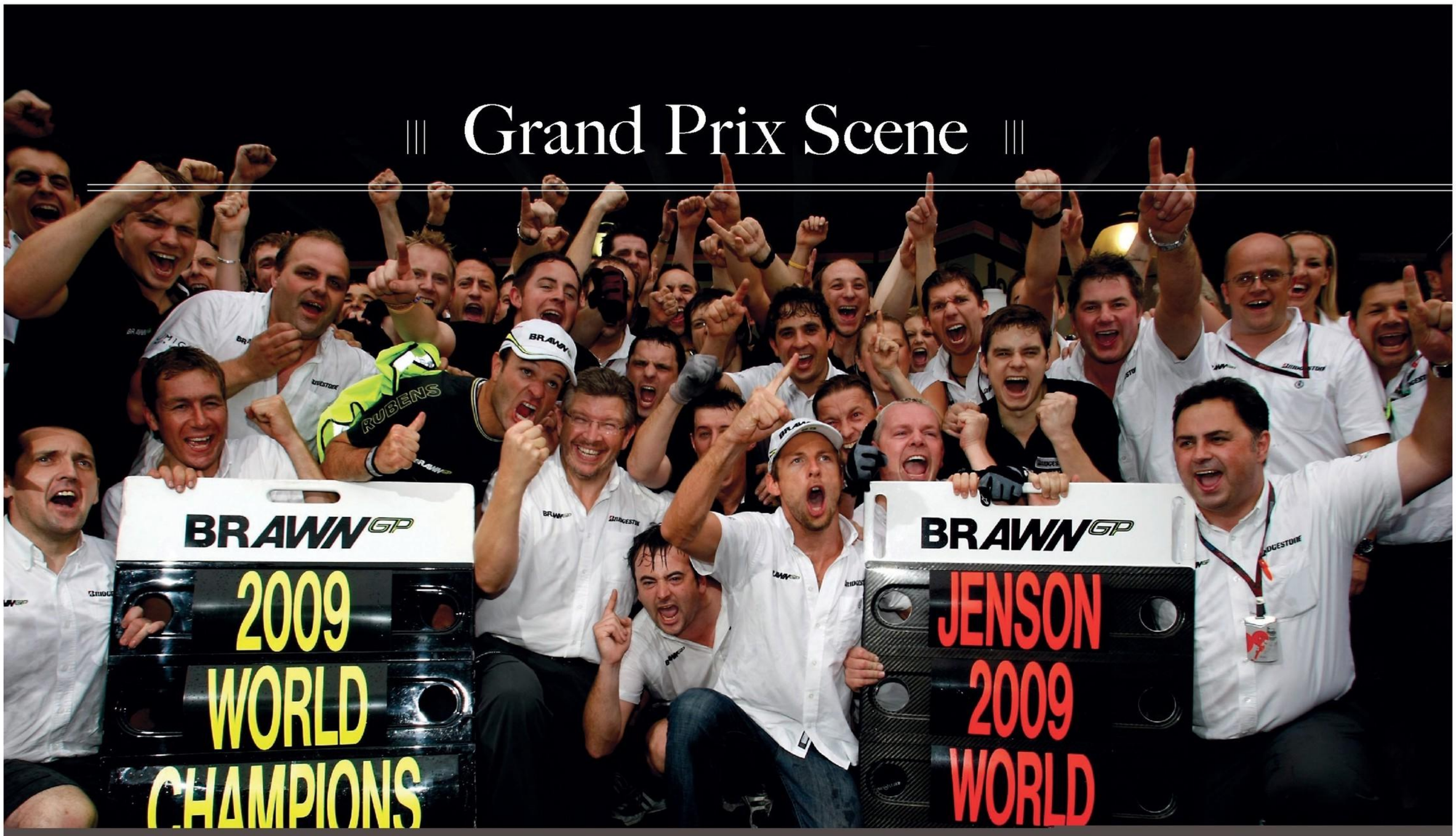
### Maurice Hamilton

When Maurice filed his copy for his F1 two-seater ride with Martin Brundle around Abu Dhabi's new track, he offered some advice to the editor: "OK Damien, fasten your seat belt! Here we go…" You might want to do the same when you read the feature on page 56. Like the editor, Maurice also co-drives on rallies with Tony Jardine. Unlike the editor, he usually makes the finish…



### Andrew Frankel

Funny how things work out in this magazine. Themes often develop by coincidence rather than design, and this month the view from the passenger seat is the string that holds the issue together. Andrew did drive the Citroën C4 WRC for his story, but it's his ride alongside rally king Sébastien Loeb that's really illuminating. Turn to page 78 to find out why.




# Brawn hails 'sensational' Button

HIS PROGRESS MAY HAVE BEEN TORTUOUS over the last few races of his campaign, but at the Brazilian Grand Prix Jenson Button finally silenced the sceptics by putting the 2009 World Championship beyond the reach of rivals Rubens Barrichello and Sebastian Vettel.

He thus follows Lewis Hamilton in clinching the title by finishing fifth – in a Mercedes-powered car numbered 22 – at Interlagos. Not since Sir Jackie Stewart followed Graham Hill in 1969 have two British drivers won back-to-back championships.

Button's path to the title was an unusual one. After winning six of the first seven races he looked set to put the issue beyond doubt well before the end of the season. But following a spectacular performance at Turkey in June, Brawn's form fell away as the team struggled to get its tyres to work.




Feisty Button battles Kobayashi at Brazil. Left: Brawn and Fry – focus now on 2010




All images LAT

That coincided with Barrichello getting a massive confidence boost after the team changed his brake set-up, and it was the Brazilian who was subsequently able to get more out of the package. Aside from finishing runner-up to Rubens in Monza Jenson edged towards his goal with an astonishing run of fifth, sixth, seventh and eighth places.

At times he didn't look convincing, and his form led to suggestions that he was struggling with the pressure of having the title within his grasp. But while his qualifying performances were often below par, there could be no doubting his commitment in the four races from Monza to Interlagos. He pulled off crucial early passing moves – belying suggestions that he was too cautious – and put in quick stints when it really mattered. The way he bounced back from his qualifying nightmare in Brazil was particularly impressive.

"Obviously he was starting a long way back," said Ross Brawn after the race. "He knew he had a lot to do but he drove a sensational race. He arrived

in a determined mood this morning. He was destroyed yesterday but the strength of the guy is that he slept on it, thought about it, and came in this morning and said 'don't worry, it's going to happen'. He dealt with that himself. I think that today in the race he showed he is a World Champion. His driving today was fairly exceptional."

In the end it was those six early wins that counted, and many World Champions – including Hamilton – have succeeded with a lower total. Button extracted the absolute maximum from the car at that stage, and he still won even when Red Bull arguably began to have a more competitive package.

"He's been incredibly strong," Brawn CEO Nick Fry told *Motor Sport*. "He's shown that he can win from the front when the car was exceptional at the start of the year, but he can also defend. Championships are made of the situation where the car isn't the best one and you plug the points in. That's made the difference, that he's always been there, always scored points. When he had to do it, he did. He really did pull out all the stops in Brazil."

The celebrations at Interlagos were made all the sweeter by Brawn's victory in the constructors' championship. Nevertheless the team remains focused on ensuring that it is still at the front next year, when Mercedes is expected to come on board as a full partner.

"It's just unbelievable," said Fry. "It's just a fantastic achievement and great teamwork – not just this year, but everything that's led up to this. I thought that if we could survive then we'd have some good results. At the beginning of the year if someone had said sign up for two or three wins, we would have taken the money. No one could have imagined where we've got to.

"The objective has to be to do it again. Next year we will be at the other end of the pitlane, which must be the biggest reversal in Formula 1 history! But Ross and I were always determined not to be one-hit wonders.

"We've managed to preserve the resource that's been working on the 2010 car, so we haven't actually stolen too much from that to work on this car. And that's very important. The situation at Ferrari and McLaren at the beginning of this year demonstrates what happens when you're forced to put all your resources into trying to win one championship." *Adam Cooper*

## IN BRIEF

■ The Monaco organisers have taken the unprecedented step of moving the date of the Grand Prix from May 23 to the 16th next year. Usually the race weekend is tied to a public holiday. However Bernie Ecclestone had scheduled the Turkish GP for May 30, a week after Monaco, and the F1 teams soon informed him that it was physically impossible to get their equipment to Istanbul in time.

■ Williams will switch to Cosworth power in 2010 after ending its deal with Toyota a year early. The team will thus run the upgraded 18,000rpm-limited version of the engine it had exclusive use of in 2006, and which has been mothballed for the past three years. Williams will provide a useful yardstick for the four new F1 teams, all of which are committed to Cosworth.

■ Flavio Briatore has launched a legal action against the FIA in the French courts as he tries to restore his reputation and find a way back into motor sport following his lifetime ban for the Singapore crash scandal. A statement from Briatore cited the FIA's 'abuse of power' and referred to a 'breach of the laws of natural justice'.



■ Otmar Szafnauer has been appointed chief operating officer of Force India. The American (left) replaces Simon Roberts, who was on secondment from McLaren for a year. Szafnauer was involved in a similar role in the early days of BAR and later headed Honda's F1 operations in Europe.

■ A host of drivers will attend the first 'Powered by Mercedes-Benz Live' event at Mercedes-Benz World, Brooklands, on November 8. Lewis Hamilton, Heikki Kovalainen, Mika Häkkinen, David Coulthard, Ross Brawn and various Mercedes DTM drivers will be present, and both the McLaren and Brawn GP cars will be on track.

■ Sir Rodney Walker, who has a long history working in sport, will become the non-executive chairman of Donington Park if the circuit succeeds in its bid to run the British GP. CEO Simon Gillett is nearing the end of his race to raise the finance for the re-development. *Feature, p69*



# Lotus in a good position

LOTUS TECHNICAL DIRECTOR MIKE Gascoyne insists that the new team is on schedule with its preparations for 2010, despite the late confirmation of its Formula 1 entry by the FIA.

The new outfit, to be known as Lotus F1 Racing, will initially be based at the former Bentley facility at RTN in Norfolk. The team has unveiled a wind tunnel model of its car (above) and aero development is being undertaken at the FondTech wind tunnel in Italy, which in recent years has been used by Force India.

Jarno Trulli's name continues to be linked with the team, although the Italian denies that his long friendship with Gascoyne will guarantee his participation.

# Räikkönen now central to unsettled driver market

THE FORMULA 1 DRIVER MARKET remains in a state of flux after Ferrari's confirmation of Fernando Alonso's arrival in 2010 failed to trigger the expected rush of announcements.

Renault acted quickly to name Robert Kubica as the Spaniard's replacement, but that was the only direct reaction to the Alonso news. With only Red Bull and Ferrari having officially confirmed both drivers by the Brazilian GP, and several expected signings yet to be formalised, the situation is unlikely to become transparent until well into the winter.





Matters have been complicated by the arrival of four new teams in F1 next year, by uncertainty about the future of the Qadbak/Sauber team, and by lingering doubts about Toyota's commitment ahead of the board's long-awaited review of its F1 programme in mid-November.

In addition, even teams that appear to have healthy budgets are keen to keep a lid on retainers, which has slowed down the market further as top drivers push for what they believe they are worth. For that reason Jenson Button had not yet re-signed for Brawn when he won the title in Brazil. The expected moves by Nico Rosberg to Brawn and Rubens Barrichello to Williams have also yet to be confirmed.

Alonso (below) had long been linked with Ferrari, and in fact has had a firm contract for 2011 for some time. The arrival of Santander as a major sponsor encouraged Ferrari to find a way to bring the Spaniard on board one year early, however, despite having a contract with Kimi Räikkönen (left). The Finn will be paid in full – his salary is estimated at $25 million – to walk away.

Kubica's move to Renault is a logical one as he was keen to find a seat where he could grow into the role of team leader. He was briefly a member of Flavio Briatore's driver programme and had his first F1 test in a Renault in 2005.

Räikkönen now holds the key to the driver market. A return to McLaren to run alongside Lewis Hamilton remains his most attractive option, but he is demanding what he believes to be his market value. Sources suggest matters are complicated by the fact that he only wants a one-year deal. He also has a firm offer from Toyota, which is keen to secure a big name and has no drivers signed yet. Adrian Sutil and Timo Glock are among the favourites for the second Renault seat.

# Nigel Roebuck



## REFLECTIONS
– Button won his championship in the right way
– Mosley offends royalty on the campaign trail
– Piquet Jr has no one to blame but himself
– Alonso could have joined Kimi at McLaren...

He made us sweat for it, but at Interlagos Jenson Button finally put a lock on a World Championship that looked a forgone conclusion as long ago as May.

At that stage of the season he had won six of the first seven races – already more than the number achieved by Lewis Hamilton in his championship year. Sebastian Vettel had won for Red Bull in the rains of Shanghai, but otherwise it seemed that only a Brawn – and only Button's Brawn – could win. We began to think back to the bonanza years of Michael Schumacher, to envisage a title clinched by August.

Then the rest, initially caught on the hop by the 'double diffuser' controversy, began to catch up. Had the intra-season testing ban not been introduced this year, assuredly it would have taken less time than it did, but you play the hand you've been dealt, and it was quite a while before the likes of McLaren and Ferrari came properly into the picture.

Not so Red Bull, though. Silverstone's long sweepers were a perfect fit for Adrian Newey's aerodynamic genius, and Vettel and Mark Webber were untouchable. Button never really figured in his home Grand Prix, which at the time we thought unfortunate, but probably just one of those things. In point of fact, it was to be the start of a long and worrying phase for Brawn; certain aerodynamic updates seemed, if anything, to detract from the car's competitiveness, and when Webber won conclusively at the Nürburgring Jenson's World Championship began to look emphatically less secure. True enough, he retained a very sizeable lead, but suddenly he was scoring two points here, three there, rather than 10-10-10. Poor qualifying meant that he was giving himself too much to do on race day.

It was to Rubens Barrichello that Brawn primarily looked at this stage of the game. While Button complained of not being able




Brawn topped a remarkable debut season in Brazil, winning both the drivers' and constructors' titles

to get sufficient heat into his Bridgestones, Rubens put his naturally more aggressive style to good use, won in Valencia and Monza, and began to look like the championship contender he had claimed to be in the early part of the season.

Best of all for Button, though, was that different drivers were winning. Jenson himself might have lost the victory knack in a car sometimes competitive, sometimes not, but the crucial point was that no one put together a string of wins such as he had enjoyed from March to June. The McLaren may not have metamorphosed into a silk purse, but on some circuits – notably those where KERS had an important part to play – it was a contender, and Hamilton won with it in Hungary and Singapore. It was also KERS that won the Belgian Grand Prix, this time in Kimi Räikkönen's Ferrari.

As well as all that, Red Bull's anticipated challenge wilted, thanks in part to a dangerously low stock of Renault engines available to Vettel for the remainder of the season. And what all this added up to was that Button, while not scoring many points himself, faced no consistent challenge from any one quarter.

> "No one put together a string of wins such as Button had enjoyed"

Through all this the murmurings began that Jenson was going to back into this World Championship, and while this seemed a touch unfair – he had, after all, won six Grands Prix – still the perception was that he had become… tentative.

One might have expected more of the same in Brazil. Monsoon conditions made something of a farce of qualifying and in Q2 Brawn were perhaps too conservative, sticking with 'full wets' throughout when intermediates might have better served them. But whereas Barrichello just made it into Q1 Button did not, and thus qualified 14th. Rubens, meantime, went on to take pole position and Jenson's only consolation was that Vettel, his other challenger, was starting even behind him.

On Saturday evening it looked unlikely that the World Championship would be resolved at Interlagos, and Button confessed that he actually 'felt sick'. But perhaps thoughts came back of last year's race, when McLaren's over-conservative approach »»

LAT

# Nigel Roebuck



Father and son fulfil a lifetime's ambition. Below: Rubens was magnanimous in defeat

LAT



LAT

very nearly cost Hamilton the title, for at some point before Sunday afternoon Clark Kent headed into the phone box, and in the opening laps of the race looked like a man transformed, one who wanted this thing settled right there and then.

From the outset Button was assertive and brave, and quickly – further aided by an accident which accounted for Alonso, Trulli and Sutil – he was up into the points. "I personally think that drive was deserving of a World Championship," he said afterwards, and he was right.

Some will always say that a championship is a championship, no matter how you won it, but I don't doubt that in his dotage Jenson will remember his as a title clinched the right way, with a fighting drive. To racing aficionados, too, these things matter. Three years ago, also at Interlagos, Schumacher raced a Grand Prix car for the last time, and he wanted to remember it well. Although Michael was never likely to win, and a puncture ruled it out completely, in the late laps he drove perhaps as hard as at any time in his life. He ended with a flourish, putting an imperious pass on Räikkönen, the man who would replace him at Ferrari – and, of course, the man whose signing had ended his Formula 1 career earlier than he might have wished.

Unlike some, Schumacher did not play his last race safe, did not limp into retirement, and in the same way Button did not *assume* his World Championship, but rather made sure of it with a strong, hard drive.

The post-race behaviour of his vanquished rivals could hardly have been more disparate. Barrichello, ever the consummate team player, smiled sadly after his 287th Grand Prix: "I know how to win and lose…" That he does.

Vettel, though, was simply angry. Memories of the smiling schoolboy have faded more than somewhat this season, as anyone at Red Bull can attest, and there was no pleasure apparent in the team's victory (by Webber), nor much in the way of congratulation for Button. This, of course, is why Sebastian will himself be World Champion, and probably more than once. Not this year, though. *Salute*, Jenson.

As I write, election day for the FIA presidency looms, with both the Todt and Vatanen camps confidently anticipating victory.

One shouldn't, probably, be any longer taken aback by the actions of the outgoing president, but still it has been impossible to be other than shocked by the stance taken by Max Mosley in this pre-election period. From the outset Mosley, far from keeping out of the debate, has made it abundantly clear that he wishes Todt to succeed him – indeed, in his original letter to the FIA member clubs confirming his decision not to stand again, Max strongly suggested they should give their support to the ex-team principal of Ferrari, and there has since been no let-up.

Certainly it may be said that Todt's campaign, run by ex-FIA man and Mosley spin doctor Richard Woods, has been unrelenting. One has lost count of the e-mails received from 'JeanTodt&Team2009', in which the Frenchman's candidature is apparently endorsed by everyone from Jesus Christ down.

The tone throughout has been one of seamless transition from Max to Jean… the gushing mutual admiration, the undertaking that Todt, while having some ideas of his own, would strive 'to continue the great work of President Mosley'.

In the eyes of some, this was something of a double-edged sword. "I would be inclined to support Todt," one F1 team principal chuckled, "only if Max were endorsing Vatanen…"

Not that this fellow has a vote, of course. Only the FIA member clubs, from the USA to the UAE, decide who shall be president.

Throughout the campaign Vatanen, while stopping short of employing phrases such as 'Augean Stables', has been openly critical of the manner in which the FIA has been run these years past, and perhaps Ari, only too aware of where lay the sympathies of the FIA hierarchy, figured he had little to lose.

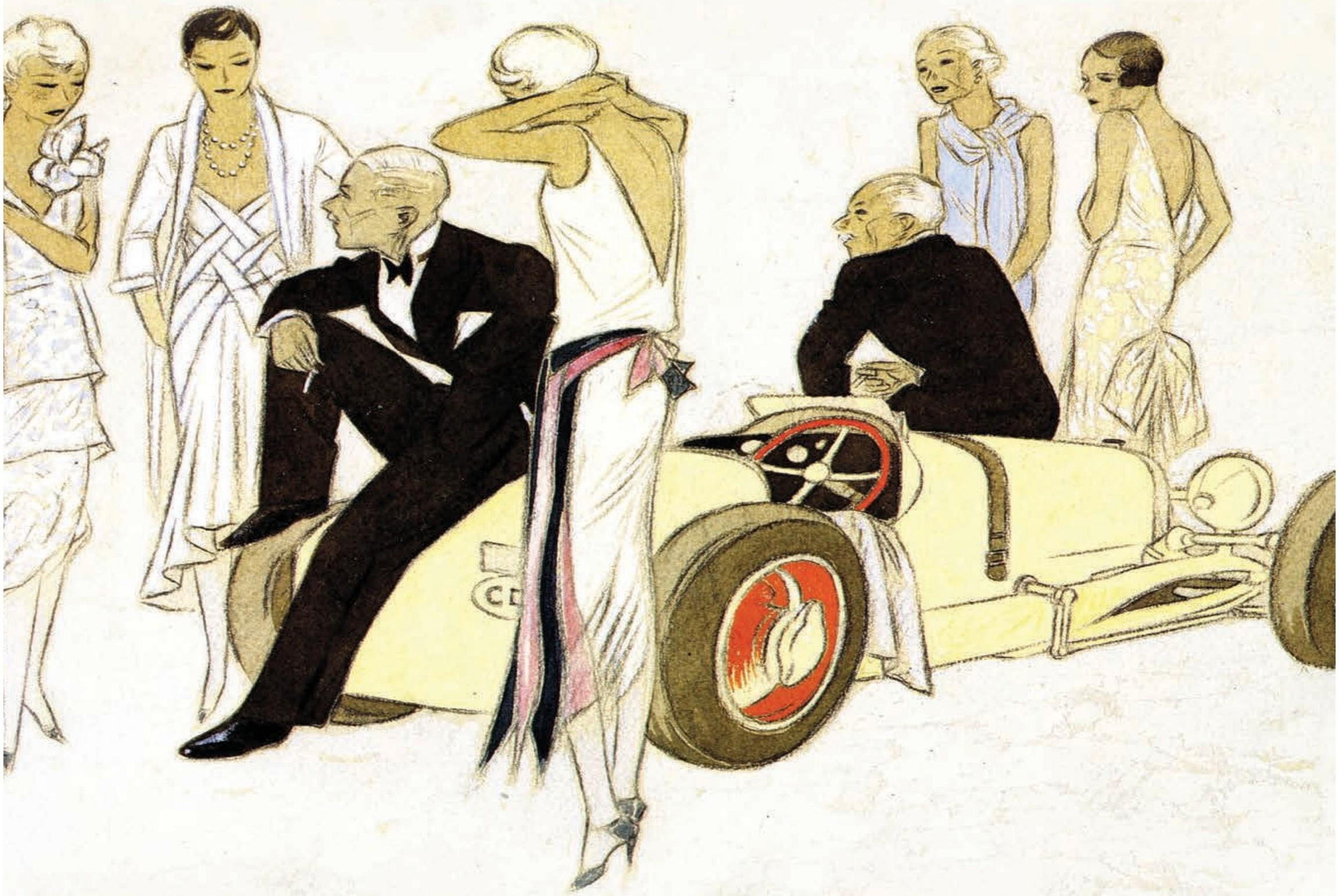
Clearly, though, Vatanen's words resonated with some, not least the bulk of the Middle East region, which was expected to side with him. Predictably

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# Nigel Roebuck

this did not go down well in some quarters, the extent of that revealed in a quite astonishing letter from Mosley to Prince Feisal of Jordan.

'It is very unfortunate,' he wrote, 'but the campaign run by Ari Vatanen has been marked by untruthful claims (such as the false allegation that the FIA provided a private jet to take Jean Todt to Africa), and has now descended to insults such as his recent statements that the FIA is a "stagnant pool" which stinks, and that the entire FIA system is unfair, autocratic and unjust.'

In comparison with the opinions of some of my acquaintance, Vatanen's remarks would rank as a generous tribute. But as we have seen many times before – notably on the recent occasion of Luca di Montezemolo's reference to him as 'a dictator' – Max, while himself expert at dishing out gratuitous insults, is rather less adept at receiving them. His letter now took a somewhat sinister turn.

'The great majority of the FIA member organisations fully support the FIA's current policies. After all, they voted for them. The more Vatanen criticises these policies, and the more insulting and untrue his claims, the more he damages the interests of those associated with him. The FIA membership will naturally assume that his supporters fully endorse his statements.

'Any thought that, after the election, everyone can unite and work together can now be forgotten. It is not possible to make outrageous and divisive statements like Vatanen's, and then expect the victims of insults and untruths to forget what has been said.'

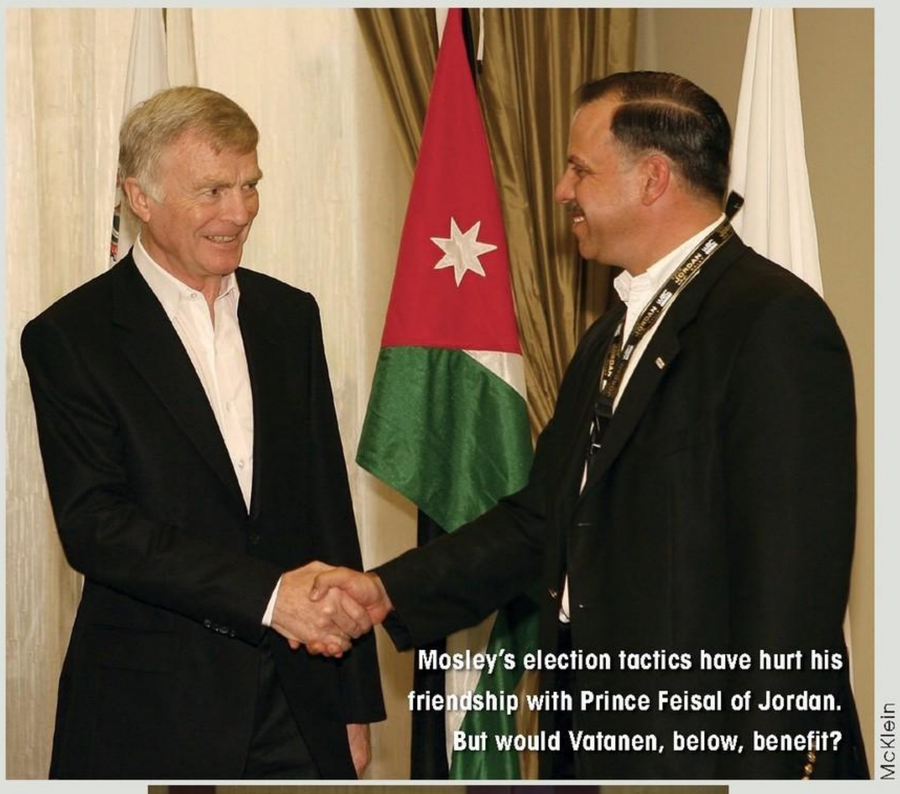
I know of a 'certified half-wit' – with three World Championships and a Scottish accent – who feels like that.

Mosley: 'The simple fact is that Vatanen will lose the election, and lose badly, not least because he chose to denigrate the FIA, and those currently in office, rather than run a constructive and civilised campaign.'

Perhaps Ari felt the odds were stacked against him, Max. In every respect.

It doesn't take a Rhodes Scholar to read between the lines of the letter to Prince Feisal: vote for Vatanen, and your sin – and that of anyone else who supports him – will be neither forgiven nor forgotten. I confess to being *astounded* that Mosley would commit something like this to print.

Why do I use a word like 'sinister'? Because the letter appears to suggest that,



Mosley's election tactics have hurt his friendship with Prince Feisal of Jordan. But would Vatanen, below, benefit?

McKlein



McKlein

after the election, it will be *known* who voted for Vatanen – to be thereafter consigned to outer darkness – and who did not. But surely, given that the vote is supposedly conducted – according to the FIA Statutes – by secret ballot, that cannot be. Can it?

We have talked about this, my colleagues and I, and someone voiced the opinion that, in some respects, this election put him in mind of that recently conducted in Iran. The rest thought that a horrid thing to say.

Whatever, Mosley's letter to Prince Feisal achieved precisely the opposite of what had been intended. Outraged, the prince showed it to his brother – King Abdullah – and he reacted in much the same way, the gist of their response being, 'Who the hell does this man think he's writing to in this fashion?'

It is perhaps the more remarkable that Mosley should have chosen to send such a letter to Prince Feisal, since it was to the Jordan Rally that he was invited last year in the immediate aftermath of the *News of the World* affair, when the Bahraini authorities at once made it clear he would not be welcome at their Grand Prix, and Max found himself mighty short of friends.

At a motoring conference in Amman on October 1, the prince responded in dignified, yet unmistakably firm, tones. "Jordan," he said, "has always maintained a strong relationship with the FIA president, so I am deeply disappointed by the content and the insinuations of his letter, which have raised serious questions as to the credibility of the upcoming and future elections."

By the time this is read, the result of the election will be known. At the time of writing, the general belief was that, yes, Todt would duly reign in the Place de la Concorde – indeed, such has been the case since note was taken of Mosley's original letter to the FIA clubs – but still there were many who thought it not necessarily a foregone conclusion.

"Actually," an insider told me, "this letter to Prince Feisal suggests to me that there is a great insecurity in the Todt/Mosley camp. All the 'motor sport' people in the various FIA member clubs and federations are supporting them, and for all the reasons you and I know only too well.

"That's the 'motor sport' clubs, though. The 'mobility' clubs are very different. Many of them, like AAA in the States, came out strongly against Max in the *News of the World* thing – and they haven't changed. There's a view that because Formula 1 has the loudest voice that's what will carry the day, but I'm not sure that's necessarily the case. Funny... it was Max who brought in all the mobility clubs, the touring clubs and so on a few years ago, believing he was building his empire: it would be ironic if in the end that worked against him, wouldn't it?"

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# Nigel Roebuck

I wonder how it all turned out. If his letter to Prince Feisal were anything to go by, Max Mosley seemed to know in advance.

Until recently we tended to think of Timo Glock's tyres – dry on a wet track – as being the reason why Felipe Massa lost the 2008 World Championship to Lewis Hamilton, but now there's a case to be made for suggesting the real culprit was Fernando Alonso's fuel hose in Singapore qualifying.

After practice Alonso – fastest in two of three sessions – had expected to qualify his Renault in the first couple of rows. Had he not been halted out on the circuit in Q2, he would undoubtedly have been up there with the Massas and Hamiltons and Räikkönens – in which case there would have been no need of the skulduggery which followed.

As it was, Alonso qualified only 15th, and it was at that point the plot took seed. For it to have any chance of success, Fernando's Renault needed to go to the grid with a minimal fuel load, so that he would then make a very early stop, after which Nelson Piquet Jr – before anyone else had stopped – would obligingly park *his* Renault against a wall, thus bringing out the safety car.

Deadlines being what they are, last month I wrote on this subject before the decisions from the World Motor Sport Council – the suspended penalty for Renault, the bans for Flavio Briatore and Pat Symonds – had been announced. Fortunately there was time enough – just – to re-write part of the column, revealing the decisions from Paris in brief, but not to discuss what came later, most notably the content of Symonds's written statement to the WMSC.

'The idea for this incident,' Symonds wrote, 'was entirely conceived by Nelson Piquet Jr. It was he who first approached me with the idea. At the time I naïvely believed it was something he wanted to do for the good of the team. I was not aware of the position of his contract negotiations, although with the benefit of hindsight I now consider that he believed his actions would have a favourable effect on these negotiations.

'In mitigation I would like to acknowledge my role in this incident. I was the one who, when the idea was first suggested to me, should have dismissed it immediately. It is to my eternal regret and shame that I did not do so. I can only say that I did it out of a misguided devotion to my team, and not for any personal gain whatever. I consider the role I have played in bringing the team to where it is today to be my life's work. The last thing I ever wanted was to jeopardise that team and the many people to whom I had an overwhelming responsibility.'

Symonds went on to say that he had always 'tried to be an honest person', and no one who has known Pat these many years would dispute that. He got this wrong, knows it, and has acknowledged it, but I personally think it a tragedy that he has been brought down by it. Like Piquet, Symonds was offered immunity by the FIA; unlike Piquet, he chose not to accept it, and has paid the price.

Symonds insisted, however, that the decision to send Alonso to the grid with little more than fumes was not originally anything to do with a plan for Piquet deliberately to crash, but rather with the intention that Fernando should run a short, light, first stint on Bridgestone's super-soft tyres so as to get them out of the way. A similar strategy, Pat pointed out, was employed this year on Hamilton's McLaren in Melbourne, where he, too, qualified 15th.

> "The idea for this incident was conceived by Piquet Jr"
>
> PAT SYMONDS

Be that as it may, we all know what happened in Singapore 12 months ago, and I have to say that I find Piquet's latest outburst of self-pity even more distasteful than those which went before. "Some people have suggested I should have been punished by the FIA," said the poor boy, "but in reality no one has been punished more than I have. I am at the beginning of my career, unlike the others who have been punished in this case. I am going to have to overcome many obstacles. I more or less have to start my career from scratch in F1 or whatever category I might race in." Diddums.

According to Symonds, the idea behind 'crash-gate' came from Piquet alone, but even if that were not the case the fact remains that he deliberately crashed his car in order to affect the outcome of the race, and to come out with a lot of excuses for his behaviour, to claim he was 'fragile' because of the delicate state of his negotiations with Briatore – and to suggest, finally, that it wouldn't have happened if he'd had his daddy with him in Singapore, is pathetically contemptible.

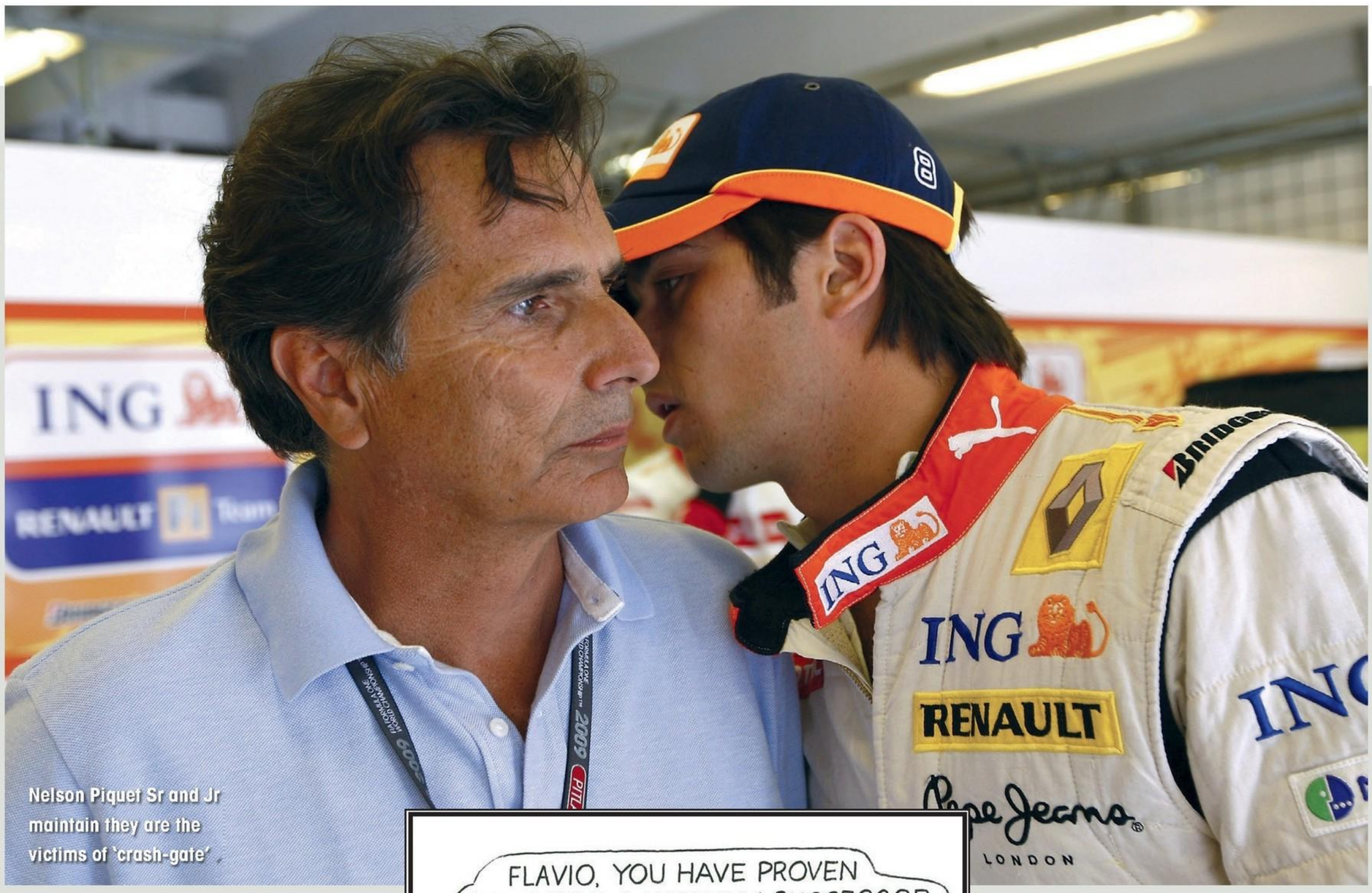
I think back now to something Jackie Stewart said as we anticipated the 2008 F1 season: "As far as Piquet Jr's concerned, I don't dislike the boy, but I think daddy's too rich and mummy's too adoring – he's spoiled, he gets anything he wants. Daddy flies a Citation 10 – and he'd travel from Brazil to watch him in an F3 race! Nelsinho expects everything to come his way… he's got a short attention span… I think life's been too easy…"

In the paddock there is remarkably little sympathy for him, not least among his fellow drivers. Robert Kubica put it inimitably well: "Normally, if you go to the police and say you killed someone but you know someone else who killed three people, you will still go to jail…"

The attitude to the whole 'crash-gate' episode has been the same throughout motor racing. At Goodwood Stirling Moss, literally stunned by the revelations, said he thought it the worst thing he had ever known in the sport.

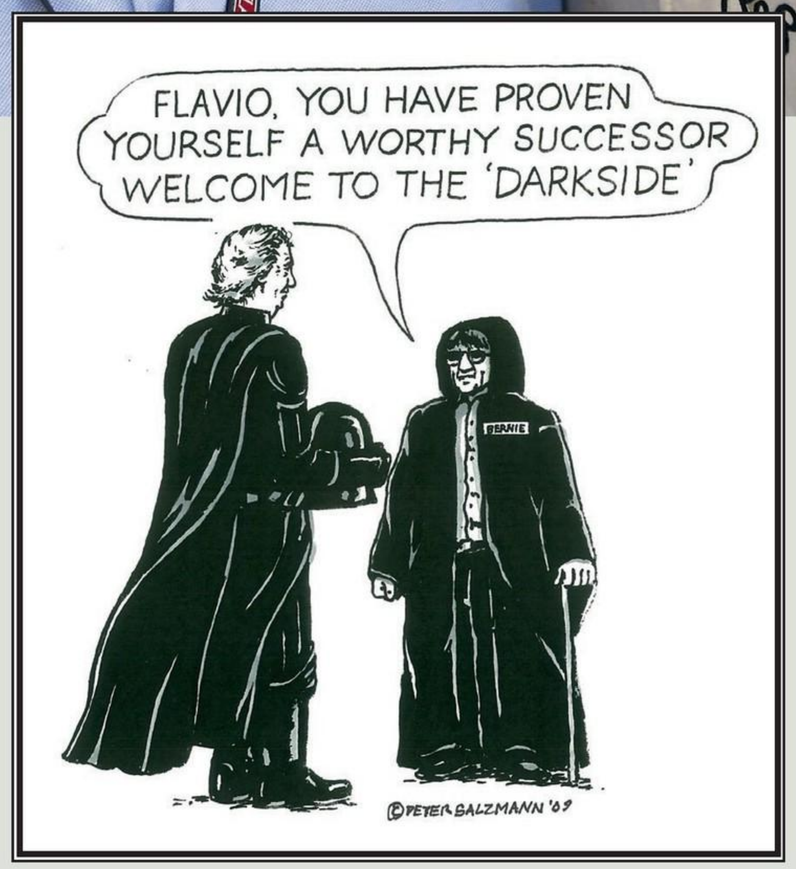
It reminded me, I must say, of a line from *An Englishman Abroad*, Alan Bennett's sublime play about a meeting in Moscow between the exiled spy Guy Burgess and the actress Coral Browne. When Burgess, desperately homesick, wonders about the possibilities of one day returning to England, the acerbic lady slaps him quickly down: "You pissed in our soup, darling – and we drank it…"

There has been no hint from Piquet of the degree of remorse required by his actions – everything appears to have been someone else's responsibility – and most view his behaviour as cynical and self-serving: so long as he kept his Renault drive he was




Nelson Piquet Sr and Jr maintain they are the victims of 'crash-gate'

LAT




willing to keep his mouth shut; only when Briatore dropped him did his father call Max Mosley – who had been aware of the saga for some time – to press the 'go' button, which of course saw the end (at least for the time being) of Flavio in F1. QED.

Piquet, we now learn, is to test a NASCAR Toyota truck in the near future. It would surprise me if we were to see him in a Grand Prix car again, but there again the young man has always had substantial backing, and in F1 a fool and his money are soon popular. There is no shortage, God knows, of teams looking for 'drivers with a budget', but, that said, this one is very obviously no budding Schumacher – were such the case, indeed, one suspects that memories of 'crash-gate' might fade more readily into the past.

It is doubtful, though, that they ever will for one of Piquet's countrymen. When the safety car went out in Singapore, Massa's pole position Ferrari had gone away in the lead, and Felipe was looking set for another of his flawless lights-to-flag victories. As it was, he was obliged to join the scramble into the pits, and there – because of the unusual congestion – the team decided to play safe with its green light 'release' system, switching from automatic mode to manual. As it was, someone pressed the button too soon, and Massa accelerated away with the refuelling hose still connected.

Although he eventually rejoined, his night, in terms of scoring points, was done; five weeks later, it will be remembered, Felipe was again dominant at Interlagos – and lost the championship by a single point.

One trusts all this has registered with the *Paulistas*.

Much has been written and said – for and against – about the WMSC's decision to confine punishments in this lamentable episode to Briatore and Symonds. Renault *per se* got away with a suspended ban from F1, which is to say scot-free, and that was widely anticipated for more than one reason. First, the company, having carried out its own investigation, lost no time in showing Flavio and Pat the door; second, in then offering no defence against the FIA's allegations, Renault tacitly admitted it was a fair cop. Always goes down very well with the governing body, that does, as Renault has found in the past.

The other reasons were perhaps rather more pragmatic. Suspension from the World Championship or a fine perhaps comparable with the $100,000,000 demanded from McLaren two years ago would, it is sure, have led to Renault's immediate withdrawal from F1, and that was not to be risked. For one thing a great many jobs would have been lost, and, for another, let's bear in mind that Renault not only operates a team but – unlike McLaren – also manufactures engines and supplies them to others. That being so, it perhaps comes into the 'too big to fail' category, a phrase we have heard numberless times in reference to banks. »»

# Nigel Roebuck

But this is not a time for anyone to be holier-than-thou. In the last couple of years we've had spy-gate, lie-gate and now crash-gate, to say nothing of what went before, so it's fair to say that F1's unsullied virgin ship sailed a long time ago. Perhaps the rewards of winning – and the consequences of losing – have simply become too great.

Once in a while it comes to pass that a lot of driver contracts expire at the same time, and this is one such: when the 2010 F1 season begins in Bahrain next March the grid will look very different from the one at Abu Dhabi in November.

Nearly always on these occasions there is a pivotal figure involved, a star on whose decision all others depend, and in 2009 that has been Fernando Alonso. He may have had a depressing season at Renault, but what never fails to impress about Alonso is that, competitive car or not, he gives it his best shot. I have thought Fernando the best, most complete driver for some years now.

It is 18 months now since he signed a Ferrari contract for 2011, and from the outset he had his hopes that maybe that might be brought forward a year, for Ferrari's frustration with the inconsistencies of Kimi Räikkönen have been apparent for some time.

They can hardly be blamed for that: here, after all, is the highest-paid driver of all time, yet so often he has been outshone – and consummately so – by Felipe Massa.

In 2007, yes, Kimi won the world title, and in the second half of that season he was devastatingly good, demonstrating the brilliance of which he is capable, and doing it at race after race; earlier in the year, though, he had disappointed.

That has been Räikkönen's problem throughout his F1 career: while it is abundantly clear what he *can* do, it is less so why he doesn't do it more often.

Since Massa's accident at Budapest in August, Kimi has been notably more to the fore, and we wondered about that: had he stepped up to the plate in his team-mate's absence, as has happened many a time through this sport's history – or would Felipe, had he still been competing, have continued to overshadow him?


LAT

"Kimi's been a different driver since Felipe's accident," a Ferrari man insisted at Monza. "But… six great drives in two years is not enough…"

For a long time the Scuderia faced a dilemma. On the one hand there was a strong desire to bring forward Alonso's contract, to have him in the car as soon as possible. But there remained an admirably resolute commitment to Massa: assuming that he was able to get back to full fitness, to show he had lost nothing, one of the red cars was for him in 2010.

Problem was, how long would it be before the facts were known about Felipe? Around the time of Monza word was that his doctors had suggested he did not test an F1 car until the end of January, and that was of course a concern: what if he were to drive again and find that he wasn't quite what he had been? Ferrari people didn't want to give public voice to that thought, and had faith in the medical reports from Brazil and America, but still it was a concern. If Massa were not sufficiently recovered from his injuries, or simply unable to regain his old pace, then what? They could hardly, after all, keep Räikkönen hanging around on the off-chance that they might need him.

For some little time it has been, of course, a matter of money. If Kimi's deal were to be terminated a year ahead of its expiry date, that was going to cost, and it took some time for Ferrari to reach an accommodation with Räikkönen's management. That done, the way was clear for the team finally to confirm Alonso's three-year contract.

They liked Kimi at Ferrari, but in temperament he was unlike any driver they had come across before, and his insouciance – beyond any other I have come across in F1 – they found very difficult to comprehend. Perhaps, as people have said, fundamentally he was better suited to an English team than an Italian.

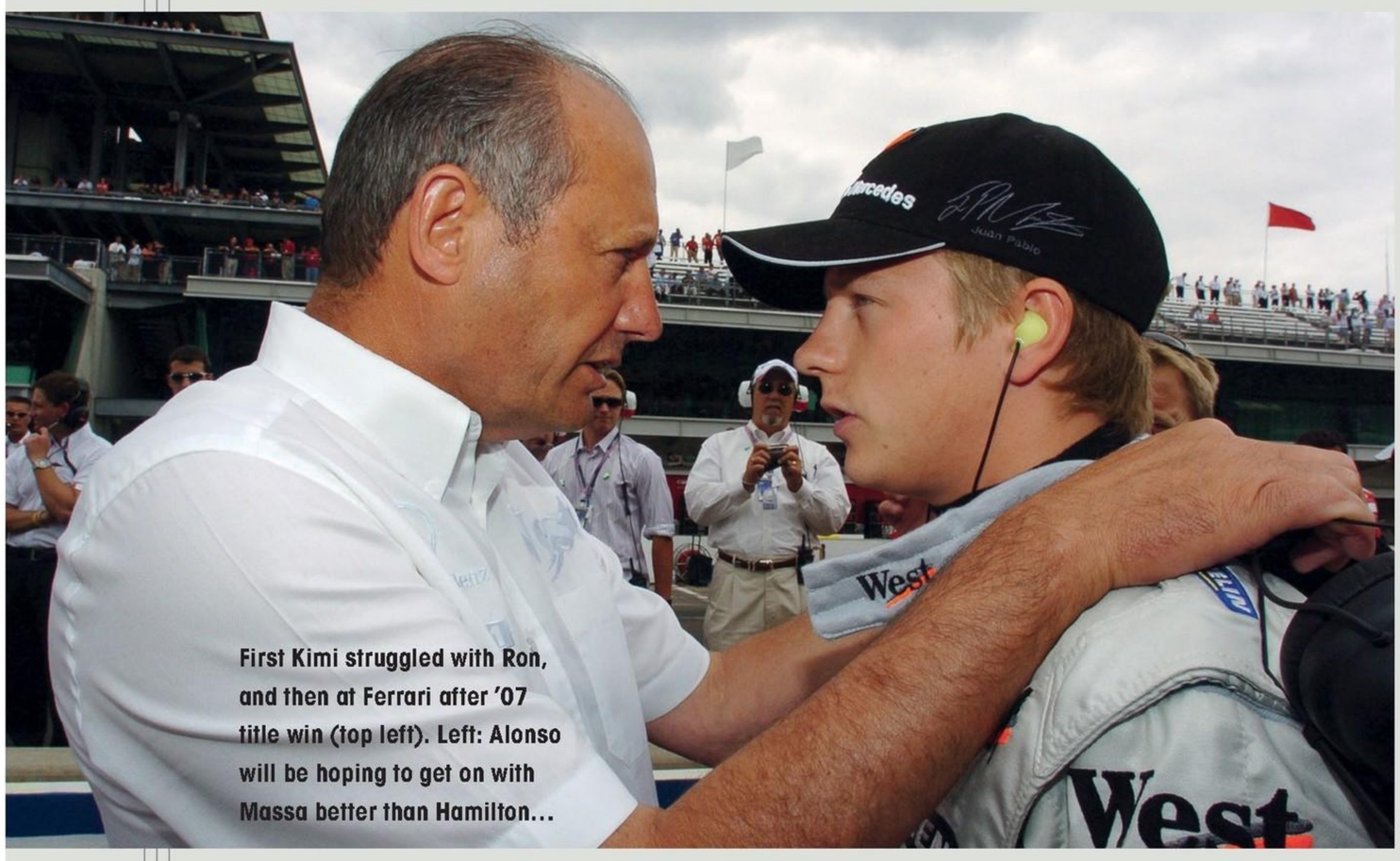

LAT

As I write, Kimi has made no statement about his future, beyond saying that in 2010 he would drive for a top team, or not at all. There was no point, he suggested, in being in F1 for the sake of it – he wasn't that type. On the face of it, though, only a return to McLaren could fit his bill, and while no announcement has yet been made it has been confidently expected for many weeks.

Just as Räikkönen and Alonso, in different circumstances, could have been Ferrari team-mates, so at one time they might have driven together at McLaren, for that was very much what the management had wanted as they planned for the 2007 season. At a pre-Christmas lunch in Woking, indeed, they spoke of their disappointment in not managing to pull it off.

"To be fair to Kimi," said Ron Dennis, "if we'd done a better job, he'd have won two World Championships with McLaren. I think he could have contributed a little more sometimes, in terms of how he looked after the car, but broadly it was our failure, not his, and I'm sure that must have contributed to his decision to leave. Overall, Kimi's period with McLaren was positive, not negative. Of course, it was a little difficult towards the end…"

Indeed it was, and, truth be told, the relationship between Dennis and Räikkönen was, er, never an easy one. As many predicted when he joined the team in 2002, Kimi's resolute determination to do his own thing was never going to sit easily with Ron's obsessive sense of order. Monosyllabic in a paddock he may be, but away from a race track Räikkönen, as we know, is a party animal of legendary standing, and when his indiscretions hit the papers Dennis found it hard to smile. Kimi stayed with the team for five seasons, but over time his relationship with Ron deteriorated to a point of no return. Although he didn't leave McLaren until the end of '06, he had signed a letter of intent with Ferrari some 18 months before.



First Kimi struggled with Ron, and then at Ferrari after '07 title win (top left). Left: Alonso will be hoping to get on with Massa better than Hamilton...

LAT

"In the autumn of 2005," said Martin Whitmarsh, "we decided to have a punt at getting Alonso, and we succeeded – he was contracted to Renault for '06 but able to join us for '07. Fine. At the time it looked possible that Schumacher would stop at the end of '06, so it was obvious who you'd want in your car if you wanted to win the world title in '07: either Alonso or Räikkönen.

"In an ideal world, we'd have had both. We'd signed Fernando and made a good offer to Kimi, but I suppose we felt we'd got the driver we wanted, and if Kimi stayed that would be terrific, but if not, so be it..."

As it was, Räikkönen was off to Maranello, and it was only when Dennis and Whitmarsh knew they had lost him that they started thinking seriously about Hamilton as a team-mate for Alonso in 2007. That saga, of course, has been told too many times to bear repetition here: by mutual agreement Fernando left after a single season, since when he has largely wasted his talents at Renault, while McLaren has largely wasted its second car on Heikki Kovalainen.

So now Alonso heads to Ferrari, while Räikkönen is expected to return to McLaren. It is interesting now to reflect on Whitmarsh's feelings about Kimi at the time of his departure three years ago.

"There were times," Martin said, "when his brilliance was apparent – and times when it was less so... Over a season Kimi's performance was extremely fine, but by the levels of genius he could show on occasions, there were times when his performance was... less than we might have expected.

"Kimi is a feisty individual, who doesn't like any intrusion in parts of his life that he feels are his business. He's a very independent, free-spirited guy, and perhaps he objected to our trying to direct and control him too much. He does things his own way, and isn't going to be dictated to by anybody."

At the time I wondered how Räikkönen's personality would gel with Ferrari's way of going racing: he was unlikely, I suggested, to become a true 'disciple', to give his heart and soul to the team. To *any* team, in fact.

"I'd agree with that," said Whitmarsh, "but then I don't know how much Michael became a 'disciple' and how much he was an intelligent pragmatist. I think Michael said to himself, 'How am I going to create a team focused on me?' He had a very pro-active approach to the team, and recognised that he could contribute to its morale, its commitment, its self-belief.

"The thing is, Michael Schumacher believed in Michael Schumacher. I think he was smart enough to say, 'If I can bring this team together, as a cohesive, focused outfit, it's going to make my job easier'. I think the same quality was there in Senna, Prost and Lauda – but I don't think Kimi has yet tried to do that, and maybe he never will.

"At the time we were trying to persuade him to stay for '07, with Fernando, he didn't have a fully signed contract with Ferrari, but I think they'd paid him a sum of money to... not re-sign with McLaren, in effect.

"I suspect Kimi and his management thought, 'OK, McLaren have signed Alonso – so they aren't going to be focused on Kimi'. All these drivers want to believe the team is primarily focused around them – they might not articulate that, or even admit it, but you can understand it. After all, that's what Michael had – the whole team, including his team-mate, committed to maximising his chance of winning the championship.

"Senna was like that. He didn't have that right *contractually*, but he was brilliant at managing the team and his team-mate, so that *de facto* he was number one."

Alonso and Massa at Ferrari, Button and Rosberg at Brawn, Vettel and Webber at Red Bull, Kubica at Renault, Hamilton and Räikkönen at McLaren, Barrichello at Williams: that's how it was looking at the time of writing, and, with refuelling banned and KERS out of the way, everything is looking very promising for 2010.

The presumption of Kimi's return to McLaren is based primarily on his insistence that he will drive only for a top team: no other opportunity suggests itself. Such a move would have been out the question, from Räikkönen's point of view had Dennis still been at the team's helm, but Whitmarsh's less authoritarian regime will be more to his taste. Rightly or wrongly, there is a perception in the paddock that anyone who partners Lewis at McLaren is always going to be 'the other driver', and not everyone relishes that prospect. Will the Hamiltons be enthusiastic about Räikkönen's arrival? Maybe yes, maybe no. Kimi won't care either way.

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# Fears for A1GP

THE FUTURE OF THE A1GP World Cup of Motorsport has been thrown into grave doubt with the cancellation of the opening event of the 2009/10 winter series.

The abandonment of the Surfers Paradise round, scheduled for October 25, followed public statements by series boss Tony Teixeira that he had secured loans of £400 million to safeguard A1GP's long-term future. Those funds did not materialise in the week leading up the scheduled departure of the fleet of 'Powered by Ferrari' A1GP single-seaters, forcing A1GP to withdraw from the street event on Australia's Gold Coast.

Teixeira gave no explanation for the cancellation, except to say that A1GP had lost "its race against time to make the deadline for when its cars would have to leave the UK".

The financial position of the series, which should by now have been heading into its fifth season, has been shrouded in mystery since the summer.

The freight company that had shipped the cars around the world for the past two seasons, Delivered on Time, retained the A1GP fleet under the terms of a 'lien' following non-payment. In June, A1GP Operations, the technical side of the company, was wound up.

The extent of A1GP's debt is unclear. Court papers reveal creditors for Operations totalling nearly £100m, although parent company A1GP Holdings is listed as being owed £85m.

Those figures do not include cash still owed to the teams in prize money. Teixeira himself has put the total debt at a much lower figure, approximately £20m. He continues to insist that A1GP does have a future.

"A1GP may be down, but I do not accept that we are out," he said. "My efforts will be on finding a way forward."

The second round of the series is scheduled for Zhuhai in China on November 15.

## Green team heads to US series

THE BRITISH DRAYSON RACING TEAM will field its new British Racing Green Lola coupé in the full American Le Mans Series next season.

Team principal Paul Drayson explained that his new-for-2009 squad is returning to the US series with the Judd-powered LMP1 prototype because of "the opportunities it allows to run alternative technologies". Drayson is looking at hybrid systems and biofuels in addition to the E85 on which the car raced in the final two ALMS rounds of this season.

Lord Drayson, Minister of Science, will continue to drive with long-time partner Jonny Cocker.




LAT




**FORMER Indy 500 winner Gil de Ferran called time on his successful driving career in the famous colours of the man who gave him his big break in North America. The De Ferran Motorsports Acura ARX-02a raced in the American Le Mans Series finale at Laguna Seca in the same 'American Racing White' that graced Jim Hall's Chaparrals. The De Ferran prototype, which won the race at Laguna, was joined in the run-up to the event by a pair of Chaparrals, the 2 and a high-winged 2E (above).**




**BRITAIN'S Colin Turkington sealed the 2009 British Touring Car Championship with the WSR BMW team in a thrilling series finale at Brands Hatch in October. The 27-year-old (left) finished the third race of the day in second place, which was enough to give him the title by five points ahead of Jason Plato.**



Pupils experience 26R and Radical. Below, Hancock (r) with Cogman

# Porsche racer turns teacher



A NEW RACING DRIVER TRAINING company has been launched by Porsche Carrera Cup star and familiar face in the motor sport winners' enclosure, Sam Hancock.

The Drivers Club is run by the renowned Jota Sport team to teach aspiring drivers of all levels the basics of high-performance circuit driving. Formed in 2000, Jota has prepared and run cars at all levels of competition, reaching the podium at Le Mans and in the ALMS.

Together with fellow drivers such as Williams F1 tester Jonathan Kennard and F2 racer (and brother) Ollie Hancock, Sam is gaining a reputation for easing the best out of aspiring drivers.

I was lucky enough to spend a day with Hancock and the Drivers Club crew. Following a few introductory laps by Sam, I got in the hotseat of the club's Renault Megane 26R. The tuition



is designed to allow the driver time to steadily build confidence and speed, so I was mightily impressed to be harassing Porsche 911s in the Megane round the Brands Hatch GP circuit after only a couple of sessions. A vote of confidence for the always-calm Hancock if ever there was one.

Then it was time to step up to the very quick Radical SR3, which I was driving with slicks and full downforce wings, and for the first time in my life too. I didn't need to worry though, as Hancock talked me through every braking point and apex, guiding me through each lap over the intercom. Even so, it was slightly alarming to be approaching Hawthorns flat out in fifth gear at 130mph and only being allowed to brake when Sam told me to…

Of course, the personal approach of this tuition doesn't come cheap, but if you are either building a career as a racing driver or just keen to get the most out of your own car, it's money well spent, especially when you factor in modern technology such as in-car video analysis and data logging.

Hancock has built up this venture to tailor tuition to each individual's needs. For example, the driver of historic cars obviously needs a very different approach to someone who's looking to get the best out of a modern single-seater.

The Drivers Club is the next level of personal driver training. If you're searching for those last few tenths or just want to ease your way into motor sport in a professional and calm manner, this is an excellent way to achieve your aims. Visit www.thedriversclub.co.uk for more details, or check out a video of me in action with Sam giving tuition at www.motorsportmagazine.co.uk.

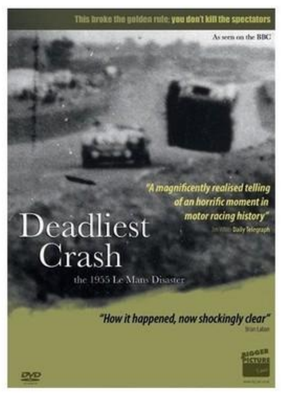
*Damon Cogman*

# Reassembled film tells story of worst racing disaster

THE TRAGIC 1955 LE MANS ACCIDENT IS NOW SO ingrained in motor sport history that those who know the terrible story formed their own opinions long ago as to exactly what happened and why.

A new film called *Deadliest Crash* provides a balanced and intelligent view of events that day, when Pierre Levegh's Mercedes crashed into the crowd, killing more than 80 spectators. Among others, works Jaguar and Mercedes drivers Norman Dewis and John Fitch contribute not only their personal accounts, but also provide a fresh perspective on how rival teams dealt with the aftermath.

The moment that the film hangs on is, of course, the accident. Mike Hawthorn biographer and '55 Le Mans crash




expert Paul Skilleter opened his archives to provide a set of stills taken from a cine film of the crash unfolding. The images have been digitally 'stitched' together to provide a devastating real-time video of events. The film stops short of apportioning blame, but crucially, Levegh is shown to have had no time to react to the impending accident, completely exonerating him from being solely at fault.

What sets this film apart is the heart-wrenching stories from eyewitnesses which heighten the horrific loss felt by many hundreds that day.

Contact Big Film on 01796 347357 or at www.deadliestcrash.co.uk to buy the DVD at a special price of £19.99.

## IN BRIEF

■ An Acura prototype will race at the Le Mans 24 Hours for the first time next year. The British Strakka Racing team is purchasing an LMP2 ARX-01b car from Fernández Racing for Danny Watts and Nick Leventis to drive.

■ Sports car legend Hurley Haywood made a winning return in the Daytona Prototype ranks at the Grand-Am season finale at Homestead. He claimed victory with João Barbosa in a Brumos-run Riley-Porsche after replacing J C France at short notice. France was arrested on drugs charges in the run-up to the race.

■ On October 14 Audi marked the 100th anniversary of the birth of Bernd Rosemeyer by laying a wreath on the A5 Autobahn, at the site of his death in early 1938 during a world speed record attempt. Rosemeyer achieved international fame primarily in Auto Unions during the 1930s.

■ The World Touring Car Championship could race in the US in 2011. Series boss Marcello Lotti has revealed that he is in contact with both Homestead and Laguna Seca about hosting the first North American event in the WTCC's history.



■ Oliver Turvey (left), a beneficiary of the Racing Steps Foundation, will race in both the GP2 Asia Series and GP2 2010 for iSport after competing in the World Series by Renault. Another beneficiary, Formula Renault UK vice-champion James Calado, will join Carlin Motorsport for the 2010 British F3 series.

■ Yvan Muller, the 2008 World Touring Car Champion, will take part in the Race of Champions on November 2-4 at Beijing's Bird's Nest stadium. The Frenchman joins a line-up including Schumacher, Button, Vettel, Hirvonen, Doohan, Kristensen, Ekström and Priaulx.

■ A Donington round is on the 2010 BTCC calendar, but late in the season (September 19) due to remodelling work at the track.

■ Allan McNish has joined the judging panel of the Jim Russell Future Driver programme as part of his new partnership with the racing school. Two fully-funded drives in the Jim Russell series are up for grabs during the competition on December 19-22.

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Obituaries

# Pentti Airikkala

PENTTI AIRIKKALA, THE BESPECTACLED, mischievous Finnish rally driver who lived in England, finally lost his battle with cancer in September. Like so many of his contemporaries, Pentti started his career in Finland in a Volvo PV544, finishing 12th on his first 1000 Lakes Rally in 1965. For the next eight years he was solely occupied with home events in cars like the Isuzu Bellet, Renault R8 Gordini and R12 Gordini.




In 1973 he drove for GM, first in an Opel Kadett and then a Vauxhall Magnum, with which he finished 16th on the '74 1000 Lakes. He got a Ford Escort for that year's RAC Rally but retired. However, Vauxhall signed him up for '75 and he was soon collecting results, with third in the 1000 Lakes and Swedish rallies. In 1979, in a Chevette 2300 HS, he won the British Open Championship.

He continued to post results, with third in Sweden '81 (Ford Escort), third on the '82 1000 Lakes (Mitsubishi Lancer Turbo) and fifth on the same event in '83 (Lancia 037). During the Group B era, Pentti's allegiance was to GM and Group A Astras, but post-Group B he shone in a Mitsubishi Starion in the 1988 British Championship, which he nearly won. In 1989 he was Mitsubishi's second driver on the RAC where, in a Galant VR-4, he gave the team its first WRC victory. But in 1990 he effectively retired and set up a rally school, where he taught a generation of rally – and racing – drivers to left-foot brake.

Always ready with a story, Pentti was a good guy to be around – unless you were an engineer. His knowledge of rally cars was gleaned from his own engineering education and a wide experience of inadequate machinery. Thus he was often at odds with team engineers and seen as a negative presence. The sad thing is Pentti was nearly always right and that, perhaps, should be his epitaph.

I did three events with him – the 1975 RAC, and the '76 Tour of Dean and Snowman rallies. The RAC started badly when our Magnum drowned out in Sutton Park's ford, but Pentti pressed on as if we could still win. A long service at Ae Forest meant the Kielder complex – on ice – was a road race just to stay in the event. This was a masterclass in car control, and we emerged to finish 12th and help Vauxhall to the manufacturers' prize.

The Snowman lived up to its name, and Pentti showed me in an Escort that he was good at driving a snow plough and at devising a strategy to suit the conditions. We won by a mile and I was left convinced that Pentti's cerebral approach wedded to his evident driving ability would secure him a bright future. *John Davenport*

## BRDC Silver Star

POINTS AS OF OCTOBER 12, 2009



**1. JASON PLATO**
**BTCC 212pts**
Plato pipped Colin Turkington in the Silver Star standings thanks to his three British Touring Car victories from three races at Brands Hatch. The Chevrolet driver won on a best-of-12 basis with seven first places, four seconds and one third, while Turkington had six firsts, four seconds and two thirds. This is a record fifth Silver Star for Plato, with no one else ever winning it more than three times.

**2. COLIN TURKINGTON**
**BTCC 204pts**

**3. MAT JACKSON BTCC 173pts**

**4. MATT NEAL BTCC 152pts**

**5. STEPHEN JELLEY BTCC 138pts**

**6=. JAMES THOMPSON**
**BTCC 131pts**

**6=. AARON SCOTT**
**BRITISH GT 131pts**



**8. TOM CHILTON**
**BTCC 62pts**
Chilton and the Team Aon/Arena Motorsport Ford Focus ST had a great final BTCC weekend at Brands Hatch. He secured a pole position and led the first race for 99.99 per cent of the way until Plato squeezed past on the line to win by just 0.015sec. Chilton more than doubled his previous points for the season in one fell swoop at Brands.

**9. PAUL O'NEILL BTCC 58pts**

**10. ADAM WILCOX**
**BRITISH GT 53pts**

## BRDC Gold Star

POINTS AS OF OCTOBER 18, 2009



**1. JENSON BUTTON**
**FORMULA 1 246pts**
As we closed for press Jenson could only be overhauled in the points if either Franchitti or Briscoe were to win both remaining F3 Euroseries and Formula Renault 3.5 races! What are the chances? The 2009 World Champion's fifth place in Brazil was enough to wrap up the F1 title and should win him the Gold Star too.



**2. DARIO FRANCHITTI**
**IRL/GRAND-AM/ALMS 215pts**
Dario's IRL title win and latest race victory at Homestead has just given him the edge over Briscoe. The Scot is the only BRDC member to score points in three categories this year: IRL, Grand-Am (Daytona 24 Hours) and ALMS (Petit Le Mans).

**3. RYAN BRISCOE**
**IRL/GRAND-AM 214pts**



**4. ADAM CARROLL**
**A1GP 174pts**
Carroll could have scored better if the Australian A1GP race had gone ahead. Now he'll have to wait until 2010 for a drive and to challenge for the Gold Star again.

**5. DAVID BRABHAM**
**ALMS/LE MANS 171pts**

**6. MARK WEBBER F1 165pts**

**7. ROB HUFF WTCC 148pts**

**8. ANDY PRIAULX WTCC 146pts**

**9. LEWIS HAMILTON F1 140pts**

**10. RICHARD WESTBROOK**
**PORSCHE SC/FIA GT2 125pts**

# Roy Lane

BRITISH HILLCLIMBING LOST ITS FATHER FIGURE with the death of Roy Lane on October 14. The Warwickshire driver remains one of the most successful figures in the sport's history.

He won the British Hillclimb title four times, taking the title in 1975-76, '92 and '96. In the '90s he had a successful partnership with Pilbeam. He also competed in a McRae GM1 F5000 and the unraced March 2-4-0 F1 six-wheeler.

Lane started competing in the '60s and was still active until recently, driving a Porsche 911. His record of 90 British Hillclimb event wins was matched only by Martin Groves this year.

# Jean Sage

JEAN SAGE, WHO HAS DIED AGED 70, WAS AN UNLIKELY F1 team manager. Well-educated and from a privileged background, he oversaw Renault's campaigns from its 1977 entry into GP racing until its withdrawal in the '80s.

Sage was made sporting director of the Renault Sport F1 team by long-time associate Gerard Larrousse. Their relationship dated to the mid-60s when Sage co-drove for Larrousse in major European rallies. They then set up the Ecurie Switzerland team, starting in 2-litre sports cars before graduating to single-seaters, winning the 1976 European F2 Championship with Jean-Pierre Jabouille.

Larrousse says Sage was his first choice as sporting director at Renault F1 in the wake of his appointment as the French manufacturer's competitions boss in 1976: "Jean was a very good team manager. He was a strong character, although not always easy to work with. He was hard but fair, but that meant he had the respect of the team. He was a big part of our success."

Sage left Renault in 1985 and subsequently ran French Ferrari importer Charles Pozzi's short-lived campaign with the F40LM in IMSA's GTO class in the US. He stayed active on the historic scene as a competitor and organiser and was a font of knowledge on the Prancing Horse.

Sage's own competition career took him from the rally stages into F3 and on to Le Mans, where he made four starts between '69 and '72. *Gary Watkins*

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THE US SCENE

## BENEFITS OF A SPRINT FINISH

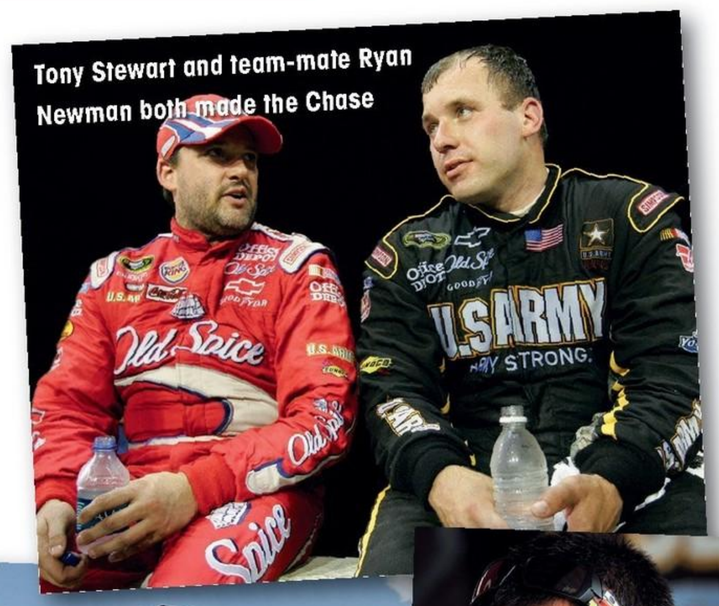
Six years ago NASCAR shook up its long-running series format, which was renowned at that time for rewarding consistency over a long season. Instead, a play-off was introduced among the top 12 drivers in the points, to be run over the year's final 10 races. Called the 'Chase for the Sprint Cup', the idea was derided by many as a devaluation of the traditional championship in favour of some marketing mavens' eternal search for bigger TV ratings.

Yet it's turned out that the Chase has made the top-tier championship more interesting and exciting. It's given more drivers and teams a chance to win the championship, manufactured plenty of stories for NASCAR's voracious media hounds and much reduced the chance of a runaway champion dominating the closing month or two of the 36-race season. Defending triple NASCAR champion Jimmie Johnson is among those who's become a convert.

"Truthfully, it took me at least two seasons to embrace the Chase," he says. "I just didn't like it. I liked the old system but, oddly enough, I've won my titles under the Chase system. I still think winning the championship under the old rules was much tougher, but if you talk to Jeff [Gordon] he says the opposite. So it's just a matter of opinion.

"In general, I think the Chase has done a lot for our sport," adds Johnson. "It's made it more interesting at the end of the season and it's spread a lot of focus on teams that wouldn't really have had that. I hear comments from people saying that you are a second-class citizen if you're not in the Chase. But I think there's more love spread around and the top 12 are getting plenty of attention."

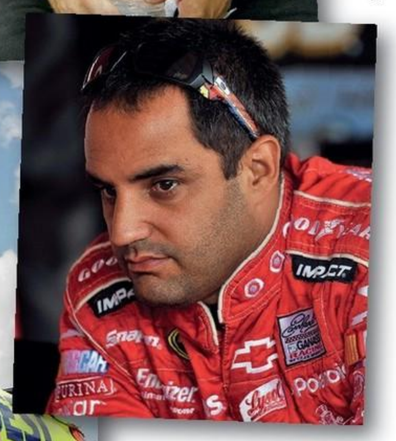
Without the Chase, this year's Sprint Cup series would have been a foregone conclusion in Tony Stewart's favour before the calendar turned to fall. "It would've been a one-man show with the 250-point lead Tony had [before the Chase]," Johnson points out. "We could tweak it – maybe celebrate the regular season champion a little more and put a bigger gap between one through five and the rest of the finishing order. But in general we are on the right track."



Tony Stewart and team-mate Ryan Newman both made the Chase



Jimmie Johnson, with Mark Martin, supports the Chase format. Montoya, right, has had best season to date



In his first year as a driver/owner, two-time NASCAR champion Stewart has done a superb job, heading the points for most of the year. A key element in his decision to become a partner with machine tool manufacturer Gene Haas in Stewart-Haas Racing was the guarantee of a supply of cars and engines from Hendrick Motorsports equal to those provided to Hendrick's team. With top equipment, Stewart has been a ferocious competitor in most races and is fighting hard to win his third championship. Team-mate Ryan Newman also qualified for this year's Chase and Stewart, like Johnson, has become a supporter of the system.

"NASCAR has always done a good job of taking a step back and looking at what we can do to make it better for our fans," he says. "The whole concept of the Chase was to do that. I was a little confused by it until I understood exactly how they were doing it. But once they made that decision it was [a case of] OK, it really doesn't matter what we think. This is what it's going to be and this is how you've got to start thinking about how to make it work for you.

"Once we all got through the first year I think we realised that it was a good idea. [The rule makers have] done a good job of rewarding drivers for their wins and giving those guys the bonus points going into the Chase. I think the Chase format is pretty good the way it is. I'm sure there are ways of making it better, but that's not what my focus is on. My focus is on how to win the Chase."

This year's top contenders are: Stewart, Hendrick drivers Johnson, Jeff Gordon and Mark Martin,

Denny Hamlin aboard one of Joe Gibbs' three Toyotas, Kurt Busch's Penske Dodge, Carl Edwards and Greg Biffle aboard two of Roush-Fenway's five Fords, and making the Chase for the first time is Juan Pablo Montoya. This is Montoya's third year in NASCAR with Chip Ganassi's team, which merged last winter with Dale Earnhardt Incorporated. The merger resulted in Montoya switching from Dodge to Chevrolet and he's truly earned his NASCAR spurs this year, often running near the front and showing plenty of racing moxie.

The top seed in this year's Chase is 50-year-old Martin, who's enjoyed a resurgence in his career this season, his first with Rick Hendrick's all-powerful four-car Chevrolet team. By the end of September Martin had won five races – more than anyone else – including the opening round of this year's Chase at the one-mile New Hampshire Motor Speedway where he beat Montoya after a fierce late-race duel. "I have a lot of respect for Juan Montoya," says Martin. "I gave him respect from day one on the race track and I got respect from him, almost from day one."

Montoya reciprocated Martin's comments. "Mark always runs very clean," he says. "He's one of the guys I respect the most out there. He always gives you a lot of space and he's been one of the guys I've always been able to go to for advice."

JPM thinks Martin is the man to beat for this year's championship. "I think Mark is the most dangerous guy," he declares. "He's the guy with the most experience and he hasn't won a championship. I know Jimmie Johnson's gonna be there every week, like always, but Mark is somebody who wants it really bad."

Ex-Formula 1 driver Montoya is clearly enjoying life more than ever in NASCAR and for the first time he believes he has a chance to win the title. "I'm loving it," says Juan. "It's good that we are competitive now, but it sucks when you're not. But when you're not, it doesn't mean you're not trying. Last year, when we finished 15th or 16th, that was an awesome day. Now when we finish 15th, we suck.

"This year we achieved what we wanted to, which was to be competitive, and making the Chase is like a bonus for us. The cars and the team are incredible. The team are pumped up, they're excited and they can see that we can do it. If we get a shot at [the championship] then we're going to give it everything we've got. We're not leaving anything on the table, I can tell you that."




## FIVE TITLES DECIDED IN ONE WEEKEND

David Brabham and Scott Sharp won this year's ALMS LMP1 championship driving Highcroft Racing's Acura ARX-02a. The pair beat the similar car driven by Gil de Ferran and Simon Pagenaud to the title. The Acuras dominated the races, duelling among themselves well clear of the rest.

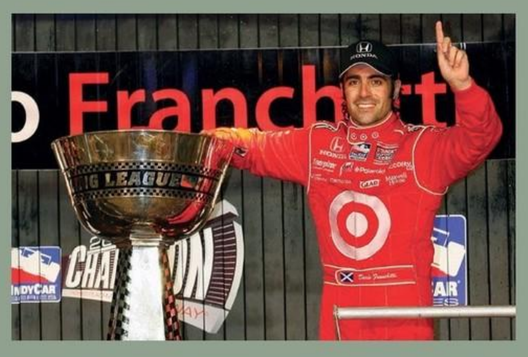
Acura also won the P2 championship with Adrian Fernández's lone entry for himself and Luis Diaz, handily beating Rob Dyson's pair of new Lolas. The Lola-Mazdas started the season without any testing and were made quicker and more reliable by Dyson's team as the year wore on. The ALMS GT2 championship was won by the Flying Lizard Porsche 911GT3 driven by Jörg Bergmeister/Patrick Long from Risi Competizione's Ferrari 430GT handled by Jamie Melo/Pierre Kaffer with Mika Salo's occasional assistance.

The rival Grand-Am series produced another tight battle, with 2007 champions Alex Gurney and Jon Fogarty winning four races and taking their second title aboard Bob Stalling's Gainsco Riley-Pontiac. The championship went down to the wire with Gurney/Fogarty beating defending champions Scott Pruett/Memo Rojas in Chip Ganassi's Riley-Lexus, and Max Angelelli/Brian Friselle aboard Wayne Taylor's Dallara-Ford. The Grand-Am's GT championship was taken by Dirk Werner/Leh Keen's Farnbacher/Loles Porsche 911GT3.

The Grand-Am's problem is it rarely draws much of a crowd and enjoys little or no national media coverage. In contrast, the ALMS enjoys a reasonable fan base, although without Acura the series won't have much pulling power in 2010.

## FRANCHITTI SEALS IRL CHAMPIONSHIP

Dario Franchitti won his second IRL IndyCar championship in three years by scoring his fifth win of 2009 in the season finale on the Homestead-Miami oval. Franchitti won the race by conserving fuel and staying on the track in the closing laps as title rivals Ryan Briscoe and Scott Dixon were compelled to make last-minute stops. Briscoe and Dixon rejoined to finish second and third, leaving Franchitti to secure the title by 11 points over Ganassi team-mate Dixon, with Briscoe a further point behind in third.



Of course, Franchitti turned his back on Indycar racing after winning the 2007 IRL title and Indy 500 with Andretti-Green. The Scot tried his hand at NASCAR in '08 with Chip Ganassi's team, but near the end of the year he accepted Ganassi's offer to return to Indycar racing with Chip's IRL team where he was paired with defending champion Dixon. Ganassi's drivers led the IRL points through most of the year, with both Franchitti and Dixon winning five races apiece.

Ryan Briscoe was able to edge in front of Dixon and Franchitti late in the season thanks to a string of eight second places and three first-rate wins. After a couple of unsuccessful years trying to break into the IRL, Aussie Briscoe joined Roger Penske's ALMS Porsche LMP2 team in 2007 and was promoted in '08 to Penske's Indycar team. Briscoe won three IRL races in '08 and finished fifth in the championship, but this past year he became Penske's de facto lead driver as Hélio Castroneves recovered from his income tax evasion trial.

# Mat Oxley

MOTO GP

# A NOD TO THE FUTURISTS

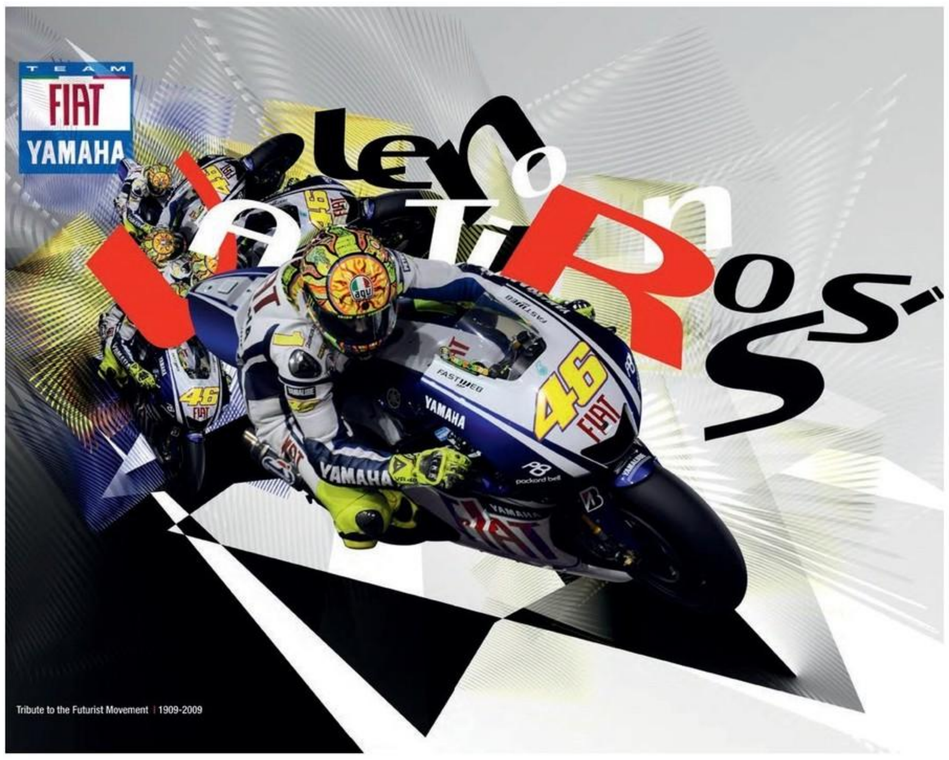
If you've been lucky enough to receive an invitation to dine at Fiat Yamaha's MotoGP hospitality unit this season (I'm still awaiting mine), you can't have failed to notice the funky table mats (right). The mats feature the team's riders Valentino Rossi and Jorge Lorenzo, and celebrate the centenary of the Futurist Movement, 1909 to 2009.

Futurism was a hugely influential Italian art movement, led by the slightly bonkers Filippo Tommaso Marinetti. The Futurists sought to represent the 20th century's new world of speed with radical art that illustrated the thrilling sensation of high-speed movement and ever-shifting perspectives, hence the cut-up, chopped-up images created by Fiat Yamaha.

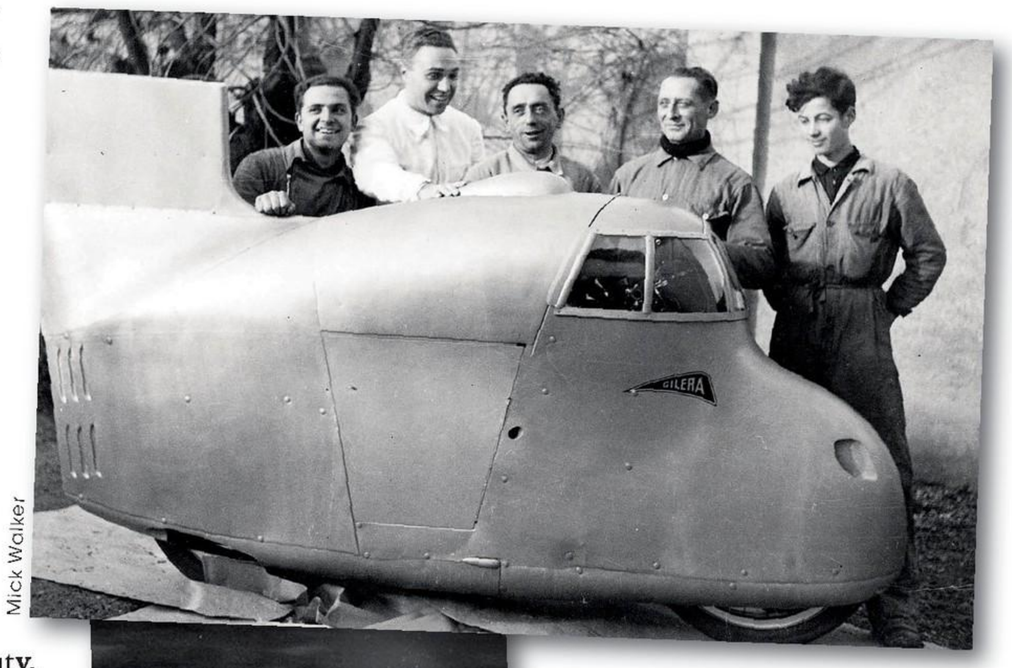
The Futurists didn't only paint and sculpt. They sang "the love of danger, the habit of energy and fearlessness". And they loudly demanded that Italy abandon its backward-looking culture of *Passatisme* as well as its struggling agricultural economy and rush headlong into a noisy industrial future, powered by the wondrous new technology of cars, motorcycles, aeroplanes and electronic communications.

In fact, Marinetti and his cohorts wanted even more than that – they wanted to board up the museums, burn down the libraries, trash the art galleries and concrete over Venice's canals. "We want to free this land from its smelly gangrene of professors, archaeologists and antiquarians," he wrote.

Marinetti published his Futurist Manifesto in 1909, proclaiming that "the world has been enriched by a new beauty, the beauty of speed. A racing automobile with its bonnet adorned with great tubes like serpents with explosive breath... a roaring motor car which seems to run on machine-gun fire, is more beautiful than the Victory of Samothrace [a much-loved Greek sculpture housed in the Louvre]." In other words, this bunch of art revolutionaries were the world's first petrol-heads.



Yamaha Motor Racing Srl


Mick Walker


The Rondine, built by Luigi Gilera (above, second from right)

Marinetti also preceded the popular relationship between the automobile and sex by several decades, fetishising the internal combustion engine as some kind of sexual organ: "the hungry automobiles began roaring under our window... we went up to the snorting beasts to lovingly caress their hot breasts". He was saying: look at these machines and you will be amazed at how beautiful the future can be.

The Futurists made Italy fall head over heels in love with the machine and with the future it might offer. They were one of the fuses that triggered the explosion of interest in speed that became the country's car and motorcycle industries. Marinetti is still revered in Italy for the part he played in firing the imaginations of the country's grand old men of the combustion engine. A recent exhibition staged in Rome, 'Art, Motorization and Society in 20th Century Italy', focused on "the most significant moments in the history of speed in Italy: the Futurism of Marinetti, the birth of the great automobile companies..." Would names like Ferrari and Ducati have existed without Marinetti and his followers? Probably, but possibly not.

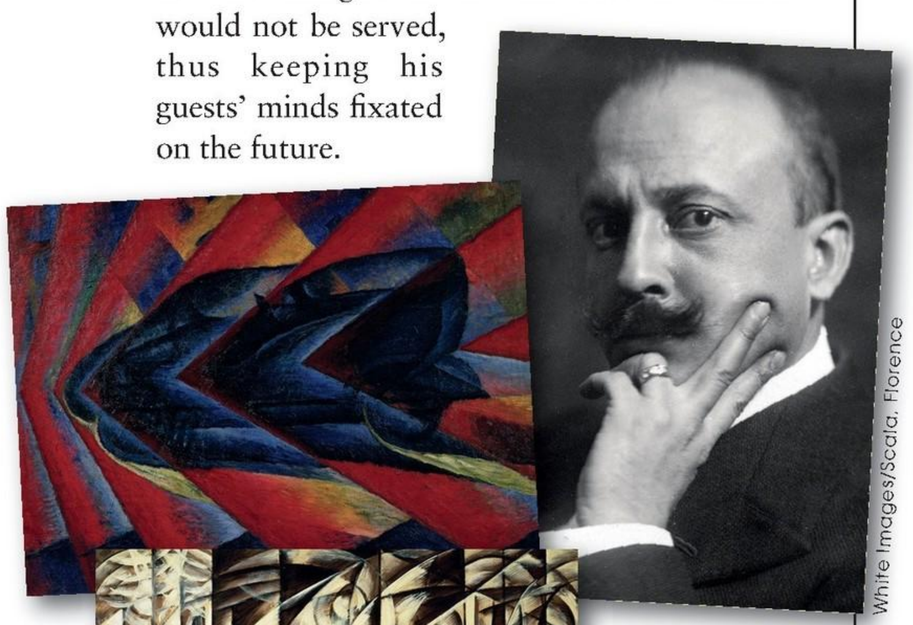
During the inter-war years companies like Gilera and Alfa Romeo (where Enzo Ferrari started out) were inspired by the Futurists' worship of speed to design record-breaking bikes and cars, most of them looking more like rockets or fighter planes than street-going vehicles. Gilera built the seminal four-cylinder dohc Rondine (which reached 170mph using fighter plane-style aerodynamics) while Alfa created the 12-cylinder Gran Premio Tipo C. The faster, the more futuristic, the better, cried Marinetti.

Inevitably, the fire of Futurism soon spread beyond Italy's borders. The Mercedes and Auto Union cars and DKW motorcycles that ruled much of motor sport before World War II all bore the mark of Futurism. To be fair, Marinetti had been inspired by 19th century German philosopher Friedrich Nietzsche – both men championed a hard, uncomfortable view of the future.

The Ducati brothers also fell under Futurism's spell. Before WWII and before the company made motorcycles, Ducati manufactured a range of electronic goods created in the Futurist style that dominated Italian design and architecture of the 1930s. It's worth noting that the Futurists were well ahead of the game in architecture, drawing fantastic skyscraper cityscapes before World War I, some years

before Bauhaus and Le Corbusier. After WWII Italy's iconic Vespa scooter carried Futurism into the 1950s and beyond.

Marinetti had a bad habit of taking his ideas to extremes. His idea of a perfect New Year's Eve dinner was to cook up a storm in the kitchen while his guests waited, salivating at the delicious aromas. Then he would march into the dining room and announce that dinner would not be served, thus keeping his guests' minds fixated on the future.



White Images/Scala, Florence

**Marinetti, and Futurist works The Dynamism of an Automobile and Velocity of Cars and Light**

So far, so bonkers. But there was a darker side to these Italian radicals who created so much wonderful and important art. Marinetti and many of his followers were fascists. And their obsession with technology allowed them to be seduced by the latest military hardware, especially fighter planes and bombers. They believed that violence and war were good, the only way forward to what they considered social progress.

Their manifesto declared "we shall glorify war – that sole hygiene of the world", and in 1914 Marinetti announced that WWI was "the most beautiful Futurist poem which has so far been seen". During the years leading up to WWII he became a close acquaintance of Mussolini's and sat on Italy's first Fascist Council. Marinetti was a misogynist too, glorifying "a disdain of woman".

Which makes Fiat Yamaha's celebratory table mats seem rather surprising. It's a dilemma, especially for an Italian-run team: do you abhor this bunch of woman-hating warmongers? Or do you acknowledge and celebrate the effect their ideas had on the world? Ⓜ

Art works: Luigi Russolo/Bridgeman Art. Giacomo Balla/ Bridgeman Art/DACS 2009




LAT

## ROSSI THREATENS DUCATI SWITCH

Valentino Rossi has dropped the biggest hint yet that he might quit Yamaha. The MotoGP king has achieved huge success with the Japanese company but it now seems he is contemplating a risky move to Italian brand Ducati in 2011.

Rossi is talking defection because of his super-fast Fiat Yamaha team-mate Jorge Lorenzo; it would seem to be a case of 'this team ain't big enough for the both of us'.

But would Rossi be able to tame Ducati's fiery Desmosedici, which has befuddled World Champions Marco Melandri, Nicky Hayden and Loris Capirossi?

Rossi's former Yamaha team-mate Colin Edwards is convinced the Italian could make any motorcycle work. "Valentino could ride anything," says Edwards. "You could put the Ducati engine in a scooter chassis and he would figure out how to make it go fast."

However, Lorenzo doesn't believe Rossi is seriously considering leaving Yamaha. "To me, this is similar to a family, when you have a mum and two children," he says. "One of the children says 'I want more food' or 'I want more toys', so mum brings more food or toys. In Spain we have a saying: 'He who doesn't cry, doesn't eat'. This is what Valentino is doing."

## SPIES TO TAKE TOSELAND'S YAMAHA RIDE

Next year Ben Spies becomes the latest American Superbike ace to join the premier Grand Prix class. The Texan (below), who has taken the 2009 World Superbike series by storm, will ride for Yamaha's MotoGP B-team in 2010 and is expected to move to the A-team when Valentino Rossi defects or retires.




Former US Superbike champ Spies follows an illustrious roll-call of American GP stars who learned their trade wrestling tuned-up street bikes in the US Superbike series. Eddie Lawson, Wayne Rainey and Kevin Schwantz – who dominated GPs from the mid-1980s to the mid-90s – all raced Superbikes then GP bikes.

Back then, the riding styles translated well, but that isn't necessarily the case now, as proven by Britain's WSB champ James Toseland, whom Spies is replacing. Toseland returns to Superbikes on the Yamaha R1 Spies has ridden so well this year.

MotoGP requires finesse, not aggression. Nevertheless, another former US Superbike champion who went on to conquer MotoGP believes Spies has what it takes. "I think Ben has got the talent and the determination to cut it in MotoGP," says 2006 MotoGP champ Nicky Hayden. "But I don't think he will come in and win the first few races like he did in Superbikes. It's a different level here."

Spies will make his Yamaha MotoGP debut at this year's Valencia GP which closes the season on November 8.




Yamaha Motor Racing Srl

Andrew Frankel

ROAD CARS

# LESSONS IN ROAD SAFETY

I've been caught speeding and am more than usually annoyed with myself. While I am normally relaxed about velocities reached by cars in wide open spaces and good conditions, I never speed in towns or villages. Or at least that's what I thought until Dorset Police sent me a lovely photograph of my old 911 doing 36mph in a 30mph zone.

With the best mitigation I could think of being that I'd just had lunch with Porsche specialist Nick Faure, I resigned myself to collecting three points on a licence that had only just become clean for the first time in over a decade.



Reuters

But instead I was invited to attend a 'Driver Awareness' course. You may well be aware of these and, indeed, some of you may already have had the honour of attending one. But for those as yet a stranger to this delight, here's what happens.

The courses are available only to those who commit minor transgressions and in exchange for £60 (which you'd have been fined anyway), you get to sit in a classroom for three hours while you're told all about road safety. And presuming you turn up approximately on time and manage not to flee the building mid-lecture, you'll be spared the points.



DriveTech (UK) Ltd

My first observation upon entering the room was that it was populated almost entirely by elderly and middle-aged attendees, most of whom (myself included) were wearing slightly bewildered expressions. As gatherings of master criminals go, you'd find more at my daughter's nursery.

We first had to register and then apply a large yellow sticker bearing our first name to our clothing, which is something else it has in common with the nursery. Then we were introduced to Brian, whose course it was and whose hellishly chatty demeanour and insistence on referring to us as 'gang' rendered him irredeemable in my eyes long before the lecture even started.

But at least after a truly ghastly preamble including such memorable phrases as 'I'm not here to point my finger at you', 'we've had magistrates in here before' and 'let's see if we can't have some fun with this', Brian did actually come up with some interesting things to say.

For instance, I didn't know that the average driver fails to see seven in every 10 road signs. Nor did I know that if you are driving on a single carriageway road with some kind of central reservation, the speed limit is 70 and not 60mph. Until that day I had not considered that the total cost of a fatal road accident is, on average, £1.8 million, nor had it crossed my mind that the average age of someone killed on a motorcycle is as high as 46. I even stopped sketching out my zillionth design for the London Grand Prix in my notebook (currently a figure of eight involving Kensington Church Street, the Bayswater Road, Marble Arch and Park Lane with the crossover at the Serpentine in Hyde Park) and paid attention instead.

We then divided up into groups to consider the consequences of causing a substantial accident on the public road. My classmates and I (including one who'd turned up half an hour late but was admitted anyway) came up with an impressively long list including loss of earnings, loss of face, physical, mental and emotional trauma for you, your family and friends and so on. By this process we were made to look straight in the eye the consequences of behaving dreadfully on the road.

And had any of us actually been in that room because we had behaved dreadfully on the road it is just possible that, combined with the gratuitously shocking photographs we were then shown of the aftermath of road traffic accidents, some good might have been served. But we weren't. By the very



PA Photos

terms of eligibility for the course, all of us were the most minor offenders, all there not because we were reckless lawbreakers with a shamefully casual view of the value of human life, but because we'd each made a tiny mistake that had no consequences for anyone at all.

In the end I was, of course, grateful for the opportunity to attend the course and therefore keep my licence clean, and I even quite enjoyed it – finishing with a good private chat with Brian afterwards about the wisdom or otherwise of meekly making space for tailgating morons to pass you. But as I went home I can't say I much altered the way I drove. However well intended Brian's message was, it seemed inescapable to me that he was delivering it to the wrong people.




Would it not be better to target those who drive through villages at 60mph, or who drive when drunk, or stoned? It is them, not us, who are responsible for the grisly contents of those photographs, yet it is we who are forced to learn from their mistakes.

And while I have your attention, would it not be better to begin with to have a driving test that required learners to have some knowledge of driving in the dark, or on a wet road? Or on a motorway? Or if the intention is to nip the potential for bad behaviour in the bud, surely the place for such a course is as part of that driving test.

The sad thing is that I think the Driver Awareness course is well intended and could be quite a useful initiative. But even the most powerful weapon is useless unless pointed in the right direction. Ⓜ




## BMW GRAN TURISMO TRUMPS THE X6

BMW has already had one attempt at using one car to sprawl across the large car classes and the result, the SUV cum coupé that is the X6, was not pretty. In fact it was (and is) hideous. But this new Gran Turismo, which attempts to combine the best aspects of a saloon, hatchback and estate, is a far more effective weapon.

BMW has chosen to call it a Five Series but in fact it's based on the all-new Seven Series, which means a sumptuously spacious interior but with standard air suspension (optional on the Seven) and an eight-speed gearbox (unavailable in the Seven until 2010). It's sizeably more sophisticated and comfortable – and also £13,000 cheaper model for model.

It also has rear seats that don't just move a bit but recline like nothing else this side of a Maybach or an aircraft. Indeed this may be the first BMW ever to be as enjoyable from the back as the front.

Some won't like its hatchback even though it also opens as a boot, while others will resent its small rear windscreen and poor over-the-shoulder visibility. But most will see it for what it is: a more comfortable, practical and effective Seven Series for a lot less money. With prices starting at £40,810 for the 3-litre diesel version almost everyone will buy, it deserves to do as well as the X6 deserves to do badly.




## A VAUXHALL THAT'S A CLASS APART

This Vauxhall VXR8 Bathurst S has made me giggle more than anything with four doors has a right to. Until now I've not cared much for these big Holdens rebadged as Vauxhalls. But the Bathurst S comes complete not only with a Walkinshaw-designed supercharger for its 6.2-litre engine, but a completely uprated chassis.

The upshot is a four-door saloon with 572bhp, a 0-60 time of just over 4sec and a top speed on the dark side of 190mph. But that's not what's making me laugh. It's the manner in which the power is delivered, with a scream from the supercharger you'd normally expect from a WWII fighter.

I like it more than any of its predecessors because of the work to the chassis. While the standard VXR8 feels loosely controlled, uncouth and crude in its handling, the Bathurst with its stiffer springs and adjustable coil over dampers allows you to exploit the extra performance. The result is a car that's not only quicker through corners, it's easier and more pleasurable by far.

The Bathurst S costs £44,995 which is a vast amount to blow on a Vauxhall, but not much to spend on a 190mph supercar that will house your family and all its luggage. The only problem is fuel consumption. Without trying hard, I managed 12mpg…

# Letters

## FIA shows favouritism

**Sir,**

How can the FIA, and by inference ACCUS in the US, justify the suspended sentence given to Renault? After the punitive decision in the McLaren 'Stepney-gate' affair it seems clear that Renault, and obviously Ferrari, have received preferential treatment. Not only does Renault walk away with no penalty other than the threat of punishment (certainly a hollow one) should any similar incidents take place, but it keeps the win in Singapore. Why is it allowed to stand? I'm sure Nico Rosberg, who was second in that race, supports the decision…

The FIA is a joke and, worse still, so is Formula 1. The goose is dead.

*Locke de Bretteville, San Jose, California, USA*

## Was Ivy's death avoidable?

**Sir,**

I would like to say how much I enjoyed being reminded of the exploits of Bill Ivy by Mat Oxley (October issue). I competed at the same time as Bill (in a different class) and couldn't wait to watch him racing when I wasn't. I remember well seeing his foot bleeding after wearing his boot away on the Isle of Man and cornering with his bare foot.

Most of us were aware that his crash was caused by a seized engine, but Mat did not mention that Bill had a habit of removing his helmet after a race and resting it on the tank. If he'd been wearing the helmet the outcome of his accident might have been altogether different.

*David Hunter, Nottingham*

*The story that Ivy had already undone his helmet when he crashed is well known, but I've spoken to riders and journalists who were at the Sachsenring that day and they believe it is incorrect. There was another story going about that he was cruising back to the pits with his left arm resting on the fuel tank, so couldn't get to the clutch when the engine seized. But that too is unlikely, as far as I am aware; when a main bearing seizes you don't get any warning, so it makes no difference whether your fingers are ready over the clutch lever. Mat Oxley*

## Attwood a delight in Dino

**Sir,**

I am sure you have been inundated with letters praising the Goodwood Revival and the wonderful people and machinery the event brings together every year.

For me the highlight this year has to be Richard Attwood's drive in the Ferrari 246 Dino. I feel privileged to have witnessed a master craftsman at work.

Mr Attwood sir, it is with respect I raise my hat to you.

*Graham Kiddy, Shudy Camps, Cambridge*

## Reviving happy memories

**Sir,**

I have just paid my first visit to the Goodwood Revival – in fact, my first to any race meeting since air horns destroyed the pleasure. A great day out, fab costumes, lots to see, nostalgia by the bucketload, wonderful sights, sounds and smells. Memories of a lost youth!

Observations: a high proportion of costumed spectators around the entrance and pits area, but a much lower percentage on the far side of the circuit. More interested in the racing?

Impressions: having stayed to 'the bitter end', my son and I were able to traverse the almost deserted terraces – and there was no litter!

We'll make it two days next year.

*Ken Faulkner, Paignton, Devon*

## Tracking technology

**Sir,**

Do you have Google Earth or Google Maps on your iPhone or computer? If so, here's something useful to do with them over the winter: first, read Track Visit in *Motor Sport*; second, type in the name of a town into Google Maps or Google Earth; third, find and follow the track. Then find the track in a road atlas.

Of course this can be done for as many race tracks as you can remember, such as Rouen-les-Essarts, Reims, Chimay etc, and then if you are planning to drive through France, Belgium, Germany or Italy next summer you can programme your satnav and detour to these old circuits. There, and I bet you thought that you would never find a use for those applications.

*David Fisher, Sutton-in-Ashfield, Notts*

**LETTERS TO THE EDITOR**

Write to: Motor Sport, 38 Chelsea Wharf,
15 Lots Road, London SW10 0QJ
or e-mail: editorial@motorsportmagazine.co.uk

*(Please include your full name and postal area)*

## Bell the bike star

**Sir,**

It gave me great pleasure to read Lunch with… Derek Bell in the September issue.

From 1967 to '79, I was employed in motor sport in South Africa. This afforded me the opportunity to meet and sometimes work with some of the world's top race/rally drivers and navigators of the time. Names such as Hannu Mikkola, Roger Clark, Tony Pond, David Richards, Simo Lampinen and Frank Gardner readily spring to mind.

After 1979 I changed course by buying a motorcycle dealership, but still kept involved in motor sport by running my own team in local motorcycle production racing. I think it was at the end of 1984, after the Kyalami 1000Kms endurance race, that Stewart Pegg, who was also a riding companion, asked me if I could arrange a trail ride with bikes for Derek and his son Justin.

Trail riding involves riding off-road bikes down paths and trails through the bush. There is always some trepidation when you lend motorcycles to strangers as you never know how well or how often they ride. Derek and Justin showed me how much natural talent they both have by tackling any obstacles easily and at the same time always being prepared to be part of the group.

Derek had offered me a lap as a passenger in his Porsche 962 around Kyalami the following year. Alas, this never materialised as the political situation worsened here and international racing disappeared.

Derek, a gentleman to the core, has left me feeling privileged to have spent time with a great driver.

Incidentally, I was sad to hear that Frank Gardner had passed away recently. I did a Springbok Series with him. What a character, with a wealth of knowledge when it came to sorting out saloon cars.

*Rupert Culwick, Sabie, Mpumalanga, S Africa*

## Nelson nearly knobbled...

**Sir,**

I'd like to draw your attention to page 50 of the November issue of *Motor Sport* in which Nelson Piquet Sr says, "Imagine, I nearly lost a championship because I lost my knob!"

Am I right in thinking that if Mr Piquet's knob had fallen off permanently then Mr Massa might well have been World Champion in 2008?

*Nick Chandler, Medstead, Hants*




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Model featured is the new Panamera Turbo.

PORSCHE

# The perfect getaway

## Released from his F1 responsibilities, McLaren boss Ron Dennis has been focusing his energies on production of the new MP4-12C

**BY ROB WIDDOWS**

When Bruce McLaren died in the summer of 1970 he left many dreams unfulfilled. One of these was to design and build the ultimate high-performance road car.

A year before Bruce died while testing his Can-Am car at Goodwood, he built the McLaren M6GT and the M6BGT (the M6A was a Can-Am car). But these were road-legal racing cars – very quick but noisy, impractical and uncomfortable. Truly, the first road car was the F1 in 1993, a masterful and sophisticated machine with staggering performance. Bruce, himself an engineer, would surely be fascinated by, and proud of, much of what is happening at McLaren these days. The Kiwi badge has gone, but the passion and the values remain.





## RON DENNIS

A new car, codenamed P11 and to be designated the MP4-12C, already looks like being another quantum leap forward for McLaren Automotive, the road car division of what has become so much more than a maker, and racer, of Grand Prix cars.

The concept had been maturing in his mind for three years but when Ron Dennis, chairman of the McLaren Group, resigned as principal of the Formula 1 team he threw his not inconsiderable energy and determination into this new project.

Mr Dennis is not, and never has been, a man to look over his shoulder. What's done is done. The past is just that – the past. Of course he has missed running his F1 team and, in the months following the Hamilton 'lie-gate' controversy, not attending Grands Prix left a gap in his life that needed to be filled. But more of that later.

On a late-summer morning he is in his office at the McLaren Technology Centre bright and early, bouncing on the balls of his feet. I am momentarily dazzled by the shine on his shoes. Real leather, nicely made. Charcoal suit, white shirt, grey tie smartly tied. Everything fits.






MP4-12C joins '95 Le Mans-winning F1 GTR, Niki Lauda's '84 F1 car, Cam-Am and Indycar models at Woking. Left: Bruce McLaren's M6GT design

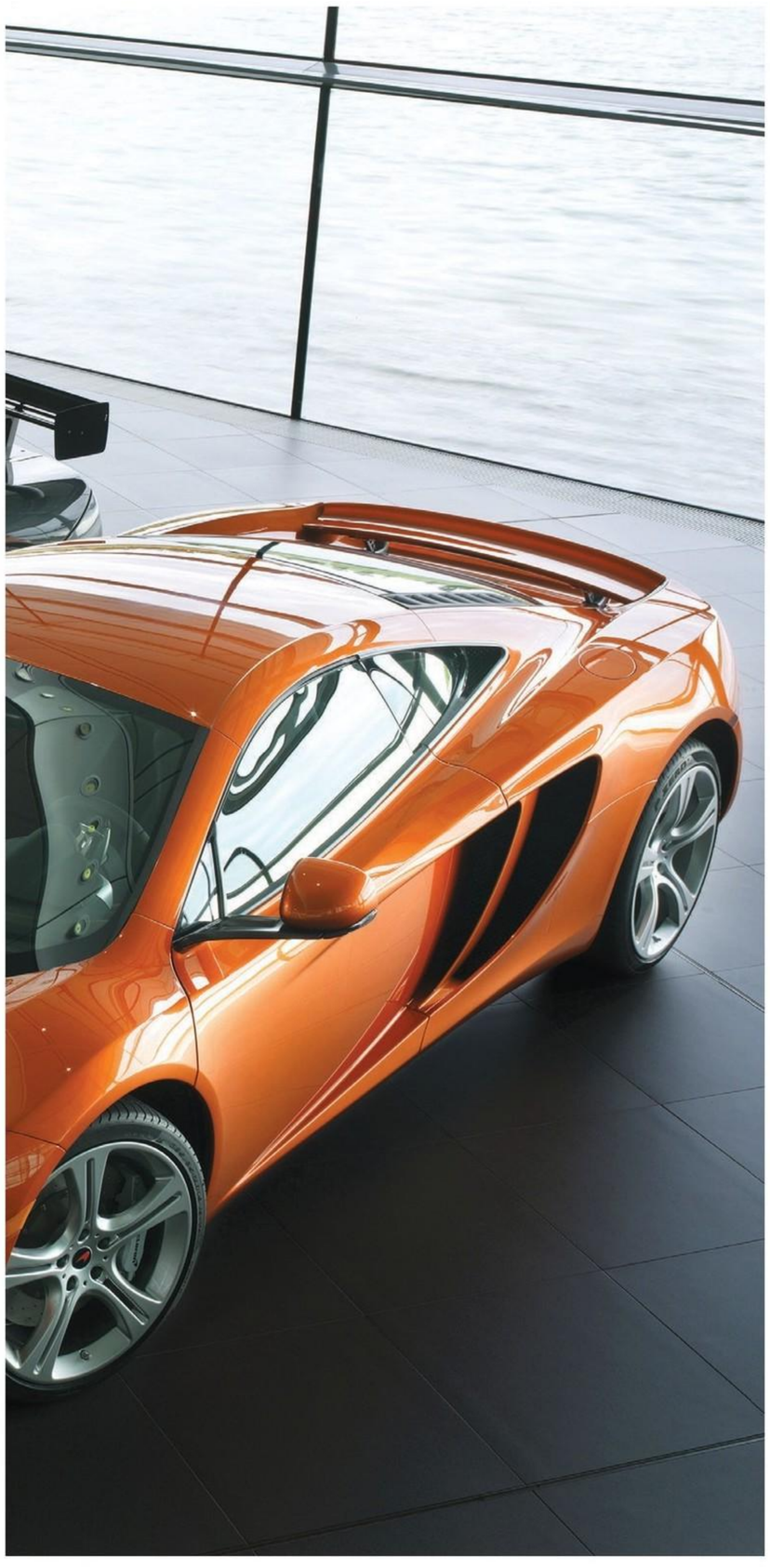
Perfectly. Would you buy a new car from this man? You would.

Outwardly then, nothing seems changed. But it has, and he's ready to talk about the cars that he hopes will make a dent in Ferrari's dominance of the sector. He does not, however, refer to the cars from Maranello, does not use the F-word. Not at this stage.

Ron looks out across the lake that laps at the edges of his empire, considers what he likes to call the 'rules of engagement' of our conversation. Ron Dennis does things properly, takes his time, feels no compulsion to give snappy sound bites. Not his style at all.

"We've been working on this for five years, intensively for the past three years, and a year ago we were in a position to either call a halt, or go ahead," he begins, "and clearly the world going into a downward economic spiral did not make that decision any easier. But we see opportunity in adversity, especially in the knowledge that our competitors have downscaled their R&D and cut back overheads. In this phase of the project we do not have to shoulder distribution costs, or costs caused by inefficiencies associated with slowing production, and managing the effects of recession in the same way as our future competitors. We intend to apply the high levels of quality control and production efficiency that we have learned through our partnership with Mercedes-Benz.

"Of course the new car is a challenge, but we have never swerved from challenges, and this car will be positioned differently from the F1 or the SLR. There was absolutely no point in McLaren producing just another 'supercar'. It had to have elements which would not only be innovative but which would also actually deliver a performance benefit. For example, the primary structure had to be carbon, and the car had to look right and reflect the McLaren values of 'everything for a purpose'. Some people may have thought the car would look more radical, but it's radical where it matters which is under the surfaces. If it didn't have Formula 1 DNA, how could it be a McLaren?"



The MP4-12C has F1 DNA in spades, and already there are 20 prototypes, some in the wind tunnel, some on simulators and some testing in various extreme conditions around the world. How on earth have they kept it under wraps?

"Well, it might have been more convenient to have had Fiorano outside the door," he smiles, "but they are heavily camouflaged and look pretty vanilla… I mean, people are fairly disinterested. None of them have the same bodywork and they're painted with zebra stripes, that kind of thing."

Has the chairman driven one yet?

"Ah, well, there's a range of views on my competence as a driver depending on who you ask," he grins. "It would be a luxury at this stage; the development drivers are the ones with the expertise to develop the car. Nobody wants me to make judgements on a car that is not yet a complete package. You know, I am a relatively sanguine, mature individual these days and much as I enjoy driving performance vehicles it's not the beginning and the end of my life. There will be an appropriate time for me to drive the car but right now I have other responsibilities and obligations which, by their very nature, give me a greater return on my time investment. I will certainly own one, and I will use it extensively, but not until later next year."

You might be thinking that you've heard of a McLaren MP4-12 before somewhere. You have. It was the car in which Mika Häkkinen and David Coulthard contested the F1 World Championship in 1997. But nothing is ever that simple at Woking.

"That has no relevance at all," Dennis says, amused at my simple logic. "You can say that MP4 captures our racing history, yes, but the 12C comes from somewhere else. The 12 comes from an algorithm that we use to determine the performance of our vehicles, using the four primary values of aerodynamic efficiency, weight, $CO_2$ emissions and horsepower. So type numbers in future won't be sequential, they will go and up and down as they emerge from this formula we use at McLaren. The C signifies that we are using a carbon structure. The point is, we define performance in a new way these days. It's no longer just power and speed, it's as much about efficiency, and saving weight is a priority."

While I am digesting this slightly impenetrable algorithm, a cup of tea mysteriously appears, quietly and deftly placed on the otherwise empty surface of the table. Mr Dennis hates clutter. White cup, white saucer, what looks like builders' tea. He does not acknowledge its arrival, staring out across the lake, preparing his next response. I've reminded him that Häkkinen and Coulthard's MP4-12 had brake-steer just as the new road car has this technology.

"Absolutely irrelevant," he smiles patiently. "On the road car it is simply a weight saving that allows us, combined with other electronic controls, to do away with a traditional limited-slip differential. And brake-steer, along with our own McLaren seven-speed twin-plate clutch, is an efficient way of controlling understeer."

> "We want to produce high-performance cars with regard for the environment"

One of the more exciting aspects of the MP4-12C is that, unlike previous road cars from Woking, it will have a McLaren engine. An all-new V8 with twin turbochargers. This came as something of a surprise bearing in mind that Mercedes-Benz supplies engines for the Grand Prix team and owns a 40 per cent stake in the McLaren group.

"The truth is that the only engines that might come close to meeting our criteria are those used by our competitors. [Again, he does not use the F-word.] We could have developed a variant of a Mercedes-Benz engine and of course we considered that with them. We learnt a very great deal from Mercedes with the SLR, and those lessons will be optimised in the manufacture of the new car. But we are striving for a relatively high level of perfection with MP4-12C and any development we required with Mercedes would have slowed down their own programmes and targets. The power plant has to be tailored to the vehicle and we are absolutely focused on all performance contributors."

He sees the tea, takes a sip, looking slightly impatient now. Time is marching on outside the office door. I push on. How will the McLaren Group look in years to come? Racing team or car manufacturer?

"Both," says Ron very firmly. "But more than that, we want to be a company that produces high-performance vehicles with absolute regard for the environment. We are looking for efficiency and low emissions as much as outright performance. Formula 1 teams come and go, as we know from history, and the business moves in cycles. Some may last for 20 or 30 years, others may not be around so long. You only have to look at the record books – the likes of Lotus, Brabham and Cooper had long life cycles whereas the likes of Simtek were far shorter. If you look back to the pitlane in 1966 [the year of Ron's first Grand Prix, with Cooper] you will see that only two of those brands remain today, and that's McLaren and Ferrari, and there's a reason for that. Diversification away from a pure Formula 1 team, as I have said for many years, is an absolute economic essential. I believe that we have achieved this successfully with McLaren Electronics, Applied Technologies, Marketing Services and now McLaren Automotive.

"This is simply the logical way forward, and our objective is to excel at it. We have gone up a learning curve and we have a firm commitment to making it happen. I know the old adage about winning on Sunday and selling on Monday, but our Grand Prix team exists first and foremost to win races. Our on-track successes will inevitably also promote the marketing of our production cars. What is critical to McLaren is that we are not producing a so-called 'supercar', we are producing a car with a far higher level of performance than is normally available at the price. We can mathematically prove this to ourselves, but while we can create the desire, we cannot control the customer's capability to buy." He sounds frustrated.

We are briefly interrupted. Ron instructs his PA to make sure the new car is ready for me to see, display lights on and rotating on its platform downstairs. On my way there I pass the orange F1 that Lewis Hamilton will be given should

he win three world titles for McLaren. Jeez, no wonder the young man is trying so hard.

I may as well tell you right now, the MP4-12C is utterly sensational. Touch-sensitive dihedral doors. No handles. No clutter. I slide in behind the wheel. It's already a thrill, and the car isn't even moving. The carbon monocell is on display. I lift it with one hand. Then I am offered a smart grey armchair from which to view the car. I prefer to stand in awe. Sorry Ron, I have the desire, but sadly not the capability.

Time now to explore how the man has coped with staying at home at weekends, not being with the F1 cars he loves. Ron is a racer at heart, a man immersed in the sport for 40 years of his life. Since the team's first Grand Prix, there has been, on average, a McLaren driver on the podium once in every three races. Extraordinary.



"We started the season in a very difficult place," he begins, treading with care, "and we're not yet where we want to be. But we have come back from a poor start very strongly, for which I'd like to pay tribute to the great work done by Martin [Whitmarsh] and his team. Do I look back on this year and say McLaren failed? Well, yes, of course. But then I try to analyse why we failed. First, there were many distractions arising out of negotiations over the new Concorde Agreement between FOTA, FOM and the FIA, and from our efforts to control our own costs. But the overwhelming reason was that our R&D resource had been largely focused on beating Ferrari to the World Championship, right to the end of last year. It is clear to see from Ferrari's performance at the start of '09 that they suffered in the same way.

"We won that title and thought we'd done a good job of developing a car for this year, but clearly there were people who had spent significantly more money over a longer period of time than we had, focusing on a very different set of new rules. So that was another thing we underestimated – just how much of the data and information that was relevant to the '08 car was irrelevant to the new car. So it was almost a clean sheet of paper in terms of aerodynamics, plus the complexities of KERS and the packaging issues that went with it. And, with hindsight, that was another reason why we struggled."

> "We've come back from a poor start strongly, which is down to Martin and his team"

He has not been to a race since March. How has he adapted to a very different life?

"Running the group has always been more exciting than being the team principal. Going to Grands Prix were the most relaxing weekends I had," he says firmly. "I'm absolutely serious. It's like having a big Scalextric set or a Meccano set – you have what you have, and you can really get focused and you're not having to juggle all the things you have to deal with back at base. You go to the race, you focus on winning, you don't have problems with human resources, or with supplies, or with money, like all our executives have every day. Of course it's always unpleasant if you get caught up in the politics and all the other things that can create unpleasantness. But generally, the experience of going racing is exciting and relaxing, and yes, I do miss that.

"But life moves on, life is always changing and the past is the past. Now, relaxation at weekends is far more personal for me, my quality of life has improved and I'm able to look after myself more. I don't have the arduous travel schedule and I'm able to enjoy… enjoy other things that in the past had to be squeezed into a very narrow band of time. Now I can expand and have a more fulfilling experience. But my passion for McLaren, for the people, is undiminished."

Surely he can't resist looking at the TV coverage as the season unfolds?

"Yes, I do watch it on television. But not with the level of attention that you might think. I like to look at it and form opinions – you can be so much more subjective watching on TV, as long as you turn the sound off, that is the most important thing for me. You've got to look carefully at what's happening, and the quality of the coverage does vary significantly from race to race. But you can piece it together, and it helps enormously if you have the lap times and sector times – then, if you have the experience and the expertise, you can read the race properly."

You may not always agree with him. You do not have to like him. But there is never a dull moment with Ron Dennis and he is still a long way from completing the journey he began in the Cooper pit in Mexico City in 1966. More boundaries to be pushed, more conventions to be defied in his relentless pursuit of perfection. This is no ordinary man. And the MP4-12C is very far from being an ordinary automobile.

INSIGHT

## TECHNICAL WIZARDRY

Every part of the MP4-12C seems to be a technological marvel…

The heart of the MP4-12C is its one-piece carbon monocell chassis (below). The car is powered by a new McLaren 'M838T' 3.8-litre, V8 twin-turbo engine producing 600bhp, driving through a McLaren seven-speed seamless-shift dual-clutch gearbox, and delivering the highest horsepower to $CO_2$ ratio of any car on the market today.

The new engine revs to 8500rpm, while 80 per cent of the torque is delivered below 2000rpm. Cooling comes from rear-mounted radiators alongside the engine. Air flow to the radiators is through large side air-scoops and integrated turning vanes.

The brakes have been developed from a McLaren composite braking system that uses a forged aluminium bell attached to a cast iron disc, while carbon ceramic brakes will be available as an option. An active air brake system uses hydraulic power from the gearbox.

Lightweight cast alloy wheels (19-inch front, 20-inch rear) are shod with bespoke Pirelli tyres developed in conjunction with McLaren specifically for the car.

Brake-steer, an electronic system developed for F1, brakes the inside rear wheel when entering a corner too fast, and on acceleration out of a corner, replacing the need for a limited-slip differential.



A McLaren proactive control suspension system, based on double wishbones with coil springs and with dampers interconnected hydraulically, responds to both road surface and driver preference. Roll control is adjustable electronically, and, as with the powertrain, there are three modes – normal, sport and high-performance.

The exterior features single-hinge dihedral doors without handles. Exhaust pipes exit high and in the centre of the car, above the rear diffuser. The engine is visible through the top deck while the car's rear end is open for evacuation of hot air from the engine bay.

The MP4-12C will go on sale in 2011 for between £125,000 and £175,000.

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In our exclusive interview, Lewis Hamilton reveals how the hard times of 2009 will make him a better driver in the future

**BY ADAM COOPER**

Nobody knows Lewis Hamilton better than his father, Anthony. He's been there from the beginning, watching as the chubby-faced child grew into a global sporting megastar, a young man whose every move is watched and analysed by fans and the media. He's shared the highs, and he's shared the lows.

And this season the Hamiltons have experienced a roller coaster ride of emotions. Fresh from his sensational title win in Brazil last year, Lewis began this season with a hopelessly uncompetitive car. A ray of hope in Australia was extinguished by the 'lie-gate' controversy, and thereafter the inadequacies of the MP4-24 in its initial guise were cruelly exposed. More than once Lewis was caught tooling around at the back of the field.

Things move quickly in this sport, however, and by late July the car was good enough to




propel Hamilton to victory in the Hungarian Grand Prix. That extraordinary success was followed by another in Singapore, as well as a string of pole positions.

McLaren certainly had momentum on its side as the 2009 season drew to a close, and that must bode well for next year. And worryingly for the opposition, the best of Lewis is arguably yet to come. As far as his dad is concerned, the outgoing World Champion has benefited hugely from tackling the challenges he faced this year – and he will be all the stronger for it in the future.

"I think this has probably been one of Lewis's best years," says Hamilton Sr. "You arrive in the first couple of years in a blaze of glory – and it really was a blaze of glory, wasn't it? You win the championship, and then you come and start your third year and the car's not so good.

"Well, that for me is where you really start learning. The pressure's off, to a degree. There was another star that people were looking at, so that left us alone really to concentrate on what we needed to do to mature into the business. So I think this year's been a good year for Lewis, personally."

So does the man himself agree with the theory that, ultimately, he'll benefit from this season's adversity?

"I like to think that way," says Lewis as he ponders the question. "I have learned a huge amount this year and as a team, how we work together, I think we've learned quite a lot. »»»

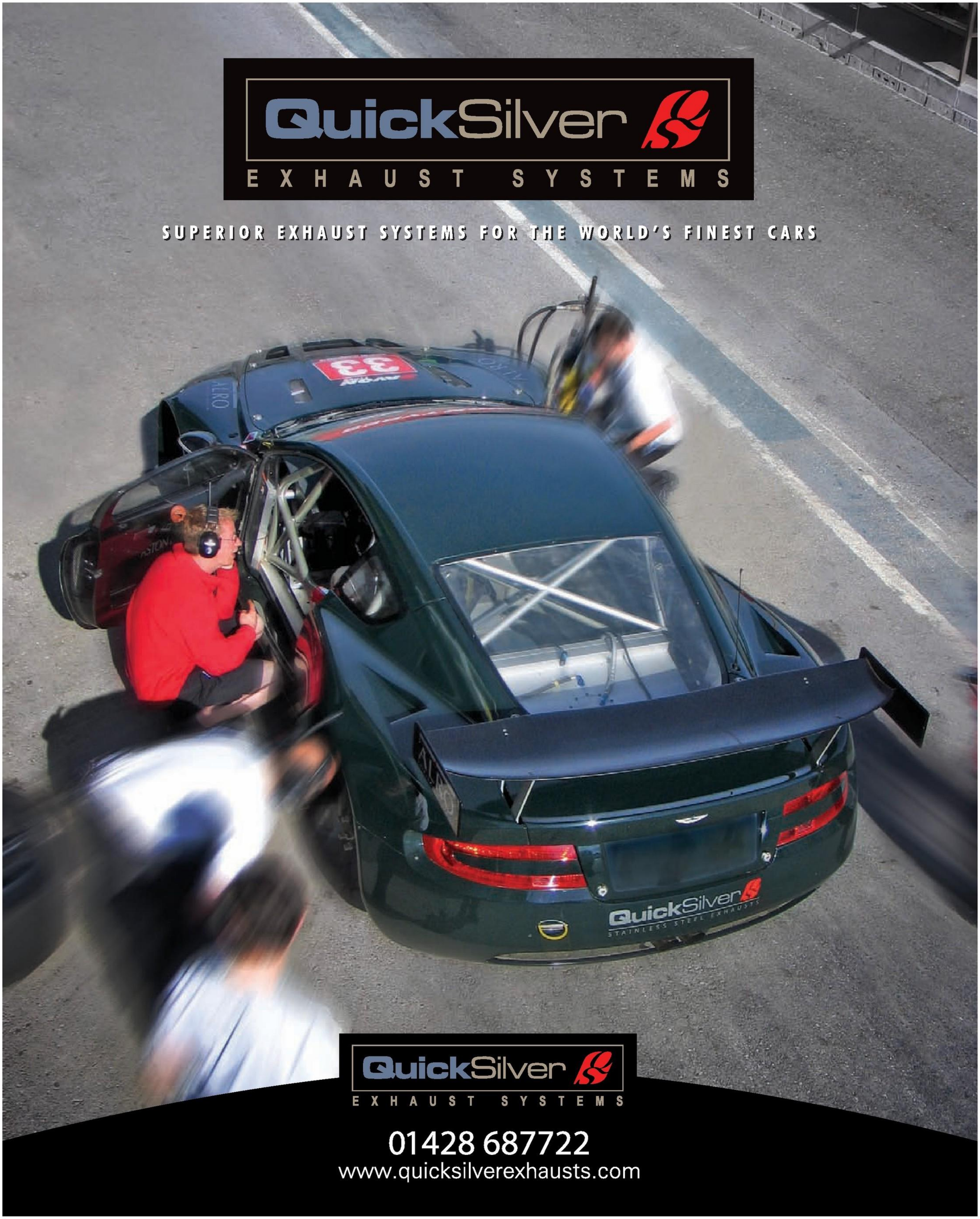


LAT

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There's still going to be many things we'll learn next year, and I have no doubt there will be mistakes. But I've got to try and do everything I can to minimise them.

"Bit by bit, you learn how to balance your life a little bit better. Sometimes you unbalance it, making changes. Sometimes you correct it."

He pauses, before elaborating on what he has addressed in his method of working: "Arriving at the track, how I deal with myself over the weekend, reducing the amount of energy used for certain things, looking after myself, my training.

"And on track, how hard I can and can't push. In Monza I learned don't push 110 per cent on the last lap of the race! Bit by bit you keep on learning and keep putting it into a jar, and at some stage you can use it all together."

If there was a key moment for Hamilton in '09, it was the Australian controversy. It cost team manager David Ryan his job – and Ron Dennis his right to attend Grands Prix – while Hamilton's own reputation also took a battering. Anthony has no doubts about the impact of the affair: "Being dragged into something that wasn't of [Lewis's] making. That was probably the lowest point in his life…"

Typically, Lewis has tried to learn from what was a nightmare experience. "I haven't adjusted my approach," he says. "But I'm a lot more wary of what's going on around me and things that are said to me. I've tried to be a lot more cautious of my actions."

Inevitably there have been comparisons between Australia and the Nelson Piquet Singapore 'crash-gate' scandal, at least in terms of what they say about the pressures on drivers to do as they're told. Lewis doesn't agree: "You can't compare the two scenarios. But you work as a team. You have to trust the people around you to advise you in the right direction. That only applies to me. I don't think he was advised. So you have to ask what he was thinking at the time, because I wouldn't have made that decision…"

Now, especially with a couple of wins under his belt, Lewis can look back on the first half of this season with a clearer perspective. At the time, it was anything but easy. In testing the MP4-24 was a complete disaster, its lack of downforce suggesting that the team had got its sums seriously wrong. In Melbourne its pace didn't seem too bad, but in reality McLaren was flattered by an opposition that had not yet got up to speed.

"I think we just did a better job than everyone else apart from Brawn in the first race," says Hamilton. "Everyone fell off and made mistakes. The cars weren't reliable. The second race the cars still weren't reliable, then the weather intervened. In the third race people started to pick up the pace, like the Toyotas, and then bit by bit people made fewer mistakes and it became more of a reality just how bad our car was. Simple as.




Hoch Zwei/Daimler Benz

"I'm still living off that weekend in Hungary – it was a great experience"

LEWIS HAMILTON

"We were at the back for a solid period of time, because more people were finishing races, more people were getting the performance out of their car. And we had no more to give. Eventually we got the update package that mattered and we were back up competing at the front. But it's been hard to stay at the front."

Those troubled mid-season races were painful. Did he struggle to cope mentally with finding himself at the back of the field for perhaps the first time in his career?

"It doesn't do your head in, it's just not a great feeling. You do everything you can to prepare for the season better than you did the previous year, when you had the package to challenge for the World Championship. Then you arrive and there's nothing you can do. You can't get out and push the car any faster. There's nothing you can do but try to will your team on and encourage improvement and try to inspire people.

"When you're starting dead last, you have to find the inspiration for yourself, to pull yourself back up somehow, do some overtaking manoeuvres that people enjoy, make your way up the grid. That's what I tried to do."

At one point even the optimistic Hamilton couldn't see much light at the end of the McLaren wind tunnel: "I think we all had our doubts at some stage or another. At the end of the day no one got to drive what I was driving, apart from Heikki [Kovalainen]. We were very polite in how we commented on just how bad it was. It was tough to drive something so drastically different to the previous year, and also to see where we had gone wrong, because other people had done it right. We knew that if anyone could correct it, we could. But it was just too late, unfortunately."

On home ground at Silverstone, Lewis started a dire 18th. The message from the McLaren camp that weekend was that it was time to abandon this season, to focus fully on next year's car. Interviewed on the grid, Anthony Hamilton put it succinctly – it was no good flogging a dead horse.

In fact the team was busy working on yet another update package, which was rushed into action for the next race at the Nürburgring. From his first lap on the Friday, Lewis found the car transformed. He qualified a surprise fifth on the grid, and had he not been involved in a first-lap brush with Mark Webber, he would easily have finished on the podium. It was an extraordinary turnaround and next time out, in Budapest, he won.

"I'm still living off that weekend!" he says. "It was a great weekend, a great experience, to be able to overtake one of the leading cars… But again I didn't feel that we were the fastest, I feel we did a better job than the others.

"All of a sudden the Red Bull dropped off the pace through the weekend, the Brawn couldn't get its tyres warm supposedly, which I find hard to understand. There's heat all over the place, so I'm sure there was heat on those tyres… But we were a little bit better than we were in the previous race, and everyone else didn't do as good a job." »»




MP4-24 has come on strong in the second half of '09, but the championship is gone

LAT

After Hungary Hamilton was a contender for pole or a win at nearly every circuit, although Spa was a bit of a mess. Even in revised form the MP4-24 didn't enjoy fast sweeping curves, and yet Lewis hustled his way to third at Suzuka.

One thing was crystal clear: as the car improved, so the overall performance differential between Hamilton and Kovalainen increased. The better the car, the more Lewis seemed to get out of it relative to his struggling team-mate.

"When you do finally get the package underneath you then there is obviously an optimal setting which helps you drive the car to the limit," he says. "When it comes to that, some drivers are able to extract more from their engineers, their car and their team than others."

Hamilton has benefited all season from McLaren's compact and very effective KERS system. It's the sort of gizmo that's tailor-made for the best drivers – those who have the mental capacity to deal with the distraction of having extra buttons and controls, and have the wit to use them creatively.

"It's been a nice toy to have considering it wasn't that great in the beginning," he says. "Now I'm able to enjoy both the car and the KERS button, and use it to my advantage. And the great thing is that when we set out to use it we wanted to have the best KERS system, and we do have the best KERS system."

The intriguing thing is that, even allowing for the poor pace of the car in the early races, Hamilton could still be finishing higher in the championship than he actually is. For starters, you can consider the lost third place in Australia, the qualifying crash when he was poised for a good weekend in Monaco, the Nürburgring puncture and the last-lap Monza crash when he was lying third. It doesn't take long to amass enough points to put Lewis an easy fourth in the standings, ahead of Webber. Such an outcome didn't seem likely at any stage between the car's January launch and the awful British GP showing in June. But since second is the first loser, fourth place isn't of much interest to him.

"There's a good few points in there that would have kept us higher in the championship. But the only difference that would make for us is the feeling in the team, the momentum that hopefully we can carry into next year. Internally, in terms of results, it doesn't have a huge impact on us. We want to win championships, and we want to win constructors' championships."



LAT

"The team's learned from its mistakes. And so has Lewis"

ANTHONY HAMILTON

He's already won one championship and established his place in the history books. So does Lewis have any dreams left to fulfil?

"My dream is to have a competitive car each year with which I can become a better racing driver year by year – and win more and more championships and more and more races. And have a growing fan base and be a part of a sport that's growing, not getting worse."

It's an interesting answer, and the last part suggests that he shares a concern about the health of F1 that you might not expect from a driver. They are, after all, supposed to be focused on their own little worlds.

"I don't watch it from an outside point of view, so I don't know how good the show is, I don't know if it's as good as when I was watching before I got to F1. All I can say is that when I get in the car I still love racing it, and we still put on a great show regardless. This is racing, this is F1."

There's no doubt that Lewis Hamilton, even when he's not fighting for the World Championship, remains the ultimate ambassador for the sport. And after the trials of 2009, he can only be stronger next year.

The last word goes to father Anthony: "It teaches you all the lessons that you don't learn when you race at the front, doesn't it? You learn how to cope with adversity, work as a team. If you look at the team now, after everything that's happened, we've got great harmony. I have to say it's been a pretty good year for us. We've won a few races, and the team has learned from its mistakes. And so has Lewis. With any luck next year's car will be good. And so will the driver..."

# PRESTIGE

GRAND PRIX



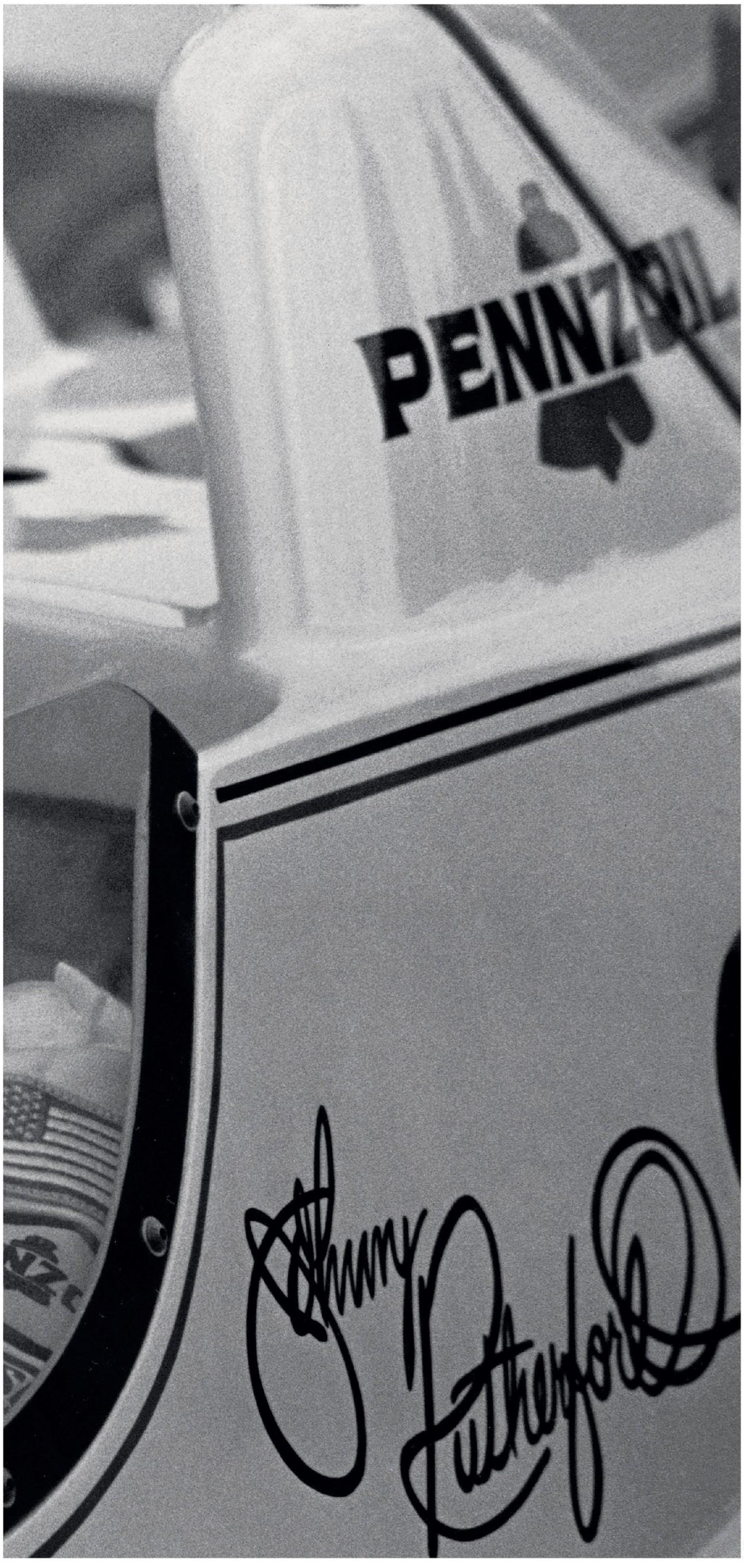




PRESTIGE

GRAND PRIX


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LAT

# "I knew we'd accomplish great things"

Johnny Rutherford was sure his drives at McLaren and with Jim Hall would garner success. They did – with three Indy 500 wins

**BY GORDON KIRBY**

One of Indycar racing's greatest stars of the 1970s and '80s was Johnny Rutherford, who made his name in the early '60s on dirt tracks and won the Indianapolis 500 twice with McLaren in 1974 and '76, and once in Jim Hall's Chaparral in 1980. Rutherford cut his teeth in the late '50s aboard fire-breathing Modifieds at the legendary Devil's Bowl Speedway dirt track in Texas before building his reputation in sprint cars, winning USAC's national sprint car championship in 1965 when that form of racing was at its zenith.

"Today people say sprint cars won't get you to Indianapolis anymore," says Rutherford. "But they do teach you how to race. That was what I got from them – how to race and how to read various situations."

Rutherford made his Indy 500 debut in 1963 aboard a classic Watson-Offenhauser roadster. He was involved in the multi-car accident on the opening lap of the '64 race which resulted in the deaths of Eddie Sachs and Dave MacDonald. Johnny's car brushed Sachs's burning machine and briefly caught fire itself, but Rutherford got back to the pits where

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he abandoned the damaged Watson roadster.

In 1966 Rutherford broke both arms in a sprint car race at the Eldora dirt track in Ohio. A rock struck him square in the face, knocking him out and causing a huge shunt that left Johnny sidelined for 12 months. He badly burned both hands in another accident in an Indycar at Phoenix in 1968, yet he was back in action at Indy the following month.

Rutherford began to make his mark in Indycars after joining oilman Pat Patrick's team in 1969, and then in 1973 Teddy Mayer hired him to drive McLaren's lone entry in the USAC Championship. Peter Revson partnered Johnny in a second works car for the three 500-mile races. After 10 years in Indycars, the 35-year-old Rutherford's career had finally taken off. Over the next seven years he would win two Indy 500s, 16 more races and finish second in USAC from 1974-76.

"I thoroughly enjoyed my tenure with McLaren," says Rutherford. "Tyler Alexander was a tremendous team manager. There's no question in my mind that working with the team setting up the car for an event is what I miss most about racing.

"It was a great era. The drivers and chief mechanics were the guys who figured out what to change. It was a little more dangerous, a little more heartbreak when somebody would get killed. But nobody pointed a gun to our heads and said go out there and take your chances. We did it because we loved it."

It was engine builder Herb Porter who convinced Mayer to sign Rutherford. "Herb was my benefactor," says Johnny. "I credit Herb for a lot of my thinking about racing Indy or Championship cars. He set his cars up to run hard and fast, and I got in trouble a couple of times because I didn't do that.

"Herb was patient with me. He was the guy who told me that at Milwaukee you need to run the outside groove, so that halfway through the race when the track rubbers-in you could start working the outside and passing [cars], and it worked!

"With McLaren, and later with Jim Hall, I did a lot of tyre testing for Goodyear, and you learn a mountain about race cars and the different feel of tyre constructions and compounds. Those things make you a better driver and I was blessed with that at McLaren for seven years and Jim Hall for three years."

Rutherford recalls how quickly he bonded with Alexander and the McLaren team: "My first race was at Trenton. In practice I banged the fence pretty hard. I thought, 'There goes your big chance!' I came back to the pits and apologised to the crew. Tyler put a hand on my shoulder and said, 'John, if you don't keep score, we won't either.' And that was the basis of our relationship. I knew then that we would accomplish some great things."

Alexander meanwhile has great admiration for Johnny's bravery and commitment. "Rutherford had balls as big as an elephant!" he says. "It took us a long time to get him to use his balls, but when he did he was very good. Everybody liked Johnny and when the chips were down the guy was quick. He was in some ways a bit like Andretti. Once you got it right for him he really paid you back."

Those were days of huge horsepower in Indycar racing as turbocharging blossomed. There was also plenty of downforce from big rear wings, and lap times skyrocketed through the early '70s. Into the '80s more and more restrictions were placed on turbo boost, wings and aerodynamics in general, ultimately resulting in today's much-reduced Indycar.

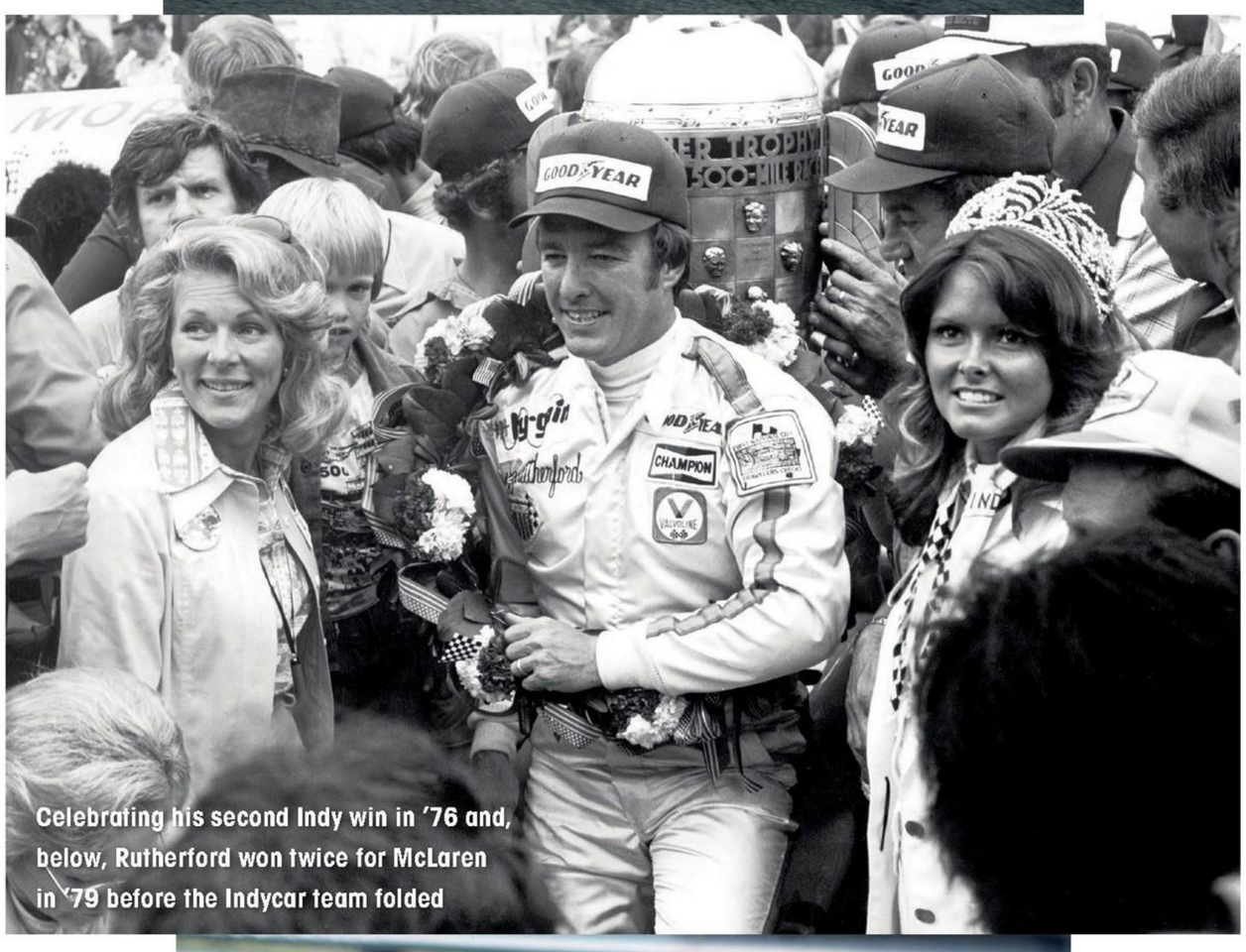
Rutherford was impressive to watch aboard the turbo Offy-powered McLaren M16C/D/Es of 1973-76. Putting his *cojones* and sprint car experience to good use, he was boldly able to attack the high groove like few others. "The M16 was a forgiving car that was well-balanced," he recalls. "Gordon Coppuck designed a really good race car and Tyler and Denis Daviss, who was my chief mechanic, knew how to dial it in.

"The first year we ran the M16 the rear wing was huge. It overpowered the front of the car. We went to Indianapolis for a tyre test. It was the first time I'd driven the McLaren and we couldn't get it to stop pushing the front end. It just understeered and we worked and worked and nothing much happened."

The four-cylinder Offy turbos were a beast to drive as the power came on crudely with a great wallop. "Roger Bailey built us an engine for qualifying in '73 and it was a fire-breather," says Rutherford. "It was over 1000bhp, for sure, but I've been told it was a lot more than that. Back then we weren't limited on the boost. We used »»



In the McLaren at Pocono in '75. Rutherford was sixth, but great friend Foyt won



Celebrating his second Indy win in '76 and, below, Rutherford won twice for McLaren in '79 before the Indycar team folded



LAT

120-inch manifold pressure in qualifying. The gauge was pegged and bending the needle!

"With what I'd learned from Herb and the strength of the engine we were able to overcome the understeer problem. In '73 we turned four laps in practice at over 200mph with that car. It was a treat."

Rutherford remembers exploring the outer limits with the M16C: "That car had a funny characteristic on shorter tracks. I could run it up to a point and try to get a little more out of it, and it would wind up like a watch spring and spin. It would do a 360 and I'd keep going. Every time that happened it would be right in front of my old buddy, AJ. We'd go to the pits and Foyt would come sauntering back with a big grin on his face. 'I don't know how you do that,' he'd say. 'Every time I spin one of these things, I hit something.'

"Well, after the third or fourth time, we were at Michigan and it wasn't the car's fault. Al Unser had dropped some oil on the track and I looped it on the oil and once again AJ was behind me. We went to the pits and AJ comes up to me, grinning again. I said, 'AJ, that's the last time I'm gonna show you how to do it. Now you're on your own.' It's been a joke between us since then."

Rutherford finally scored his first victory for McLaren that season at the Ontario Motor Speedway in California. He won again on the high-banked Michigan oval. "We won a race or two in 1973, and in '74 it started clicking."

At Indianapolis in 1974 Johnny blew an engine and missed his first qualifying attempt. He turned in the second-fastest run but was deemed a third-day qualifier and had to start from 25th on the grid. Through the opening laps Rutherford put on a stunning display as he passed car after car around the outside. "We knew we could've been on pole. After 12 laps I was third and I just kept on charging through, the car was that good."

After passing Bobby Unser's works AAR Eagle, Rutherford engaged in a battle for more than half the race with Foyt. But with 150 miles to go Foyt retired with an oil leak. "AJ and I had a hammer and tongs battle but his car gave up and I went on to win my first 500. It was a great thrill.

"Team McLaren weren't ones for big celebrations. I learned from them that we went there to win. That's what we did and now it was 'let's get ready for Milwaukee'. And we went there and won, and then we went to Pocono and won again!"

Rutherford was a serious contender at Indy again in 1975 but, with 26 laps to go, heavy rain brought the red flag out and he had to settle for second behind Bobby Unser. In '76 Rutherford qualified on pole and won the race a second time after another battle with Foyt.



LAT

"The M16C would wind up like a watch spring and spin, usually in front of my old buddy, AJ"

A new McLaren arrived for 1977 as well as new chief mechanic Steve Roby. The F1-based M24 was powered by a turbo Cosworth DFX V8, built by McLaren following development over two years by the Vel's Parnelli Jones team. Rutherford won four races that year and scored two victories in both 1978 and '79. His wins in '79 came on the high-banked, 1.5-mile Atlanta oval, where he had scored his first Indycar win in 1965 in a Watson-Offy roadster.

"Rick Mears and I owned that place," he says. "What I didn't win, he won. I liked high-banked racing and flat one-mile tracks like Milwaukee. They were fun, but high-banked tracks were my cup of tea. I won sprint car races on the high-banked tracks at Winchester and Salem."

Near the end of 1979 Mayer and Alexander made the tough decision to close down McLaren's Indycar team and focus on the struggling F1 effort. Despite CART taking over from USAC funding was short, while F1 was on an upswing thanks to Bernie Ecclestone.

"The funding Teddy and Tyler had was for the F1 effort, so they went back to England, " says Rutherford. "That left me adrift but Tyler called Jim Hall and said he needed to think about hiring Rutherford if Al [Unser] was quitting. So Jim and I hammered out a deal.

"Driving for Jim and the Chaparral team after McLaren was more of the same. Jim had won in Can-Am and raced in F1, so it was easy to drive for him. You'd come in and say the car is doing this and this, and he'd get that 'looking at the horizon' stare in his eyes. He'd tell the guys what to change and I'd go out and it would be better."

Aboard Hall's Chaparral 2K, Rutherford won both the Indy 500 and the CART title in 1980. He drove for Hall until 1982 before his career went into decline as he struggled with a series of lesser teams. "It was wonderful to work with Jim and be involved with the development of ground-effects, and McLaren was one of the great teams," he says.

"I'm just tickled to death that I lived through that era. There was a great sense of accomplishment in working with a team that appreciated everything and afforded me the opportunity to win. It's not easy, but it's not that hard either if you've got the right ingredients."

Like Mario Andretti, Foyt, Bobby and Al Unser, Rutherford's career lasted many years – 34, in fact, from his start at Devil's Bowl in 1958 until his retirement at Indy in 1992. Today, he is the IRL's pace car driver and a coach for young Indycar drivers. Johnny joins multiple Indy winners Rick Mears and Al Unser Jr in bringing an incomparable wealth of experience and knowledge to his job.

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# 187 mph with Martin Brundle between your legs

How best to experience the new Yas Marina GP circuit? In an F1 two-seater driven at speed, of course...

**BY MAURICE HAMILTON**



The handwriting in my notebook is distinctly shaky. I am trying to appear cool, flameproof overalls rolled to my waist – as racing drivers do – while attempting to jot down first impressions of travelling at 187mph with Martin Brundle between my legs. I mean, how can you be nonchalant about that?

I could never claim to truly understand what goes on inside the cockpit of a Formula 1 car. Having watched F1 in-car footage, talked to drivers in depth, and been driven indecently quickly in a proper GT car, I thought I had a reasonable clue. I knew nothing.

I know that now thanks to the organisers of the Abu Dhabi Grand Prix fixing a ride in a two-seater F1 car as a means of introduction to the Yas Marina circuit. Talk about learning quickly – in every sense of the expression.

This was no joyride. You could gauge the seriousness of the operation by the two former Tyrrells, immaculately prepared by Dublin-based Aviation Display, sitting purposefully on opposite sides of the garage. Familiar faces – many of them ex-Jordan mechanics, headed by Stuart Cox – added to the impression that I was intruding on a test or practice session. Brundle was strapped into the car, ready to go. All I had to do was climb on board.

This was not the work of a moment. Elderly joints notwithstanding, it required serious contortion to find the necessary angles to allow my legs to move beneath the bulkhead separating driver and passenger, and then slide into the seat, my feet and shins now alongside Brundle's thighs. Martin passed the message back that if I wanted him to drive this thing in the manner intended, I would need to pull my feet back as far as possible in order to allow his elbows room for manoeuvre when the going got exciting. I didn't need second bidding. I did the best I could with knees bent, leaving just my feet in the line of fire. Cox fastened the six-point harness, hooked up my radio and gave the top of my crash helmet a reassuring pat.

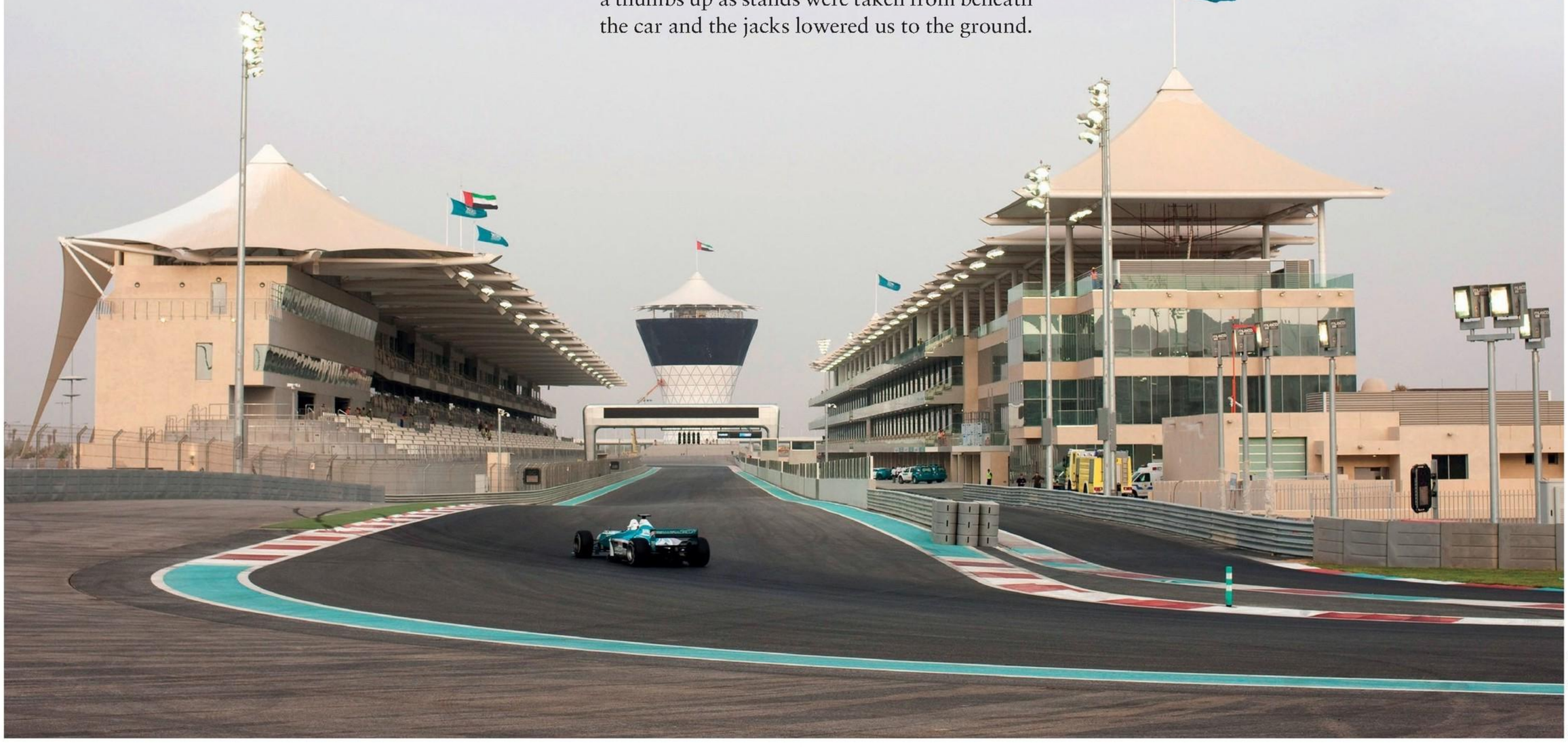
Evening had descended. This was to be the last run of the day and the two cars would go out together to film action shots for BBC television. I sat listening as Brundle and David Coulthard discussed how they would work this. Any thought that the filming might preclude a decent fast lap was happily banished when Martin looked across at DC and jerked his thumb in my direction: "When we've done all that, DC, I'm staying out for another lap to give Maurice here a bit of a go."

I had a couple of minutes to contemplate that as we sat in complete silence, waiting for the all-clear. On the instruction to start came a deep vibration from behind my back as the 3-litre Cosworth V10 emitted a familiar growl. Then a signal to remove the tyre blankets before a thumbs up as stands were taken from beneath the car and the jacks lowered us to the ground. It was a scene I had witnessed hundreds of times from countless garage doors. Now I was the man in the big picture.

Brundle is in third gear before he has reached the end of the deserted pitlane. But then a cautious downhill approach to a tunnel which, he notes, is bound to catch out someone during race weekend. Once free and rising to track level on the other side, we're away!

I know where the track is going thanks to a couple of exciting laps earlier in the day with Bruno Senna in a Nissan GTR. But nothing has prepared me for what is to follow. The fast-forward button has been set to the maximum as the car flies through a left, crests a rise in the middle of a long right and then onto the brakes for a chicane which, previously, had seemed miles away. I'm so busy trying to keep my head upright and straight, I barely take this in. And Brundle hasn't warmed up yet.

He completes the lap and then waits for Coulthard to begin the overtaking manoeuvres, all carried out at a brisk pace. "I'm coming through on your left," says David, the floodlights adding an extra gleam to the smart turquoise and white colour scheme as the car shoots alongside and into the braking zone. The front discs glow a vibrant orange, the exhausts spitting a spectacularly long trail of blue/purple flame on the overrun. Seeing and hearing it close up is truly amazing. »»



Darren Heath

As we follow Coulthard and accelerate onto the straight, there is a graphic display of the diffuser's effectiveness as the overhead lights turn the spewing dust into a fine fog. It's a surprise to my driver. "DC, have you noticed the amount of crap coming out of the back of the cars? They'll have to do something about this. Go off line and it'll take two laps to clean up the tyres."

They overtake at the end of the straight and then chase each other through the tighter sections of the return loop to the pits. As I'm doing my best to take this in, I'm astonished as Martin and David chat casually as if on the way to the Yas Marina Sainsbury's.

"This one is tricky." "Yeah, adverse camber heeerree, oops, will drag them into the wall on a hot lap." "This is interesting, the second right is tighter than the first – and no run-off." "Yeah, that 'll be worth watching." "Okay, the GT car should be on track now – ah, there it is. You go right and I'll go left, as we agreed."

Now I'm beginning to unscramble my senses. There is a fast right preceding the two slower rights mentioned by the drivers. On the first run through, I had been keen to see if Martin would take it flat. I knew it was coming but by the time I tried to put my head to the right of the bulkhead to peer out, it was too late. Martin had already started to turn into the corner and, despite my best efforts, my head was off to the left, seeing nothing but a blur of concrete. I was powerless to do anything about it. Next time round, and I had my head hanging out to the right long before the turning in point, and I could barely keep it there as we swept through – with just the smallest lift. And this was when running in tandem. Boy, this last lap would be good.

"Okay, just checking the GT car has gone back to the pits. Yes it has. Here we go."

And go we did. I knew we were really motoring now because Martin's elbows were whacking my feet. Yet despite being totally aware – or so I thought – of what was in store, I was caught by surprise yet again as we moved up another level.

The most dramatic part is the long main straight. Being of 1999 vintage, the paddle-shift box is not seamless. So you have this 'clunk' and surge each time he pulls a gear. I love that. Seamless is faster, I'm sure, but the rapid-fire clunk-surge brings added drama and urgency. Now the engine is screaming. Well, I know it has to be because I had listened all afternoon as the car tore down the straight. In the cockpit, it's not as noisy as I had expected. But, boy, is it quick.



DC and Brundle play for the cameras on the dusty Abu Dhabi track

> "I'm astonished as Martin and David chat casually as if on the way to Yas Marina Sainsbury's"

My helmet, despite a snug fit, is being lifted off my head, the chin strap threatening to choke me. It's the fastest lap of the day. The telemetry shows 302kph at the end of the straight. That's 187.6537mph – but who cares about a few decimal points at warp speed? And yet, it doesn't seem like 187mph. It's the getting there that does it. And the slowing down.

Here comes the left-hander at the end of the straight. And the 'ohmagawd when is he going to brake?' moment. You know it's coming and yet your head goes forward like a rag doll, your pelvis thrust into the bulkhead. The braking power is utterly phenomenal and, combined with the seat harness, literally takes your breath away. Then it's left and then right. The way the car changes direction in the chicanes – the precise violence of the movement – is totally unexpected. My head is all over the place, in every sense.

A foam collar placed in the cockpit once I was strapped in has clearly saved my neck.

I'm helped from the car, exhausted, my overalls sticking to me, my body tingling, and yet I've done nothing but hang on and brace myself. You simply cannot comprehend how drivers do this for 90 minutes and more. And then you learn that we were not going that quickly.

"Whaddya mean, not that quick Martin?"

"Well, with the second seat, extended wheelbase, additional weight and so on, this is more like a sports car. We were about 14 seconds off what the F1 guys will be doing."

I nod knowingly and try to appear cool. It's at this point the handwriting goes to pieces.




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Lunch with...

# NIGEL MANSELL

Love him or loathe him, there's no denying that 'Our Nige' is a true racer – and today he's still full of fighting talk

BY SIMON TAYLOR





James Mitchell

Surely no World Champion has provoked greater extremes of adulation and criticism than Nigel Mansell. From his earliest days in Formula 1 he was the darling of the British crowds: when he scored his first Grand Prix victory at Brands Hatch in 1985, and then went on to win his home Grand Prix four more times, the scenes of unbridled joy from the spectator banks were unprecedented. When he raced for Ferrari the Italian *tifosi* loved him too, and their name for him, *Il Leone*, was tribute as much to his lion-hearted courage as to his nationality.

Yet for much of his career he was castigated by some sections of the media. They wrote that he was difficult and paranoid with team managers and with team-mates, and prone to exaggerate the effect of painful injuries – accusations which Nigel robustly denied then, and denies now.

But, love him or loathe him, there was never any dispute about Mansell's out-and-out speed as a racer. Nor his sheer bravery in the cockpit. And his climb up the motor racing ladder from humble beginnings bore witness to extraordinary determination and dogged self-belief. His Formula 1 career spanned 15 years, and during eight of those years he scored 30 victories. No sooner had he clinched the World Championship in 1992 than, unable to agree terms with his F1 team, he decamped to America – and won the Indycar Championship at his first attempt. He returned to F1, and scored a 31st win for Williams. Then, with a brief and uncomfortable seat at McLaren, a great career ended on an unhappy note.

Today Nigel is very busy, overseeing the racing careers of his sons Leo and Greg, and even getting back in the cockpit himself at the recent Autosport 1000Kms at Silverstone. He has sold his Devonshire golf club and leisure complex, but he's now president of UK Youth, a charitable organisation which works to develop the skills and potential of 750,000 young people, supporting some 7000 youth clubs and 40,000 youth workers. When we met for lunch on the 28th floor of the London Hilton he was on a flying visit from his home in Jersey – he still uses his own private jet – to the House of Lords to raise youth issues about which he feels passionate. "Nothing is more important than young people. To incarcerate one child for 12 months costs £138,000. So whatever government is in power, you just have to do the numbers: if you can stop young people getting into trouble, and equip them with the skills and the ability to enjoy a constructive life, it's got to be the best investment of all."

The trademark moustache is long gone but Nigel, 56 now, looks as fit as he did when he was racing. His lunch is austere: plain roast chicken, no sauce, a few steamed vegetables and a Coke. He is relaxed, amiable and comfortable with himself, a far cry from the angry racer I remember in so many edgy press conferences. He is still bemused by the way some of the specialist press portrayed him at the height of his career, but in those days his huge determination and will to win was strangely overlaid with a thin-skinned sensitivity, and also an ever-present belief that he was on his own, fighting a lone battle for the common man against the motor racing establishment. And, not far below the surface, that belief is still there. When referring to himself he mixes his pronouns, as he always did, but there is no mistaking the fervour of his views:

"When I look back I say to myself, with what we were up against, we were so lucky and fortunate that we accomplished what we did. Because you realise the forces that were against you, the manufacturers, the sponsors, the politics, the governing body, the other competitors, seven or eight World Champions racing together – to have achieved what we achieved in that era of competitiveness… if the World Championship had gone on race wins, I would have won the title three times. When the big interests decide they want to do something in a different way, it doesn't matter who you are, if your face doesn't fit then it doesn't fit. That's why motor sport is one of the toughest sports in the world, because there are so many outside factors. If you play golf or tennis or you're an athlete it's up to you. You've got to have the right training and medical back-up, but ultimately you do it yourself. In motor racing you're involved with hundreds of people, millions of pounds, big organisations, big business, all with their own agendas."

And Nigel always seemed to have more than his fair share of dramas – team conflicts, contractual battles, accidents and injuries. "I was motivated by adversity, because I lived with it all the time. I don't think there'll ever be another driver who will make it into Formula 1 without any financial backing and

resources. I got to F1 with nothing. I mean, nothing. What I brought to the table was commitment. I could dig deeper than probably any of my contemporaries, because of where I'd come from. Where we came from and where we've ended up is an extraordinary story. Lewis [Hamilton] was picked up by the age of eight. He's been chosen, and that's great for him."

Nigel started in karts, winning several titles in his teens, despite suffering a serious head injury when his steering broke at Morecambe. His first racing car, a second-hand Formula Ford, was bought with the help of his wife Rosanne, who sold her own road car to fund it. They were married when Nigel was 21, and she has always been his strongest supporter. Despite indifferent equipment, results started to come, and in 1977 he was able to borrow a new Crosslé. He gave up his job at Lucas Aerospace to race full-time – and three weeks later broke his neck at Brands Hatch. Wearing a neck brace, he was back in the cockpit seven weeks later. He came to the final round of the Brush Fusegear FF Championship at Silverstone needing to win the race and set fastest lap to take the title, and he did just that.

Formula 3 had to come next, but despite working nights as an office cleaner, with Rosanne doing overtime as a British Gas demonstrator, Nigel had no funds to make the move. So they sold their house, which raised £6000, and he took the money to March. That gave him a works drive – for half a dozen races: then the money was gone. "March promised the earth, but it was the worst money we ever spent." But for 1979 Dave Price hired him for the Unipart-backed team of Dolomite-powered F3 Marches. Journalist Peter Windsor and Team Lotus assistant manager Peter Collins had noted his speed, and at the British GP meeting they persuaded Colin Chapman to watch him in the F3 race. Soon afterwards, notwithstanding a cartwheeling accident at Oulton Park which injured his back, he was invited to a Lotus F1 test at Paul Ricard.

The other drivers being tried were Elio de Angelis, Eddie Cheever, Jan Lammers and Stephen South. Nigel spun the car on his second lap, but fortunately kept the engine running and settled down to turn in consistently fast laps. De Angelis was hired as number two to Mario Andretti – and Nigel was offered a testing contract. The following August Lotus ran a third car at the Austrian GP and, at the ripe old age of 27, he finally got his first F1 race. He did it in considerable discomfort after fuel was sloshed over him when the car was topped up on the grid, but he raced well until the engine blew. He did the Dutch GP too, crashing when the brakes failed. But he'd impressed Chapman enough to be hired as Elio's number two for 1981. He did it for virtually nothing – his retainer was £25,000, but he had to pay his own travel and hotel expenses – but in May, after he had finished on the podium in Belgium and qualified third for Monaco, Chapman doubled his retainer. And at the end of that season Team Lotus signed him for three years. The deal made him a millionaire, four short years after he and Rosanne, penniless, had sold their house to fund an abortive F3 drive.

Nigel is unstinting in his praise of the Lotus boss. "Colin believed in me, he saw something in me that he liked, not just as a driver but as an individual. We had a fantastic relationship, he was like a father to me. So when he died at the end of 1982 it was absolutely dreadful. Part of me died with him." At the start of that year Peter Warr had returned to Team Lotus as team manager, and almost from the start he and Nigel took a strong dislike to each other. And, after Chapman's death, Warr was in charge. "I wish he'd tried to be himself and not tried to emulate Colin. He probably did some good things, he kept the team going, but he was vindictive and nasty. He wanted me out for 1984, but my contract was too strong for him. But he did manage to halve my salary."

Biggest disappointment was when Nigel led the Monaco Grand Prix in the rain, only to lose the car going up the hill to Casino Square and clout the barriers. It was after this that Warr made his ill-advised comment, seized on with delight by the press, that "Mansell will never win a Grand Prix as long as I've got a hole in my arse". Badly demoralised by his Monaco error, Nigel bounced back with pole position in the burning heat of the Dallas street circuit, leading for half the race and holding second place to Keke Rosberg's Williams when his transmission failed with half a lap to go. He jumped out and pushed, collapsing with heat exhaustion just as he got the car to the line. "I was so angry, I just kept pushing. Then the lights went out and I woke up in hospital, on a drip in a bed packed with ice."

By mid-season, with Ayrton Senna's move to Lotus an open secret, Nigel heard he was on Frank Williams' shortlist. But in late August, when Frank refused to give him an answer, Nigel told Frank to take his name off the list. After the difficult atmosphere at Lotus he was prepared to walk away from motor racing if he couldn't drive in a team where he felt appreciated. That had the desired effect, and a few days later he was signed by Williams as Rosberg's team-mate for 1985. It was the start of a very fruitful relationship.

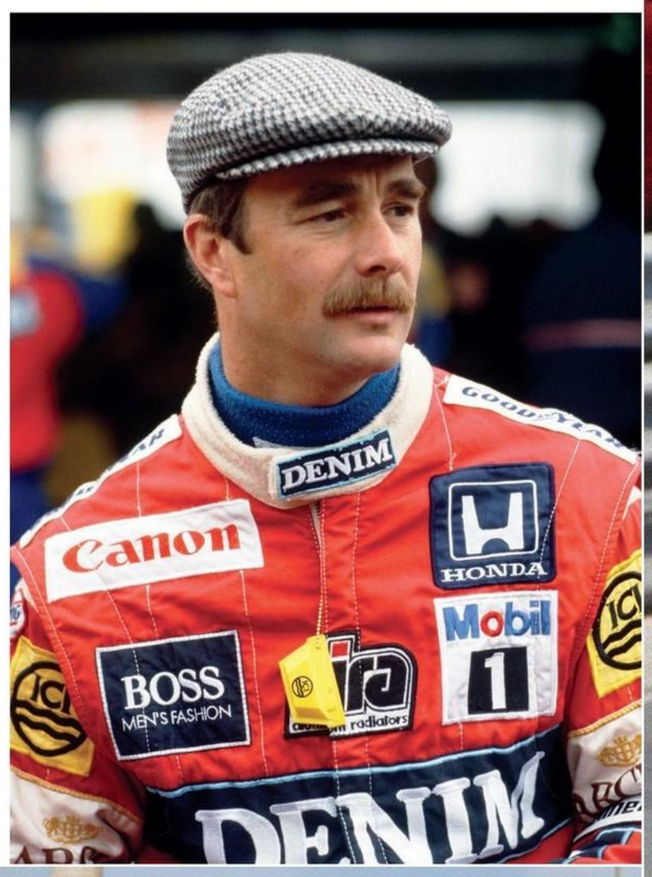
By the end of that season the FW10B-Honda was a formidable racing car, and at the European Grand Prix at Brands Hatch in October, Nigel's 75th Grand Prix, he went past Senna's Lotus to score his first Grand Prix victory. Two weeks later he won the South African race at Kyalami, from pole position. Brands provided many people with their first sight of Mansell-mania, as the British crowd went mad for their hero. Why did the fans love him so much?

"I think it's because you can't con the fans. I was honest. When I got into a racing car I wrung its neck. Whether I was leading or in 18th place, I gave 110 per cent, gave it the full money, and the fans loved that. They could identify with it. You have drivers, and you have racers. The driver waits for things to happen, the racer makes them happen. Long before I was World Champion I was the 'People's Champion', and that's an accolade only the fans can give you."

For 1986 Nigel had a new team-mate in Nelson Piquet. As a double World Champion, Piquet's contract made him number one, with a far higher retainer than Nigel. Clearly each regarded the other as his closest rival, and Nigel's win at Brands, when he pressured Piquet into missing a gear, was a psychological turning point. As the cars went to the final round in Adelaide Mansell, with five wins, was leading the table by four points: all he had to do was finish in the top three to be World Champion. He started from pole and, with 19 laps to go, he was in a comfortable third place when, at full chat in sixth, the left rear tyre exploded. Having got so near to his life's ambition, he was gutted. "It was pretty depressing. But the welcome I got when I flew home, you'd think I'd won the title 10 times over. You can't buy that."

In 1987 Mansell took eight pole positions, led 12 of the 16 rounds, and won six Grands Prix. His victory over Piquet in the British GP at Silverstone was a classic. The plan was to run without a tyre change, but one of Nigel's front wheels lost a balance weight, giving him a severe vibration. Just after half distance he dived into the pits. He rejoined with 30 laps to go, almost half a minute behind leader Piquet. With his adoring British crowd whooping and willing him on, he turned in a relentlessly brilliant drive to chase Piquet down. With three laps to go he was on his tail, and at 190mph on the Hangar Straight he sold Nelson a perfect dummy. As Stowe rushed up he jinked to the left, Nelson jinked left to block him, and at once Nigel was diving for the right, deep and late into Stowe, and was pulling away to win. On the slowing-down lap his Williams ran out of petrol, and he was engulfed by his public.

But in Hungary a wheel fell off with six laps to go and he lost certain victory. At Monza and Estoril Nigel believed that, for political reasons, Honda was giving Piquet better engines than him: at season's end both Honda and Piquet were leaving Williams for Lotus. He won in Mexico, but a practice crash in Japan injured his back and he missed the last two rounds. At season's end he'd won twice as many races as Nelson, but Nelson was champion. »»



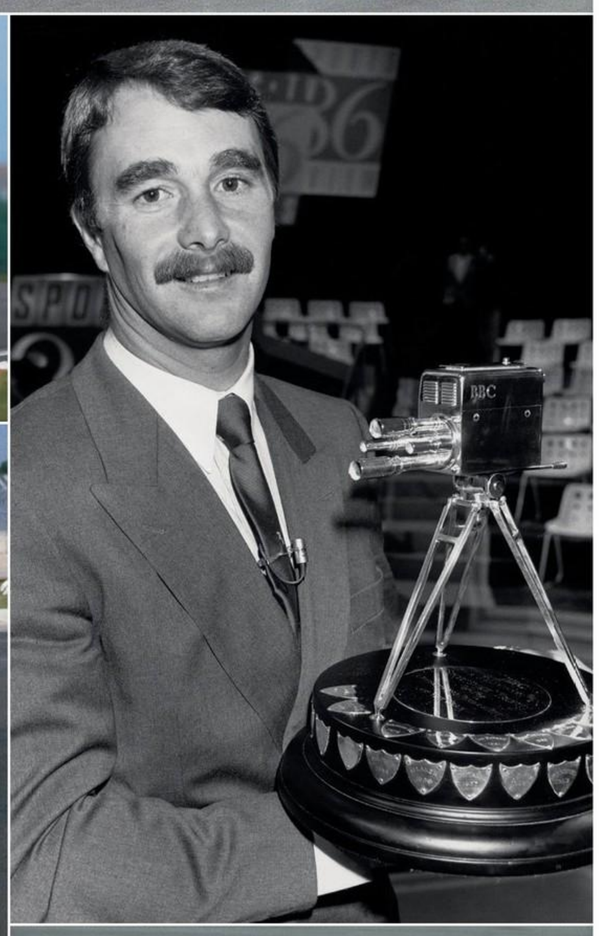














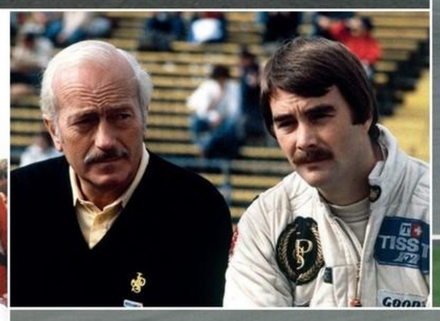


Clockwise from top right: Mansell and FW14B dominated in '92, but were second to Senna at Monaco; receiving consolation prize of BBC Sports Personality of the Year in '86; for one week in '93, Mansell was F1 and Indycar champ; relationship with Patrick Head and Frank Williams was fruitful but fractious; Mansells sold their house for March F3 drive in '78. It bought just six races; CART felt second-best to F1 in '93; Colin Chapman "was like a father"; demoralised Mansell took pole at Dallas in '84 Lotus, then pushed broken car to the flag; on a charge at Hungary '89 to score Ferrari win; British feelings ran high over Williams departure in '92; a flat cap was *de riguer* along with the moustache...







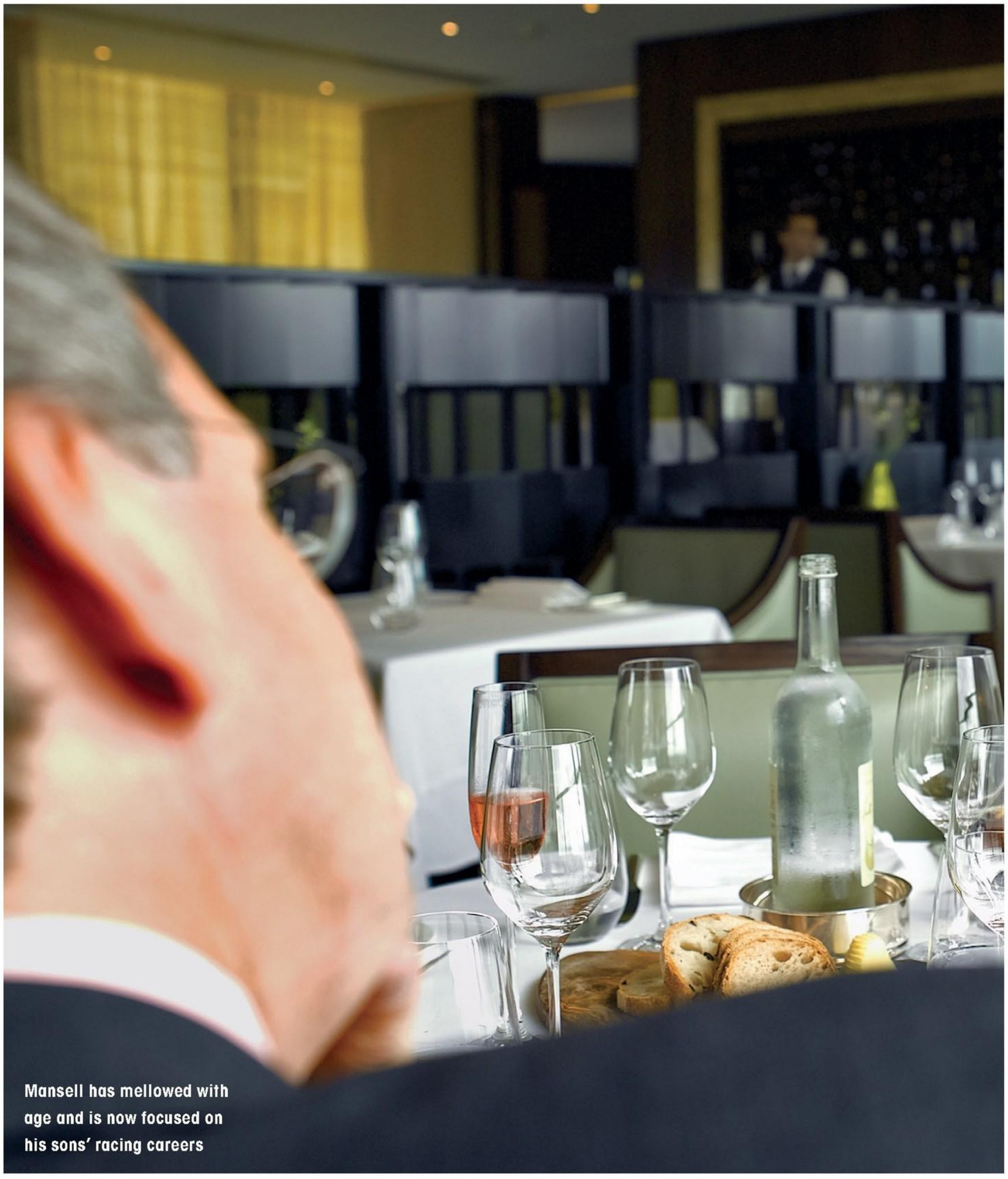








LAT



Mansell has mellowed with age and is now focused on his sons' racing careers

"I knew three different Nelsons. The youngster coming up through the junior formulae, when we raced in F3 together; the one whom a lot of people disliked; and occasionally the human one. He's got all the ingredients to be a great person, it's just that he chooses not to be. He'd lower his standards to attack people in a very cruel way. He did it to his fellow countryman Ayrton Senna [whom he accused of being gay], he's done it to me, my wife and my children. He did that to try to destabilise me, because he couldn't beat me on the track. All it did was make me stronger, more determined to beat him. After I passed him at Silverstone in 1987 he didn't speak to me for ages."

Williams could only replace the Honda turbo with the normally-aspirated Judd, and Mansell had a frustrating 1988. At Silverstone he qualified 11th but, remarkably, climbed up to second, setting fastest lap among the turbos on a high-speed track. Ferrari was after him – the Scuderia had first approached him in 1986 – and in the summer of '88 he signed a highly lucrative two-year contract, with an option for a third year. "I was the last driver to be signed personally by Enzo Ferrari. He died a few weeks after I met with him. I was the last driver to have dinner with him. I cherish that."

Nigel won his first GP for Ferrari, in Brazil. His other 1989 victory was in Hungary, and it was another Mansell classic. He started 12th, and by lap 53 he was second. Five laps later he was on the gearbox of Senna's McLaren as they came up to lap Stefan Johansson's Onyx.

Mansell and Senna had quite a bit of history. They'd collided in Adelaide in 1985, and in Rio in '86, and again at Spa in '87, after which Nigel went to the Lotus pits, grabbed Senna by the overalls and pushed him up against the wall. "Ayrton tried to intimidate other drivers. We weren't too dissimilar except in how we achieved it. But Ayrton and I were born to compete with each other. Some of the best overtaking manoeuvres in the history books, Ayrton and I share them. It took years, but eventually the penny dropped with Ayrton. He realised I was the only driver in the paddock he couldn't intimidate. When his red and white car came up behind anybody else they'd virtually cave in, but when he came up behind me, and equally when I came up behind him, it was different. Eventually there was mutual respect between us and we could race together, hammer and tongs, with an unspoken agreement that we wouldn't try to kill one another – although it was pretty tenuous at times. But he hated it when I passed him in Hungary, boxed him in against Johansson and won the race."

Alain Prost, wearing the World Champion's No 1, became Nigel's team-mate at Ferrari in 1990. In Nigel's view, Prost worked on the Ferrari and Fiat management to persuade them that they were more likely to win the title if they threw their weight behind one driver, and that driver should be Prost. "I was brought up to compete with fair play, I wasn't any good at politics. Ayrton was a ferocious competitor, but he had a lot more fair play in him than Piquet or Prost, those two were very political animals. They were prepared to do whatever it took, and they were very successful because of that." By mid-year Mansell was very unhappy at Ferrari. Things came to a head at Silverstone, when he discovered that "his" chassis, which he'd put on pole for the French GP, had passed to Prost at Prost's request. Even so, he took pole, and was leading when his gearbox failed. Prost won the race. Afterwards, Nigel astonished the world by announcing that he was retiring.

"People said it was a spur of the moment decision because I was upset after my car broke. Others said it was just a ploy as part of the driver negotiation market. Neither of those is true. It was a genuine decision. Rosanne and I had talked it through before Silverstone, and we'd decided we were being manipulated. I was nearly 37, I'd had a good career, been team-mate to three World Champions, won 15 Grands Prix. I knew I wasn't going to drive for Ferrari any more, and I didn't want to drive for a lesser team. I felt I wouldn't have another opportunity to win the World Championship, so I decided not to play any more."

Before Silverstone, Nigel had talked to Frank Williams about going back to Didcot, but Frank had told him he was expecting to get Senna for 1991. Later it turned out that Senna had only been talking to Williams as part of his negotiation process with McLaren and, when McLaren confirmed that it was keeping Senna, Frank approached Nigel. Nigel demanded undisputed number one status, plus various assurances from Renault that he would be fully backed in his efforts to win the title. "Frank said my demands were impossible. I said, 'Fine, I'm happy, I'm retiring.'" In September he put his Ferrari on pole for the Portuguese GP, and went past Senna's McLaren to win. Prost, battling with Senna for the title, finished a disgruntled third, and launched a furious attack on Ferrari's lack of team tactics. A month later, his demands



fully met, Mansell signed for Williams.

In 1991 he fought a stirring battle with Senna for the title, winning five races and leading four more. "There were a few indiscretions by certain people, and when you're leading a race and you come out of the pits on three wheels it doesn't help" – referring to the Portuguese GP, when his right rear wheel came off immediately after a pitstop. In the chaotic final round in Adelaide, a lap before the race was stopped due to torrential rain, he hit a wall and, as he thought then, bruised his left foot. "When I got back to my home in Clearwater, Florida, I had it looked at and they told me I'd splintered the bones in two toes. They told me if I had an operation the recovery period would be two months. Well, I couldn't do that, I wanted to train for the new season. So we made a Kevlar insert for my shoe, and I walked on the side of my foot without putting any pressure on the damaged toes. I never told anybody, I didn't tell the press, and I got shit because at the end of the races I looked ghastly, or tired. The truth is I drove for a whole year with a busted foot. Some journalists chose to interpret my limp as play-acting. Pretty laughable – but I don't think any of them have ever driven a Formula 1 car flat out for two hours, with or without a broken foot. And when they're gone they won't be remembered, but I will be. Anyway, as soon as I had won the title I went to the hospital and had it done, and I attended all the awards parties on crutches."

That 1992 season, with the active-suspension FW14B, had been one of pretty total domination. Nigel won the first five races on the trot. Then came Monaco, where he led until, with eight laps to go, he had to stop for tyres, rejoining to finish second a few feet behind Senna's McLaren. In Canada, trying to take the lead from Senna, he went off. Then he won the next three races, including his home Grand Prix once again, which he led from start to finish. By the Hungarian Grand Prix in mid-August, his life's ambition was realised: he was World Champion.

An ingredient in his success was a strong working relationship with his engineer at Williams, David Brown. "David and I complemented each other and respected each other, we ended up like brothers. If a driver tells an engineer, 'Do this and it'll go faster,' and it does, he respects him because it makes him look good. David is pure and solid, a fantastic guy. I'd drive any car he engineered. He's working in the USA now."

Even before he'd clinched the title Nigel learned, to his dismay, that Prost was about to return from a year away from Formula 1 – to become his team-mate again. Nevertheless he agreed terms with Frank Williams in Hungary for 1993, as joint number one with Prost. But four days after his glory day in Budapest, the goalposts moved. Senna had come into the equation, offering to drive for Williams "for nothing". This merely sowed confusion, for Prost had already got a clause in his contract allowing him to veto Senna as a team-mate. Still Williams and Mansell could not agree, and things came to a head at Monza. On race morning Mansell called a press conference. Just as he was about to speak, an emissary from Williams arrived and whispered in his ear. Nigel says now that the whispered message was total capitulation, agreement to all the original terms. But by now he felt he no longer had the support he would need to defend his title in '93. He'd had enough, and he read out a statement announcing his retirement from F1.

"Looking back now, to be fair it wasn't just Frank. The engine manufacturer was French, the fuel company was French, there were other factors. But winning the World Championship was the culmination of all I had worked for, all I'd dreamed about since I was seven years old. Then to have the rug pulled from under me, and not to have the opportunity to defend my title, that was very hard to bear. All these years later, even understanding the politics a lot more now than I did then, it shouldn't have happened."

In fact Nigel had already met Carl Haas in London, a week before Monza, and agreed a provisional deal for a seat in the Newman-Haas Indycar team. After Monza he signed a firm contract. He won the Portuguese GP, retired in Japan – having waved Riccardo Patrese past to win, and take second place in the championship – and then in his final race in Australia he tangled with Senna one more time, and they both went off. The new World Champion complained to the stewards, who decided there was no case to answer. Two months later, Nigel had his first test in an Indycar, and in March came his first race, at Surfers Paradise. He started from pole, and won.

"Adapting to Indycar, plenty was different. The car was 50 per cent heavier, had less downforce, no active suspension, no carbon brakes, and a manual gearchange. But the »»

most difficult thing to get used to was that I wasn't defending my World Championship. It wasn't my chosen path, I was in foreign territory. But having Paul Newman on the team was marvellous. He was a wonderful man, motivating, inspirational, and a lot of fun."

Nigel's first oval race came at Phoenix two weeks after Surfers Paradise. In practice, taking Turn 1 at 187mph, he spun backwards into the wall, sustaining concussion and back injuries. A fortnight later, with painkillers injected into his back, he finished third at Long Beach. Then he won on the ovals at Milwaukee, Michigan, New Hampshire and Nazareth, tying up the championship by mid-September. For one week, until Prost clinched the F1 title in Estoril, Nigel was simultaneously World Champion and Indycar Champion.

The first oval race he actually started was the Indianapolis 500, and he was leading when it was yellow-flagged late in the race. His inexperience with Indycar ways meant that, when the race went green, Emerson Fittipaldi and Arie Luyendyk jumped him and he finished a disappointed third. "I was walking away with it, and they put a full-course yellow out. They didn't want me to win. How can you put a full-course yellow out when nothing's happened? All that happened was that Lyn St James came into the wrong pit. There was no accident, no debris. It was politics again."



Things didn't go so well for Nigel in Indycar in 1994, when the Penske chassis had the legs of the Lola. Meanwhile Bernie Ecclestone was working behind the scenes to buy him out of his Indycar contract and get him back into F1. Senna's tragic death came in May at Imola, and David Coulthard replaced him as Damon Hill's team-mate at Williams. But the French Grand Prix in July didn't clash with an Indycar round and, helped by Renault money, Coulthard was stood down and Nigel was back with Williams as Hill's number two. Damon took pole, with Nigel alongside less than a tenth slower. He was running third behind Michael Schumacher and Hill when the oil pump drive broke. At the end of the season he did three more GPs, the last of which was the finale in Australia, when Schumacher resolved the championship by taking Hill off. "I put it on pole, but I was told not to interfere with the race. So I deliberately made a bad start and just sat behind them. I could read what was going to happen, it was just a matter of where and when. I'm a huge supporter of Damon, and I'd have told him to hang back and he could have had him, but he was a bit impatient unfortunately. They had their coming together, and I won the race."

Nigel had agreed to do those four races for Williams on the basis that he returned to the team full-time in 1995, with a hefty penalty payout if the team didn't take him. But in the end Williams opted for David Coulthard. So, with the Williams door closed, he signed for McLaren in its new partnership with Mercedes. His fee was said at the time to be $10 million – on top of the Williams payout. Early testing was disastrous: the car had handling problems, and Nigel was very uncomfortable in the tight cockpit. For the first two rounds he was replaced by Mark Blundell, while a modified monocoque was produced. It was ready for Imola, where Nigel qualified ninth and finished 10th after tangles with Morbidelli and Irvine. Two weeks later at Imola he qualified 10th, but the car's handling was not to his liking and, after a trip across the gravel, he retired. Nine days later an announcement from McLaren confirmed that, by mutual agreement, their relationship was at an end.

> "All I wanted to do was drive a race car fast"

Nigel is still reticent about the affair. When I asked him about Bernie Ecclestone's involvement in his F1 return, he said: "I'm not permitted to talk about that. Let's just say that, among all the power brokers, I was a small pawn in a big game. It was great to come back to F1, but not in the way it happened. There was a lot of politics behind it, and one day the truth will come out. I would have loved to have been driving for Williams for a full season in 1995. I'd have liked to win more World Championships, and I think I was able to do it. But I had to watch the car I should have been driving, knowing full well I could have won the title in it, while working with a team that had promised me a lot and then I couldn't even get into the car. It wasn't Ron's fault, it wasn't my fault, the engineers built a car that Mika Häkkinen couldn't get into, let alone me.

"I still had contracts that bound me until 1997 and prevented me from driving anything else. I'm a simple person – all I ever wanted to do was drive a racing car fast. Then the lawyers show you that even when you think you've agreed something, that's not exactly what was meant. I don't regret not having a manager, because I don't think he would have been able to do anything differently. When they can buy out three years of contracts in America from under your feet, and you turn up to do your job and your lawyers tell you that anybody can be put on gardening leave if they're paid in full, and you can't do anything about it – well, it's not the way to finish."

Today, 14 years on, and with both Leo and Greg in the sport, what are his views about racing now? "When I was racing there was a healthy respect between drivers, or if not for the drivers then for the circuits we drove on, because if you were to do some of the things that drivers do today you could end up crippled, or lose your life. And there were horrific accidents, and people did lose their lives. Since then the evolution of the racing car, with crushable structures to dissipate energy, big run-off areas, gravel traps that actually work instead of the ghastly catch-fencing we had, all that means drivers are coming through from the lower formulae who think they are bullet-proof. They think they can't get hurt, and they over-stretch their ability and they cause accidents. The officials should come down very hard on the drivers that cause those accidents, but sadly they don't.

"There's a number of drivers in F1 now, with power steering and driver aids, who wouldn't have been able to do F1 in my day. We used to go haring into the first corner, 26 cars each with 55 gallons of fuel on board, but now you haven't got the same weight or the tyre degradation to deal with. Before refuelling, the strategy was more important, when to push hard and when not to. So there was more difference of pace, and more overtaking, whereas now there are short sprints between stops, and the differences are very small. Banning refuelling is a great step in the right direction, and it's long overdue."

Despite his strong views, this is a more mellow Nigel Mansell than I remember from his time at the top of Formula 1. He is comfortable in the knowledge that, whatever his critics said about him, he was the greatest British racing driver of his era. He knows the people who mattered most to him – his fans – will never forget him. They'll remember him not just for the statistics, his 31 wins, his 482 points and his world title. They'll remember his move on Piquet at Silverstone in 1987, his dive past Senna at Budapest, and a score of other special moments. Some of us may remember the difficult, truculent Nigel; but perhaps it's better just to remember Nigel the racer.

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## Donington and the British GP

# DIGGING FOR THE TRUTH

The doubters who believe Donington Park has little hope of hosting the British Grand Prix in 2010 look likely to be proved right. But why has the race's future been put in jeopardy for so long?

**BY CHRISTIAN SYLT & CAROLINE REID**

The Formula 1 fraternity had become used to uncertainty over the future of the British Grand Prix. It became an annual ritual that in the run up to the race F1's boss Bernie Ecclestone would express his annoyance that its current home of Silverstone was sub-standard and threaten to ditch Britain in favour of a higher-paying country. Few could have predicted, however, the bombshell Ecclestone would drop on the eve of the 2008 race when he announced that Donington, a circuit which last hosted F1 16 years ago, would be the new home of the British GP from 2010. After the surprise had worn off people began to consider the reality of the situation. It seemed Ecclestone had at last severed his ties with Silverstone, but the British GP still looked as uncertain as ever.

Leicestershire's Donington circuit had long been owned by Ecclestone's good friend Tom Wheatcroft. But despite this friendship Bernie didn't hand him the rights to the jewel in the crown of Britain's racing calendar. Surprisingly, Ecclestone waited until Wheatcroft had sold the lease of Donington to Donington Ventures Leisure (DVL), a private company majority »»»




Sutton Images

owned by software entrepreneur Simon Gillett and property developer Paul White. Both are wealthy but not in the rich list league. More importantly, neither had significant experience in motor sport and from the beginning this was always going to be crucial.

DVL's ownership raised immediate questions. If Ecclestone wasn't prepared to put the British GP in the hands of his good friend then why would he give it to DVL? And how would DVL get funding for the race when the wealthy members of the British Racing Drivers' Club, which owns Silverstone, had failed to bring their own track up to Ecclestone's standards?

Unlike Silverstone, Donington doesn't need to fund minor upgrades – it needs a complete overhaul given the length of time which has passed since it last hosted Formula 1 in the pouring rain at the memorable 1993 European GP. To appease Ecclestone DVL also committed to paying an annual race sanction fee of $25 million – slightly higher than that paid by Silverstone. All told, Donington needed to raise £135m. With no obvious funding source in place speculation ran rife that DVL's chief executive Gillett was the fall guy since he would get the blame in the likely event that funding couldn't be secured and Britain lost the race.

Adding to this speculation was the fact that if Britain lost the race Ecclestone could charge a replacement country even more for the slot and his friend Wheatcroft would most probably get his circuit back. Not only would DVL lack its key revenue source if the British GP was removed but it would still have to foot any preparation costs incurred so far. It remains to be seen if DVL could remain solvent through this but it didn't take long for warning signs to appear.

Cracks began to appear in DVL's infrastructure when its operating officer, Lee Gill, left without explanation last September, followed by experienced F1 PR advisors Sidhu and Simon.

Then it came to light that Donington had not even got planning permission for its overhaul, let alone the money to fund it. DVL had an arduous wait until January before permission was granted and even then its troubles were far from over.

Soon after DVL filed its 2007 annual accounts trumpeting that it had received planning permission. But it also revealed that it had "at this stage not finalised facilities in connection with the development of the race track required to host the F1 British Grand Prix from 2010." It added that "the current economic conditions create uncertainty particularly over (a) the level of demand for the group's services, and (b) the availability of bank and other finance in the foreseeable future".

> "DVL's finances looked bleak before it had been handed the British GP"

Worse still, the accounts painted a bleak picture of DVL's finances before it had even been handed the British GP. In 2007 the company made an after-tax loss of £12.3m, with its bottom line weighed down by a goodwill impairment of £7.4m incurred on buying the circuit during the year. Without this it would still have made a loss of £900,000 on turnover of £11.3m and, remarkably, at the end of the year it had just £28 in the bank.

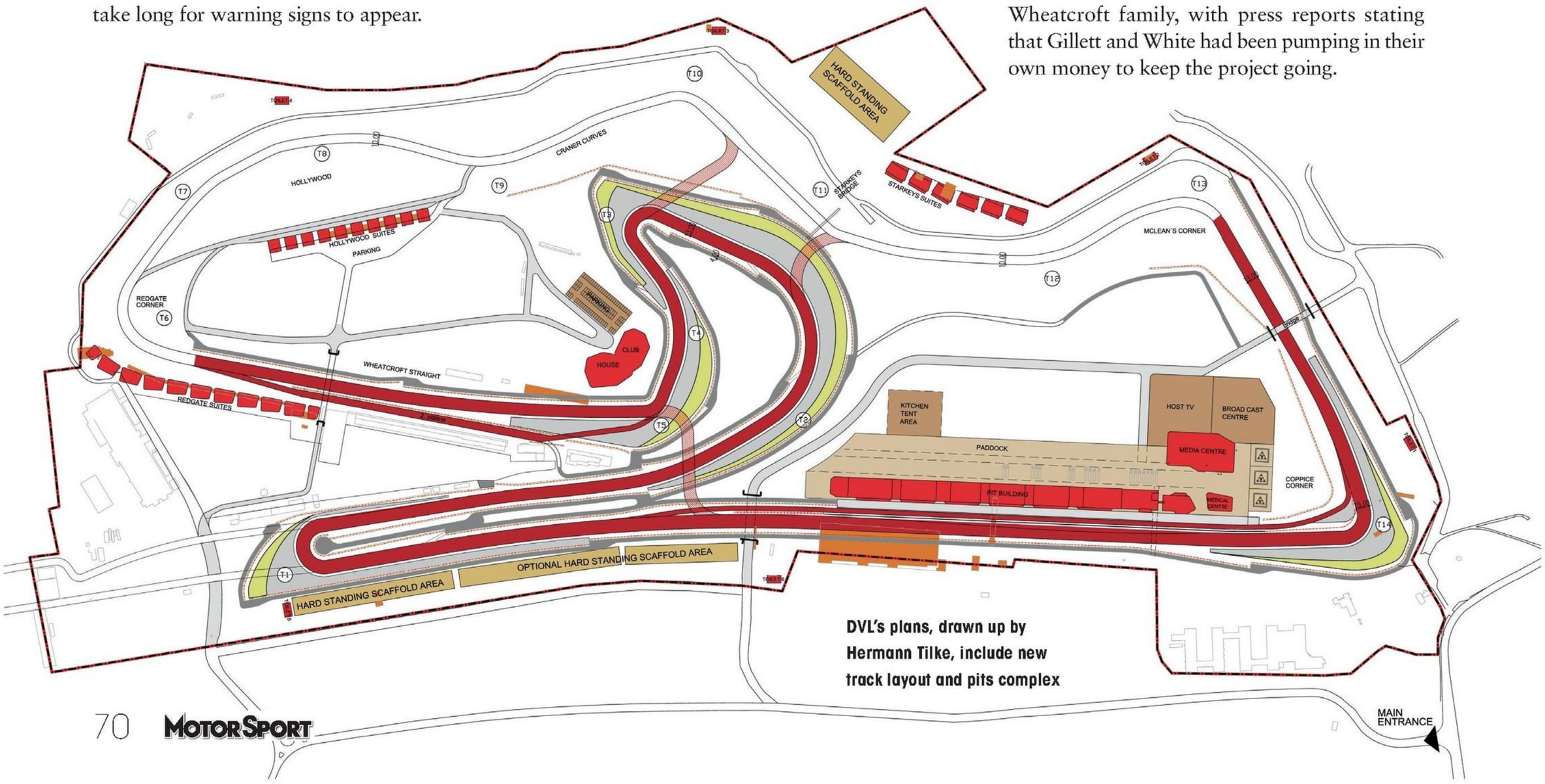
Worryingly, DVL's cash flow in 2007 was short by £435,000 with White providing a £4m guarantee so that it could get a £16.3m bank loan. It doesn't bode well that Donington needed this funding even before it got the British GP since there is a chance that the race would make a loss. The promoters' sole source of significant income comes from ticket sales and so many end up with an annual deficit. Without government support, a private entity like DVL could easily go bust as has happened with Spa. And that's when the economy has been good.

Donington was reportedly hit hard by the recession with Ecclestone revealing that although DVL "had in the early days all the funding put together… because of [the recession], the banks have pulled back and left them in trouble." This still didn't stop Gillett promising that details of DVL's source of funding would be forthcoming by March.

But deadlines came and went, and all Gillett would say was that details of the funding would be revealed in due course. He had other things on his mind.

It soon came to light that the Wheatcrofts had not signed off the planning permission paperwork, reportedly because they were suing DVL for £2.5m in unpaid rent. Others who claimed to be owed money by DVL came out of the woodwork, with catering firm Eclipse telling the BBC in May that a £46,000 bill had not been paid.

With immediate doom looming DVL had little choice but to settle the case brought by the Wheatcroft family, with press reports stating that Gillett and White had been pumping in their own money to keep the project going.




**DVL's plans, drawn up by Hermann Tilke, include new track layout and pits complex**

Nevertheless, Gillett assured the media that he was "100 per cent certain it [the GP] will happen". But by now his apparent detachment from the reality of an economic downturn made him look like a child with a Scalextric set. Even Donington's most devoted supporters in the F1 media were tiring of his promises.

When DVL's funding plans were finally revealed they didn't instil confidence. DVL plans to get investors to pay it the £135m and says it will pay them back in full by 2016 as well as giving them 15 per cent interest annually. This interest rate is extremely high, reflecting the high-risk nature of the scheme, with other similar fund-raising efforts in F1 paying a third of the rate which DVL has committed to.

There were further twists and turns as Ecclestone suggested that the British GP could alternate with Silverstone, and also that the race would stay at Silverstone if Donington failed to get its plans on track. But with DVL still trotting out its line that it was "unable to publicly disclose any information about funding at the moment" and that "full details will be available in due course", Silverstone had no confirmation that it could begin preparations for a race that it could well host next year.

Under normal circumstances Silverstone would have begun selling tickets in the summer before the race. In contrast, Donington was still trying to convince the public that it could raise the cash to make the circuit modifications.

In a bid to boost confidence, in July DVL announced that it had hired as a consultant Jayne McGivern, former chief executive of construction company Multiplex. This didn't serve its purpose, however, since Multiplex itself has a chequered track record having delivered Wembley stadium two years late and around £300m over budget.

In a last-ditch effort Ecclestone extended the length of DVL's GP contract in June to 17 years. The longer its contract the higher its hospitality sales should be. There was still no word from DVL about funding, however.

Ecclestone eventually had to put DVL out of its misery. In August he said that it had "got until the end of September to produce a bank guarantee and their contract depends on that. If they don't, it's *adios amigos*." Then he extended the deadline until October 9 and when DVL missed that too he revealed that it was in breach of contract. At the time of writing DVL had two weeks to remedy the breach and had only just launched its fund-raising scheme, with analysts saying that its high-risk nature indicated it was unlikely to come off.

This outcome was predicted, but could it have been prevented? In the summer it came to light that Gillett had once been managing director and co-owner of a motor sport company which went bust with a £200,000 deficit in the amount it owed to its creditors. The company, Innovate Motorsport, went under in 2005 and Gillett said he'd had no involvement with it for a year before it collapsed. But according to official company documents he never sold his share in the company and resigned as a director just six months before it went into liquidation.

The most worrying aspect was that Innovate was trying to get a motor sport centre off the ground and the comparison with Donington is eerily similar. The plan was to transform 400 acres of disused mining land in Wales into a venue complete with a 60-room hotel and conference centre. It is precisely what was planned for phase two of the Donington project, which would have seen a hotel built on site.

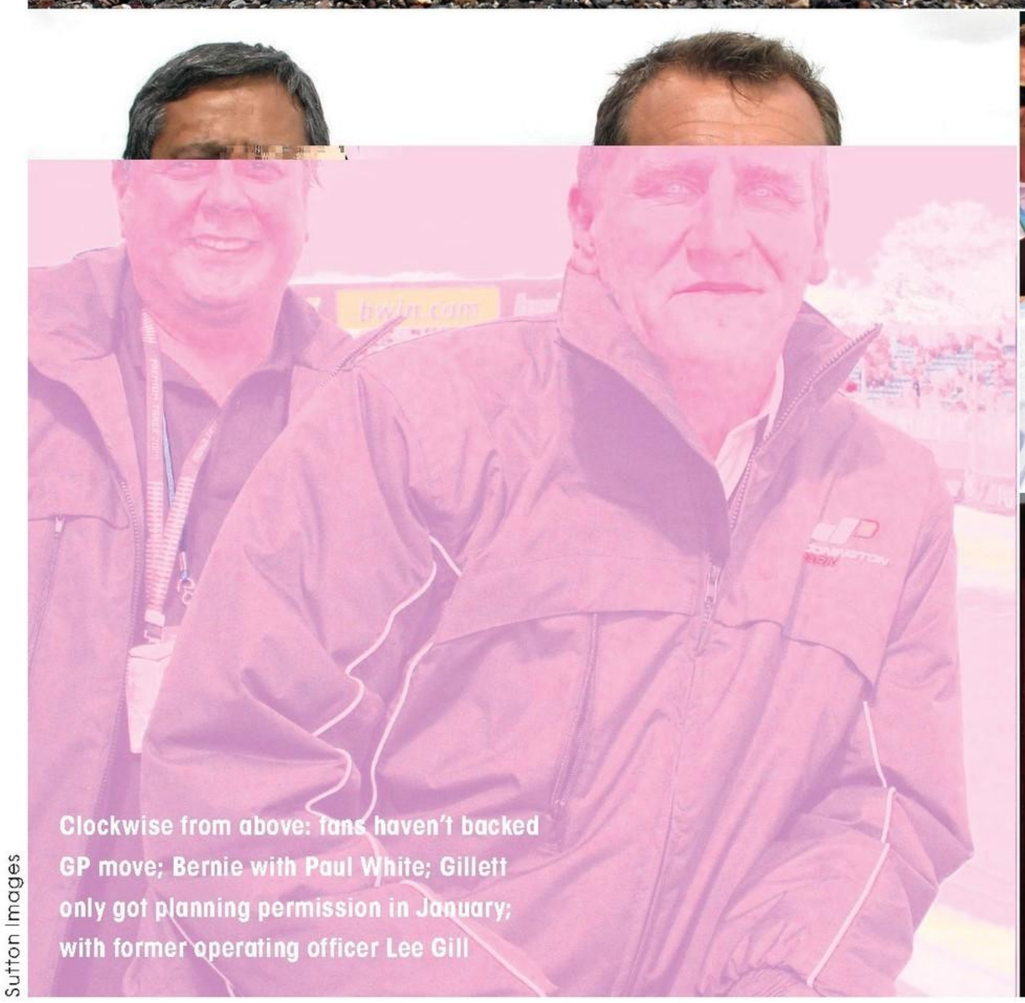
After failing to get planning permission, Innovate hit the wall owing a total of £220,000 but having only £16,000 of assets, leaving a deficit of £204,000.

If DVL ends in the same way it looks like Ecclestone will be quids in. In August the BRDC reached a landmark decision when its members voted in favour of a plan to hand the running of Silverstone to a management company which would invest heavily in it and make it "capable of hosting Grands Prix should the opportunity arise". Reports suggested that the BRDC was on the verge of signing a deal with a sovereign wealth fund, which is just the kind of deep-pocketed entity that Ecclestone would like to see supporting the British GP.

The ultimate irony is that on the same day Donington's October 9 funding deadline ran out, Silverstone posted a £3.1m pre-tax profit in its 2008 accounts as the British GP sold out in record time, fuelling a 20 per cent increase in revenue to £36.4m. While this proves the circuit's popularity with fans, it doesn't secure its future.

With Silverstone owned by the BRDC not one penny of its profits flows into Ecclestone's pockets. When it comes to the long-term future of the British GP, that's all that counts. Ⓜ








Clockwise from above: fans haven't backed GP move; Bernie with Paul White; Gillett only got planning permission in January; with former operating officer Lee Gill

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# 1959 BRITISH GRAND PRIX

It's 50 years since Jack Brabham won his first World Championship. To celebrate, we return to his perfect win from pole at Aintree

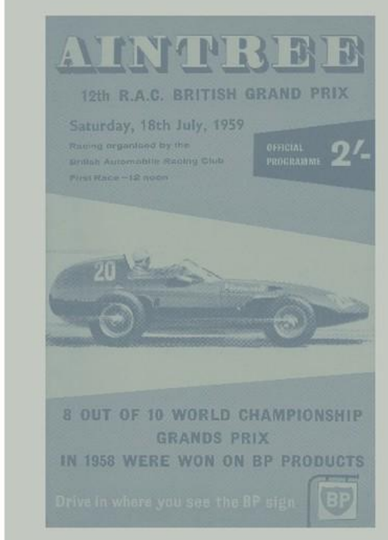
**BY DOUG NYE**

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## A WINNING HAND FOR 'BLACK JACK'

**Jack Brabham waves exultantly as he takes the flag to win the 1959 British GP at Aintree. Last time the race had been run here, in 1957, Stirling Moss and Tony Brooks had won for Vanwall. In between, at Silverstone '58 the late duo of Peter Collins and Mike Hawthorn had finished 1-2 for Ferrari. So the Liverpool circuit was becoming a lucky one for the new wave of British F1 teams. Jack had won earlier that 1959 season, in the non-championship BRDC International Trophy at Silverstone, before his maiden Grande Epreuve win at Monaco. For the nut brown Australian and the Cooper works team Aintree was the icing on the cake.**




# A DAY AT THE RACES

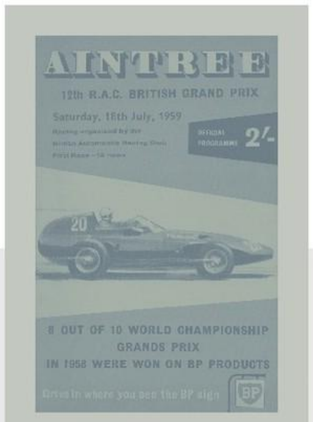
**FIFTY YEARS AGO** this December, Sir Jack Brabham clinched the first of his three Formula 1 Drivers' World Championship titles by pushing his stricken Cooper-Climax across the finish line in the United States GP at Sebring. He had previously won that year's Monaco and British GPs, and at Sebring he had better luck than his two title challengers, Stirling Moss (Rob Walker Cooper) and Tony Brooks (works Ferrari).

Perhaps Jack's finest drive that year had been his win in the British GP at Aintree. Imagine yourself there that sunny day. Sniff the air. Scent the nearby chemical industry, enhanced by the tang of hot racing oil as Formula 1's finest blast past.

This was the summer of Formula 1's rear-engined revolution. The latest 2½-litre Coventry Climax FPF engines had put the little Coopers on a power par with their front-engined opposition from BRM, Aston Martin and Ferrari. But the big FPFs' extra torque left Cooper's production-derived Citroën-ERSA gearboxes desperately marginal. For Aintree new gearbox oil pumps were introduced on all three works Coopers, while roller-bearings replaced plain. The result was race-distance survival. But Cooper had refused to supply gearboxes to Rob Walker's team for Moss and Maurice Trintignant. They ran the new Italian Colotti 'box instead, its teething troubles having lost Stirling the lead in both Monaco and Holland. At Aintree he drove instead the BRP-entered front-engined BRM Type 25.

But perhaps the most significant Aintree factor was absent. Having finished 1-2 in the April Aintree '200' Ferrari's front-engined Dino 246s on their latest Dunlop tyres and disc brakes could have been a potent threat. Tony Brooks – co-winner of the last GP to be run at Aintree (in '57) – had dominated the preceding World Championship round at Reims. But there, obsessed by the notion that Ferrari had favoured his team-mate, Aintree '200' winner Jean Behra had hit team manager Romolo Tavoni and was sacked. Meanwhile, Ferrari's Aintree start money demands had stalled. Coincidentally, Italy's metal-working unions called a strike, so Ferrari scratched its British GP entries.

In his works Cooper, 'Black Jack' ran the only straight-port, big-valve Mark II-headed Climax FPF engine in the field, plus the pressure-lubricated gearbox… and his rivals had to watch in awe as he left them for dead. As he recalled: "The big drama was tyre wear. I put a thick-tread sports car tyre on my car's left-front. Even so, around half-distance I could see its tread was disappearing… so I began tossing the car tail-out into the corners to reduce the load on that marginal left-front. Moss had to make a late stop, and that clinched it for me. I was able to ease to the finish with a completely bald left-front."




# A DAY AT THE RACES

## BATTLE OF THE BRITISH CARS

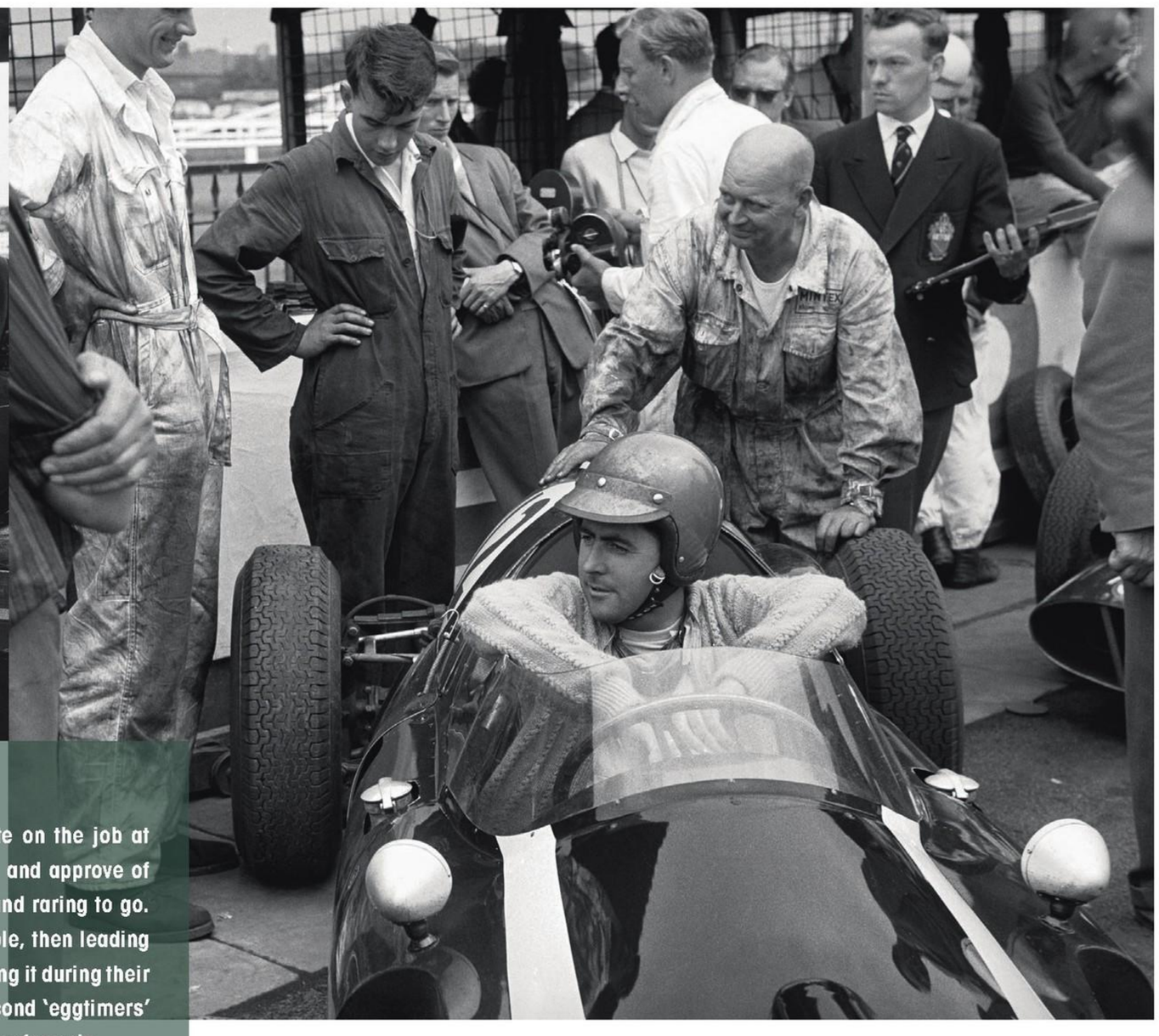
**Front-engined British F1 contenders from Lotus and Aston Martin – private owner David Piper in his Lotus 16 under pressure from Texan works driver Carroll Shelby in his DBR4/250. 'Pipes's race ended after 19 laps with 'queerbox' failure and 'Ole Shel' went out when Aston's ignition lost its spark. The Astons had qualified well, Salvadori second and Shelby sixth.**











## SHELBY PRACTICES HIS LINES...

**During practice at Aintree some blokes had found it hard to concentrate on the job at hand – Shelby of Aston Martin (above) – while others could only look on and approve of their rival's taste (and inattention) like Brabham (right), all dressed up and raring to go. Jack put in almost the perfect performance, qualifying convincingly on pole, then leading throughout the race. But he did not set fastest lap, Moss and McLaren sharing it during their late-race duel for second. The BARC timekeepers still used fifth-of-a-second 'eggtimers' to credit Stirl and Bruce with 1min 58sec each – against Jack's 1min 59sec for pole.**

LAT

## BREAKAWAY FROM TRADITION

First lap out in the country, with four rear-engined runners against five front-engined traditionalists: Brabham's Cooper Type 51 is haring away from Harry Schell's BRM Type 25, Salvadori's Aston Martin, Jo Bonnier's BRM, on the wide line Moss's BRP-entered BRM, then Masten Gregory's tail-wagging works Cooper, Maurice Trintignant's Rob Walker-entered Cooper (18), McLaren's works Cooper (16)... and Graham Hill's ultra-light Lotus 16 (28).

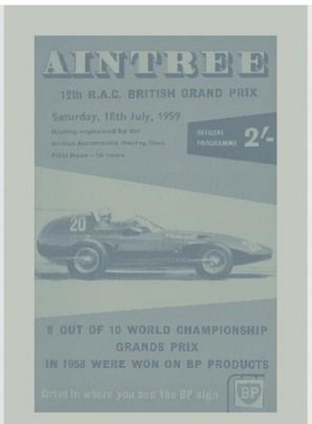
## MOSS MAKES THE BEST OF BRM

On 'Easter Tuesday' Moss had tested BRM's much-improved Type 25 and clocked Goodwood's first 100mph lap. He had raced a works car at May Silverstone but the brakes failed. Suspicious of BRM preparation, he asked Alfred Owen to loan a car to the BRP team. When his first-choice Rob Walker Cooper lost the Monaco and Dutch GPs with gearbox failure he played the BRP-BRM card at Reims and Aintree... where he wrung the car's neck but still finished second.

## VANWALL VEXATION

In Ferrari's absence, French GP winner Tony Brooks tried to add to his World Championship points in an updated Vanwall. John Bolster reported: "It would appear the delicate art of tuning the fuel injection system for clean acceleration has been temporarily lost, for last year's triumphant exhaust note was never heard... the abortive comeback of the Vanwall made me wince at the sight of that magnificent driver... being condemned to circulate among the F2 cars." Here chief mechanic Cyril Atkins (right) looks on while Norman Burkinshaw competes with the windscreen wrap-around's confines. Oh dear...

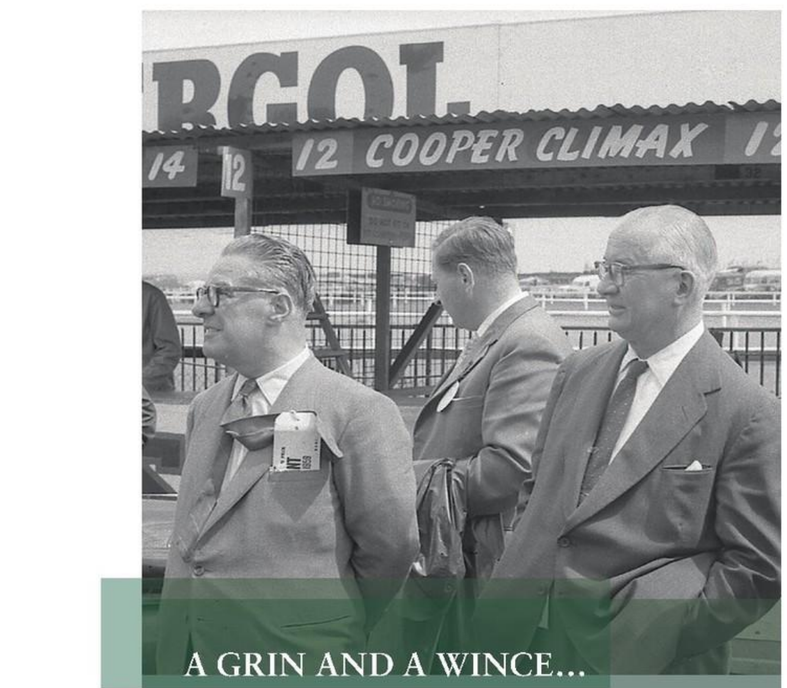





# A DAY AT THE RACES

## AN EGGTIMER FINISH!

**The last-gasp dash for the finish line between Moss's BRP-liveried BRM Type 25 (left) and Kiwi newcomer McLaren's works Cooper Type 51 as Bourne's best beat Surbiton's finest to second by – according to those eggtimers – their smallest recordable margin of one fifth of a second.**




## A GRIN AND A WINCE...

**Varying fortunes, bygone style and real substance – sober lounge suits and horn-rimmed spectacles alike for team chiefs Charles Cooper (left) and Tony Vandervell. The latter's teardrop cars had won here in 1957 and clinched the inaugural F1 constructors' title in '58. He'd withdrawn his Vanwall team from full-time racing for '59, but ran one modified car here for Brooks. When it performed pathetically he gave the start and appearance money to the driver. After such a scintillating performance from Jack and his Type 51, Cooper had no such problem.**

## McLAREN SHOWS TRUE GRIT

**Bruce McLaren drove a stupendous Aintree race in his Cooper, still wearing the grit-blasted nose cone from Reims where the sun-cooked track surface broke up. That day 'Pop' McLaren and his wife were spectating for the first time at a real GP. When they saw their exhausted son stagger from his car, his goggles smashed and awash with a mix of sweat and blood "like pink Champagne", they had wondered if F1 "is always like this?" At Aintree, Bruce showed them the other side of the coin.**

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# FINDING LOEB'S COMFORT ZONE

Our man thought his drive in the Citroën C4 WRC had gone far better than his chat with Sébastien Loeb, until the World Rally Champion came alive behind the wheel...

**BY ANDREW FRANKEL**

Of all the things I had been able to anticipate on my way to France to meet the Citroën C4 World Rally Car and its arch-exponent, Sébastien Loeb, it was the incongruity of the setting that surprised me most.

We met on a gravel stage next to Paul Ricard, but while Mr Ecclestone's High Tech Test Track (as this great Formula 1 circuit now calls itself) sports its own five-star hotel (known to all as the Bernie Inn), an airport and pit facilities filled with every imaginable comfort, Citroën Racing was happy to pitch a few small tents on a patch of land only the charitable would call a field. As we arrive the world's greatest rally driver is relieving himself against a tree. It felt like going for an audience with the Queen, being walked through Buckingham Palace to a small shed in the garden and finding Her Majesty at the sink, Marigolds on, up to her elbows in dishes.

Loeb's all-conquering C4 is there too, not polished down to the rivets for the benefit of our photographer's lens, but bearing the scuffs, scratches, dents and, above all, dirt of a hard life on a special stage diet. The absence of ceremony is what makes it special. This isn't some carefully choreographed, media-managed, arms-length introduction to the C4 WRC: it is me, the C4 and the stage. Plus, of course, Monsieur Loeb.

Sheer statistical supremacy does not necessarily make a Schumacher a better driver than a Nuvolari, Moss, Fangio or Senna; nor can you point to the fact that Loeb has won more rallies and titles than anyone else in the history of the sport as proof that he is categorically better than Mikkola, Toivonen, Kankunnen or Mäkinen. But I think it safe to say that with 53 WRC wins and counting (double that of Carlos Sainz who is the next most successful), in the modern era at least, no one is near him.

The same can be said for his car, though that the C4 is luckier to have Loeb than vice-versa is not a point many would argue. Even so, it sits at the summit of the sport, the ultimate development of a 21st-century rally car, in a period just before vital but drastic cost-cutting rule changes seem likely to one extent or another to emasculate rally cars for years to come.

But it is experiencing the combination of the two, the unstoppable Loeb/C4 alliance, that's exciting me most. Even those lucky enough


























Frankel receives some basic instructions from Loeb before setting off on the gravel stage. Top left: in conversation, the Frenchman wasn't that forthcoming...












to have been driven by truly great racers have never been able to see them in their natural environment thanks to the impossibility of joining Fangio in a 250F or Senna in an MP4/4. By contrast, joining Loeb in a C4 is as simple as opening a door. Even the seat slides back.

But first I must drive the car myself. Until today Citroën has never let anyone outside the team, let alone a journalist, near the driving seat of the C4 WRC and as a result there is a lot of anxiety masquerading as advice hanging in the air. I'd rather have been driven first but I can see why Citroën might think that letting me follow in Loeb's tyre tracks would not be the greatest of ideas. I even asked if Sébastien would care to join me for the ride but was politely told that insurance issues precluded it. Insurance issues and, I strongly suspect, the fact that Loeb would rather be run over by the C4 than witness first-hand my attempt to drive it.

Still, there are many competition machines more conceptually scary than a modern WRC car, a breed which looks likely never to return to its fire-breathing 1980s Group B days. Like all its rivals, the C4 is based on a standard road car. It looks like a Citroën C4 because it is one. Its turbocharged 2-litre engine sits at an angle of 25deg in the engine bay and produces 315bhp at 5500rpm, a lower state of tune than certain road cars I could name. The headline grabber is the torque: 420lb ft of it at 2750rpm, a preposterous amount for such a small engine.

This urge is directed through a six-speed sequential gearbox before being sent in four different directions by the medium of mechanical differentials at the front and rear and an electronically controlled item in the middle.

The suspension is interesting. At the front you'll find a MacPherson strut similar in basic architecture (though utterly different in execution) to that of a C4 road car. But at the back, the road car's torsion beam axle has been replaced by struts to allow the wheel travel, control and ground clearance required by rallying. Its great rival, the Ford Focus WRC, has an inherently superior multi-link rear axle, allowable only because that's what the Focus road car has too.

All in all, the C4 weighs in at the 1230kg minimum limit mandated by the regs, about the same weight as a regular C4 shopping car.

Happily it's a very easy car to climb aboard and, unlike a racing car, there's hardly anything you have to learn. Yes, there are 12 separate controls on the steering wheel alone, covering everything from mapping for the engine and centre diff past various launch control strategies to the wipers and lights, but none of that need delay me here. All the readouts for fuel, water and oil are in a box pointing at my non-existent co-driver. All I have to look at is a gear indicator and a change-up light – there's not even a rev-counter.

The pedal box appears conventional though the clutch is small and displaced substantially to the left. Once the car is rolling, it plays no further role in proceedings.

Loeb leans in to tell me how to do it. This is encouraging. I can remember Darren Turner doing this with an Aston Martin DBR9 and how much more at ease I felt after his reassurance – but not this time. Loeb is not known for his communication skills and simply shows me the stage mode switch, to be activated only once the car is underway, and how the gear paddle (there is just one) works. You pull it towards you to change up and push it away to change down. There is a gearlever sprouting from the floor but it's not the huge handle it at first seems – that's the handbrake. The gearlever itself is vestigial and only to be used if the paddle stops working. I ask Loeb if there's anything else I need to know, he offers a small shrug in return and returns to talking technical with his engineer, Didier Clement. Someone slams the door and I am alone.

The engine starts up with a rude farting noise but it is tractable enough once you've negotiated the engagement of the sharp but hardly savage carbon triple-plate clutch. I engage stage mode and the ride begins.

Though it seems entirely lost on politicians, all speed is relative. To whit if you drive at 200mph down a runway big enough to land a Vulcan bomber it might seem merely rather rapid. But drive at half that speed down a tree-lined gravel path and you'll soon start to question your own sanity. This is not helped by a problem that is precisely the reverse of what I had anticipated.

I thought that driving one of these beasts at speed on gravel would be an inherently difficult thing to do. It would need to be provoked into drifts and then controlled with a degree of precision that struck me as being at odds with the vague, loosely assembled surface beneath. This car has no traction control, stability control or ABS so responds exclusively to commands issued by your feet and hands without the ability to interpret or moderate.

But while it accrues speed with dazzlingly little effort as you barrel down this narrow stone-strewn channel until the French countryside is passing your ears like something out of *Star Wars*, it doesn't seem difficult at all. In fact the faster you go, the better it feels, like a slicks-and-wings racer. Even without left-foot braking or dusting off my never particularly convincing Scandinavian flick, driving the C4 very fast seems a natural, straightforward process. The car is very reactive to the throttle and will change direction as willingly as it changes speed according to its opening, but that's an entirely good thing. If you drove this WRC like you might a racing car, it would understeer its way around every corner. But if you brake and turn simultaneously and sooner than seems sensible, it flows gently into an oversteering attitude that can then be exploited with the throttle until you reach the stage where the nose is pointing at the corner, the car is travelling around it and you're sitting there using next to no lock – opposite or otherwise – and wondering what all the fuss is about. The only other car I've ever driven hard on the loose was a Mk2 Escort, and it was far harder to control than this.

The C4 is also astoundingly comfortable. Its suspension is so soft you can see the nose rise and fall with every application of throttle or brake, yet so strong and well damped that











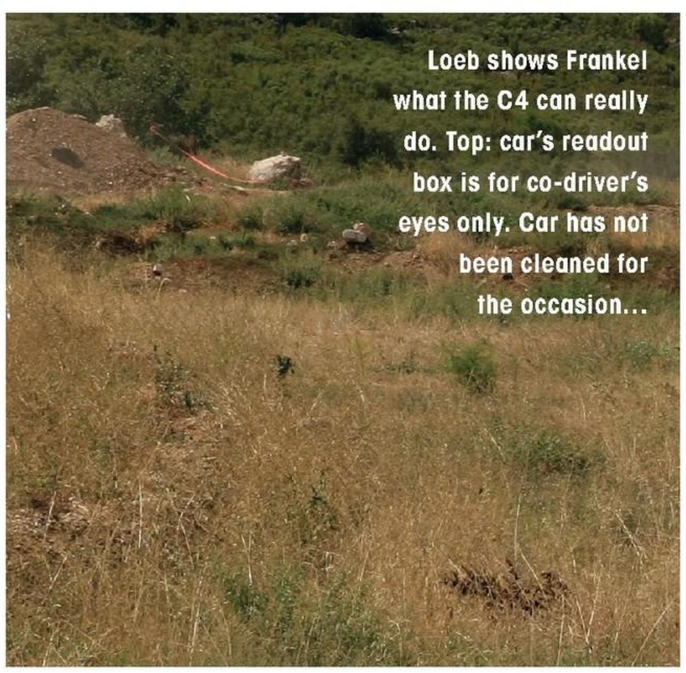










Loeb shows Frankel what the C4 can really do. Top: car's readout box is for co-driver's eyes only. Car has not been cleaned for the occasion...

potholes which would rip a strut clean off a normal car feel like small divots – if you feel them at all.

It is fair to say that I returned to the awning where I had first made my acquaintance with the C4 feeling rather pleased with myself. True, no one leant in with a contract in one hand and a Mont Blanc in the other, but I put that down to a certain Gallic insouciance. I felt that, in the circumstances, I had done well enough.

I wanted to go and talk weapons-grade rallying technique with Loeb but he seemed not to want to play, and when I later sat down to interview him he was as hard a subject as I'd been led to believe. Never rude, nor even monosyllabic, he nevertheless was disinclined to indulge the journalist with anything more than straight, perfunctory answers to each question. It was my bad luck that I'd found the one area of his job in which this five-times (and counting) World Rally Champion and one-time professional gymnast is clearly not comfortable.

Still, my ride with him awaited and, despite being quite scared by the prospect, my earlier experience in the car made me look forward to it too. How different could it be to the experience I'd already had on the other side of the car?

No more different than Usain Bolt covering 100 metres in 9.58sec and my seven-year-old falling over in the three-legged race at sports day. Being kind, you could say both were running at the time.

When I play the voice recorder tape back now, all I can here are my giggles and his gearchanges as he runs straight up through the box to sixth. And holds it there flat as we approach a right-hand bend over a crest I took rather cautiously in third but thought would probably be all right in fourth. Loeb never even looks like braking and I suspect the only reason he even lifted was to ease the car into a drift and stop it running wide at the exit. It is traditional British reserve alone that stops me from screaming.

The memory is a bit confused for the next few seconds as the brain realises that this is an entirely different level of sensory assault, requiring an entirely different level of concentration. It reboots just as we pass the point at which I'd turned back during my drive; this time we plunge down into a forest. The track is narrower here and studded with trees that Sébastien appears not to have noticed.

But the view out the window is nothing like as interesting as the one to my left. Loeb doesn't steer, accelerate and brake like the rest of us; it's as if his limbs are loosely tied together by some complex belt arrangement so that there is never a movement from one without a commensurate adjustment from another. When I'd asked him to define his driving style I thought his 'I don't know' response was the bored reaction to a poor and overly-familiar question – but in these few moments I can see why. His actions are »»




Forget interviews – Loeb is far happier to have another satisfied passenger

natural, fluid, economical and almost casual in a way you couldn't learn and must therefore be instinctive. When he is sideways between the trees at 100mph he's not thinking about catching slides, managing masses and balancing throttles – he's probably thinking about dinner.

His left foot is the most interesting. He uses it to slow the car as you'd expect, but also to give the brake a jab to neutralise understeer, or a long and light caress in faster corners just to trim the car's attitude. Sometimes he appears to be on both pedals at the same time, but so wild is the ride and so keen am I not to produce a new interior design for the C4, I can't stare at the pedals for long.

We arrive back at the start and he begins another lap, perhaps a shade faster than the last, but because I now have at least a rough idea of what's ahead I find a small space in my head to think a little. Above anything you can see Loeb do, what strikes most is his total faith that come what may, it will stick. That's impressive enough on a race track when you know what's under your wheels; out here in the forest it's nothing less than astonishing.

> "When he's sideways between the trees at 100mph, he's probably thinking about dinner"

I only know the ride is over when he reaches down and flicks the engine out of stage mode. I look across to find Sébastien Loeb replaced by someone wearing an ear-to-ear grin. "Was that OK?" he asks between chuckles. "Unbelievable, how was it for you?" I stammer back. "Very good," he replies, "except in my ears all I hear is laughing." I'd forgotten our helmets are wired for sound, a fact he clearly finds hilarious.

So now I ask the killer question. "How hard were you trying? Eighty per cent?" I venture. "Oh no, that was faster than a stage." Faster? "Yes, I've been round here many times – I know where it goes, I can push harder than normal."

We laugh some more, shake hands and part like old friends. But as Loeb exits the C4 and others approach, so the shutters come down. I'd seen the same phenomenon the only time I'd met Ayrton Senna – a man open and charming in the car, impenetrable out of it.

As I'm leaving I'm handed a memory stick. It contains video recorded on a mini-cam I'd not seen inside the car. There's no sound, which spares me from my own yelpings, but while I can see everything from the initial fear to the final rictus grin on my face, Loeb's hitherto unseen demeanour is more interesting by far.

At the start he is impassive, in the zone, doing his thing. He might as well be alone. But shortly after the start he looks at me, the concern clear through his open-faced helmet. Then he smiles, presumably as he realises the noises he's hearing are not those of a man experiencing myocardial infarction, just a ride beyond his imagining. He continues looking across to me every so often, the corners of his mouth creasing a little more each time as he hurls the C4 across the landscape. In the car I could see none of this so there's no way he's doing it for my benefit, not that he ever would. He's just enjoying my reaction.

This, then, is the real Sébastien Loeb, in his natural environment, doing what he was born to do. Here where there is no party line to tread, no awkward questions and no tape recorders, he can be himself. It's just two blokes in an incredible car on a gravel track. For a moment I'm not a journalist but a companion, and in that moment I catch a glimpse of a man you could spend your life failing to spot from outside the cockpit. Not just his discipline's greatest exponent, but a fun and considerate human being too. Knowing what I know now I'll not look at him, or his car, in the same way again. Ⓜ

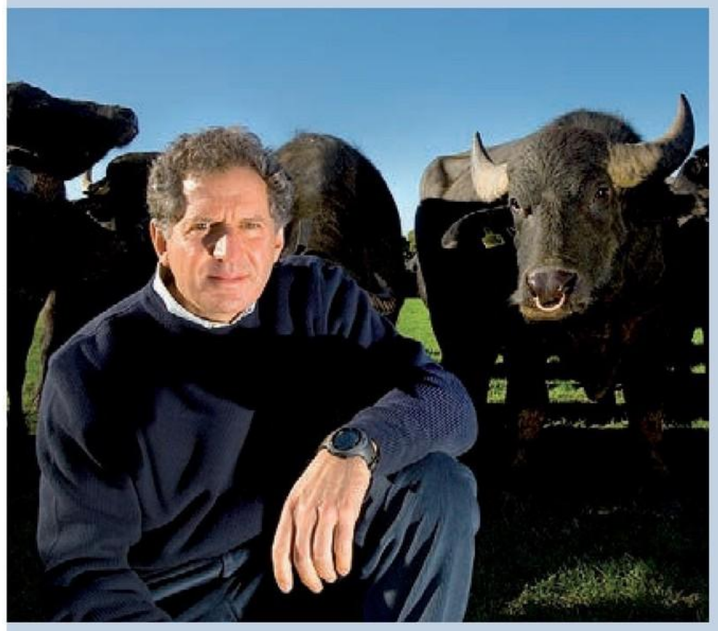
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"After Badoer had driven at Spa, I sent Stefano a text telling him that if I was needed for Monza, I was sure I could find someone to feed the chickens. Unfortunately I couldn't and you know the rest…." says Jody with a wry smile from the driving seat of Laverstoke Park Farm's rape seed oil powered tractor. Long gone are the days when Jody was solely focused on being the fastest man on four wheels – now he is all about slower growing animals and plants, producing better tasting and healthier food.



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1. Michael Schumacher 2. Carlos Reutemann 3. Jody Scheckter

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# When Jardine ditched his navigator

The editor had high hopes for his second outing as co-driver to Tony Jardine, before nausea, confusion and a ditch intervened...

BY DAMIEN SMITH

This was not how it was supposed to end. I was secretly hoping to return to the *Motor Sport* office with a little class-winning trophy. Instead, my second rally as co-driver to TV pundit and motor sport mover and shaker Tony Jardine ended in ignominy, against a hard rock surface on a bleak Scottish hillside.

Jardine had promised me a return match since our mechanically-induced retirement from the class lead on the Swansea Bay Rally last year. Now, here was the opportunity, the Colin McRae Forest Stages in picturesque Perthshire, which would allow me to polish up my pace note reading and, more importantly, give Jardine a sneak preview of the roads that will form part of the Rally of Scotland – a welcome new closing act to Britain's motor sporting year.

November used to be traditional Rally GB time, but the World Championship finale has already been and gone this season. Instead, the focus will fall on another finale, north of the border, when the Intercontinental Rally Challenge rolls into Stirling and Perth on November 19-21. And with it will be Britain's new rallying superstar, Kris Meeke.

Unfortunately for the new Scottish event, Meeke has stolen some of its thunder. It was billed as the title showdown between the 30-year-old's Peugeot 207 and Jan Kopecky's Skoda Fabia – but Kris has inconsiderately exceeded expectations by wrapping up the title early, with a brilliant win on the Sanremo Rally (see p88).

Never mind. A quick re-write of the script, and the rally becomes a 'glorious homecoming' for our new hero. Okay, he's from Northern Ireland, but Meeke has strong ties to the east of Scotland. Early in his career he was picked up by Colin McRae, becoming not only a protégé to the legend but also a good friend. Which is where we come back to the McRae Stages.

A week after Sanremo, Meeke's feet haven't touched the ground when he arrives in Perth. He's here to make a star turn on the McRae Stages in tribute to his old mate who lost his life in a helicopter crash two years ago. The McRae Stages has become a spit-pop-bang memorial to Britain's greatest rally driver.

But there's more than sentiment at work here. Meeke's Kronos-run 207 is primarily entered, like Jardine's Group N Fiesta, to gain team and crew a first sight of some of the stages to be used for the IRC round.

"They're some of the best gravel forest stages in the UK," Meeke tells me when I ask for tips. "They're incredibly enjoyable and flowing. There are some really fast sections, but there are also some twisty and narrow parts, so it's all about keeping up good momentum.

"It caught me out last year. I hit a big stone in the grass and that put me out. Punctures are always an issue on the McRae Stages. It's easy to drop a wheel to straightline corners, but there are loads of stones." Those words ring in my ears later in the day.

As it turns out, Meeke's McRae Stages proves of little use to his Rally of Scotland preparations. His rally goes up in smoke – or rather steam – when his Sanremo winner splutters to a stop with an engine water leak just 500 metres into his first competitive run. At least Jardine and I get further than the new champ...

But not far enough. Here's what happened. Be ready for the odd excuse, the odd act of total ineptitude on my part and a wound-up bloke off the telly forcing me to use the star key more than I'm used to.

First excuse: rally winner (and three-times British champion) Mark Higgins described the conditions as "absolutely horrendous". He's not wrong. We leave the Perth ceremonial start in the dry, but overnight rain has already »»»




'Terrifying Tony' and sorry Smith deal with the aftermath of their rally crash

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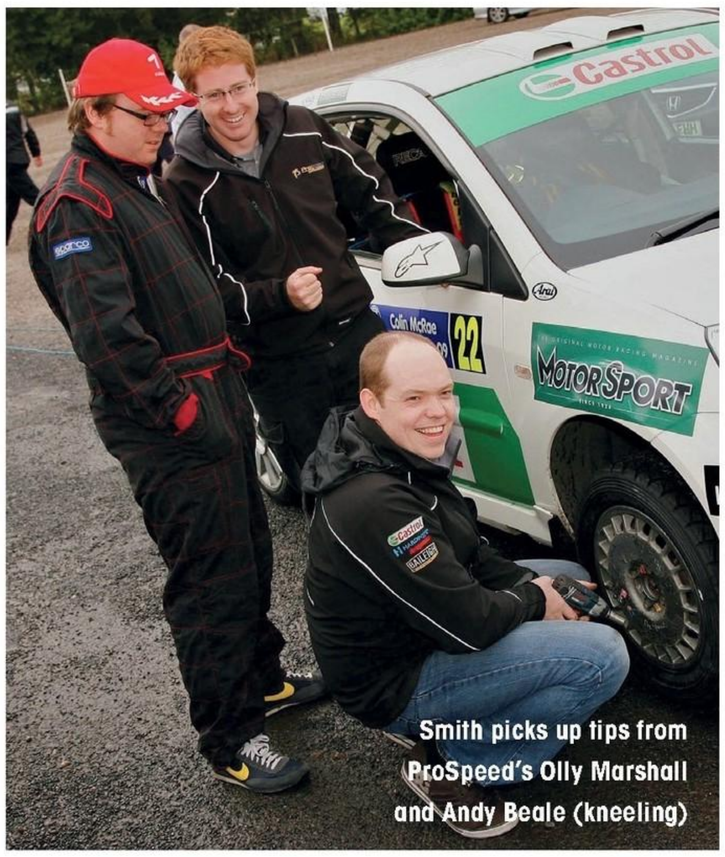
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Smith picks up tips from ProSpeed's Olly Marshall and Andy Beale (kneeling)

INSIGHT

## SWITCHING SIDES

Olly Marshall quit driving to launch growing rally firm ProSpeed

In all the excitement, I completely forgot about the little metal tube pointing back at Tony and I from the dashboard of the Castrol-sponsored Fiesta ST. It captured everything, and you can see the so-called 'highlights' of our adventure on www.motorsportmagazine.co.uk – all thanks to a genial ginger bloke called Olly Marshall.

Olly is the boss of ProSpeed Motorsport, the team that maintains and runs the M-Sport-built Fiesta for Jardine. You probably haven't heard of this compact York-based company – but that could change in the years to come.

Marshall rallied himself, reaching junior World Championship level before hanging up his helmet at the end of 2004. ProSpeed became his focus. "We bought the Skoda Motorsport WRC Octavia cars and gear, and concentrated on renting out rally cars – but it didn't make much money," he says. "Now the only car we run is for Tony. We've moved into building rally cars – everything from Group N Subarus to Peugeot T16 Group B cars, which was quite an honour."

Having initially grown faster than Marshall expected, ProSpeed has slimmed down to a taut four employees. But the expansion continues, the business being split into five divisions. It tackles everything from servicing Mitsubishi Evos and Ferraris to building FIA-registered rollcages.

All this, plus Olly's growing enthusiasm for web-based sales and promotion. Hence the camera in the car, capturing our every move. Yeah, cheers for that, Olly.

wreaked havoc in the hills. The first stage, Craigvinean, is 10.9 miles of twisting, tortuous, muddy hell. On the pace notes, I am all over the place: too fast in some bits, too slow in others.

Diving straight in on these tough forest roads over a year after Swansea (yes, it's the second excuse) scrambles my brain. The two-wheel drive brigade head the 120-strong field and we are running as number 22. Behind us a Vauxhall Nova rams a tree head-on, leaving the co-driver trapped in the wreck. We meet him later at the hotel bar, proudly sporting a huge cast for damaged ligaments. Lucky escape. For the rest of the field behind him the stage is cancelled.

It is heading out of Craigvinean where I make my worst blunder. Now, tulip maps for the road sections are very straightforward. But not for your cranium-fried editor. I am still getting over the trauma of SS1 when I send us down the wrong road for five minutes (yes, it's excuse number three). I also feel car sick and threaten to give the stripped-out Fiesta an all-new interior (excuse four).




By the time we get back to the junction we are under pressure to reach the service area on time. Remember that TV programme where Chris Searle co-drove for Roger Clark on an RAC Rally in the early 1980s and got them lost? If you do, you'll remember the tension in the car. This is worse than that. It isn't helped by a stroppy police motorcyclist giving us the evil eye, then riding ahead of us – painfully slowly – all the way back to service. We reach the control with a minute to spare.

"Behind us a Nova rams a tree head-on"

Then a long delay before SS2, Drummond Hill. This is the one Jimmy McRae – five times British champion and father of Colin – told me to beware of. He had a miraculous escape here in a classic Porsche a year earlier. Now he is back as course car driver, in his 1988 Scottish Rally-winning Sierra Cosworth.

When we are finally let loose through Drummond – shortened by two miles because of the bad conditions – I begin to find my rhythm. The sickness has subsided, too, and it's going well – until a marshal with a red flag bravely stands in the road to stop us halfway through (pictured above). An Escort Mk2 has rolled ahead of us. We complete the stage slowly in convoy with three other cars. What a shame. It is a fabulous road, but we do at least get to enjoy the stunning views over Loch Tay. I like to think we wouldn't have noticed them at rally speed.

By SS3 – Allean, or Errochty as it is more traditionally known – our confidence is up. Tony pushes from the start, aided a little more by my calmer, more measured approach to the pace notes. Until I get lost. I'm told it happens to the best of co-drivers, and it happened on more than one occasion on the Swansea Bay, but I get properly lost this time. The junction markers on the roads are in the notes and it is by these that co-drivers can get back on track. But what I see through the windscreen doesn't match the notes. I still don't know why (excuse five).

Tony presses on regardless, driving on sight. He later admits he should have backed off, but he's a competitive old chap…

It is at a fast left-hander where it all goes wrong. Ahead of us we can see a crest, bordered on the right by a bank of rocks. Through the turn the Fiesta begins to slide. Tony has joined me as a passenger.

It could be worse. A ditch ahead of the rock face catches us and the side-on impact that is showing on preview in my mind's eye never comes. Instead, we bounce through the trench, ugly crunches immediately telling us we won't be going any further. The right front wheel has folded into the wheel arch and we are stuck.

"Ya f*****, ya f*****, ya f*****! Ya bastard!" screams a voice beside me. Is this voice talking to me? Am I about to be punched? I don't know what to say – so I don't say anything.

We've come to rest half out in the road, just ahead of the crest. Tony barks at me to get out and warn following cars to slow down. For the next two hours we stand by the road waving our arms in driving wind and rain to stop others slamming into the stranded little Fiesta. There are a few close calls, and at times I feel vulnerable as cars slither past my feet, but the feared collision (with both me and the car) never comes.

As the tow truck slowly winds down the hillside, 'Terrifying Tony' has morphed back into something more human and generously accepts all the blame. But I can't help but feel I contributed. If I'd been reading the notes, we might have made it.

There had been no time for fear during the crash. My only feeling was despair that again we wouldn't reach the finish. To my surprise and delight (yes, despite the traumas of the day), Tony says: "Third time lucky?"

You bet. Tune in next year.

*Our thanks to ProSpeed Motorsport, Castrol, Kumho Tyres, Alpine Stars and Arai Helmets for their help with this feature.*

INSIGHT

# A LEGACY OF HIS OWN

## Kris Meeke is a former Colin McRae protégé – and now a rally champ

"KRIS IS THE CLOSEST DRIVER I'VE SEEN TO COLIN. That's what I thought the very first time I got in a car with him." That's Jimmy McRae's verdict on the new Intercontinental Rally Challenge champion. Yes, he really does compare Kris Meeke to his late son, still the most famous, most celebrated rally driver two years after his tragic death.

The McRae comparison is one that Meeke learned to live with early in his career when Colin was his mentor. "No one can ever replicate Colin McRae – everything from his style of driving to the influence of his computer game," he says. "He didn't win every rally, but he ignited the passion for rallying in so many people. Comparisons have been made to me, but we never sat in a rally car together, so I don't know. We certainly had the same attitude to the sport."

Like McRae, the speed was never in doubt. And like McRae, Meeke made plenty of mistakes early in his career, sowing doubt that he could consistently deliver results. Now, with his performances for Peugeot UK in the IRC, those doubts have been banished.

"Getting a break this year came at an unexpected time, with the recession and everything," he says. "We sat down with Peugeot UK at the beginning of the year and there were no expectations from anyone that we could fight for the championship in the first season. But I've gelled with the car, with Peugeot and with Kronos, and it's worked perfectly."

"In rallying nothing can compete with experience, more so than in circuit racing. I think the youngest World Champion was something like 26 – and I didn't start until I was 21. I'm certainly handling situations better this year, understanding I have to score points for the championship. You have to serve your time."

So the next step – the World Rally Championship? Actually, no. There are only two manufacturers in the WRC and he's turned down an offer to run with a privateer. The IRC is a better place to be.

"I am very happy where I am," he says. "I'm involved in a factory team and that makes a world of difference. You don't have the negative pressure that comes with life as a privateer and I won't consider the WRC unless it is a factory drive. Anyway, the IRC is better promoted, there is more TV and more exposure. It's the perfect place to be."

But surely the WRC will retain its position at the pinnacle of the sport? "Until the WRC regs are decided for 2011 we don't know what will happen," he says. "I think it is a fundamental error for the WRC to go against the Super 2000 regs, because there are plenty of cars already out there. But they are worried about using the same formula as the IRC. S2000 is a relatively straightforward formula. In comparison, it is impossible for a manufacturer to go into the WRC against Citroën and Ford because of their knowledge."

At the age of 30, Meeke is his own man. Comparisons to his old mentor are meaningless. He's writing his own legacy now.




**Meeke and co-driver Paul Nagle's '09 successes included Ypres Rally win**

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**CURRENT STOCK**

1963 AC Cobra 'Comp'

1962 Ausper T4 Formula Junior

1961 Aston Martin DB4GT

1930 Bentley 4 ½ Litre ex Forrest Lycett

1937 BMW 328

1958 Ferrari 250 GT 'Tour de France'

1966 Ferrari 275 GTB/C

1967 Ferrari 275 GTB

1953 Jaguar C Type

1965 Lola T70 Mk1

1963 Lotus Cortina

1951 Pegaso Z102

1972 Porsche 911 S/RSR 3 Litre

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# Ingliston

It was the perfect club circuit, with great facilities, terrific viewing and easy access. A pity the animals got in the way…

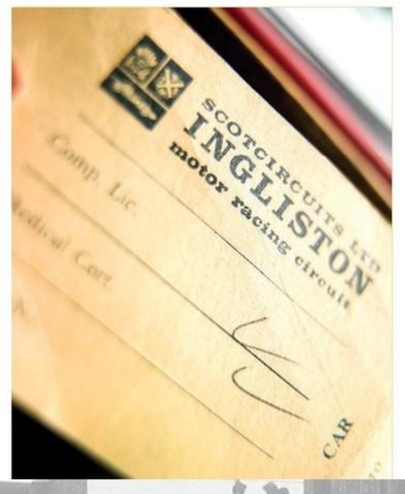
**BY GORDON CRUICKSHANK**

The shriek of a 727 taking off interrupts the motor racing talk. As we wait for the racket to subside I gaze around, at pavilions, grandstands and a vast baronial mansion. This is Ingliston (pronounced Ingle-ston), on the edge of Edinburgh's busy airport, the home of the Royal Highland Agricultural Society. And weaving through the buildings which once a year accommodate the Royal Highland Show, the perfectly preserved race track which for nearly three decades taught drivers one major lesson: don't crash!

This was where I caught motor racing, cycling out from the city and being instantly seized by the outrageous noise, the pungent smells and the astonishing sight of a V8 Beetle ducking and weaving through the trees. Looking round now I can't make it fit my memories. It's green and calm and empty. Sandy Denham and Bernard Buss, respectively chairman and treasurer/archivist of the Scottish Motor Racing Club, are holding up photos and pointing, while Hugh McCaig takes photographer Mitch for a lap in his Ecurie Ecosse-blue Jaguar. The black stuff is almost all here, but where are the encroaching buildings, the Armco, and above all the crowds? It takes a couple of laps to turn this spacious, well-kempt showground, with its grid of turf and empty roads waiting for the next caravan show or antiques fair, back into the scene of knife-edge battles between Camaros and Boss Escorts.



Hugh McCaig's XK120 raced at first Ingliston meet and still carries scrutineer's tag




So how did a race track appear in a showground? From the '50s the airfield circuit at Charterhall had provided Scottish drivers with some great racing, but in 1964 after the third death there it was plain that the RAC would not re-licence. A bold proposal for a brand-new track at Polkemmet between Glasgow and Edinburgh having fallen through, the SMRC and its secretary Ian Scott-Watson were urgently seeking a venue.

It was the weather which made it happen. After a mud-ridden 1964 Highland Show the RHAS decided it had to Tarmac the showground roads. Scott-Watson, a farmer and a member (and the man who put Jim Clark into his first race), proposed that if the new roads included a race track, it would boost revenue.

"I think that my knowing personally the chairman and treasurer of the RHAS was the critical thing that made it possible," he says. With SMRC chairman John Romanes he draughted a layout, then formed Scotcircuits Ltd. Within three weeks they had raised the capital, helped by Jim Clark being an RHAS member and a shareholder, and in six weeks the diggers moved in. "Believe it or not, we built it for £20,000, which equates to about £250k today," says Scott-Watson.

The shakedown happened in March 1965, with the opening meet in May at which Jimmy Clark toured the track in a veteran Argyll. Immediately the new track was a hit, with attendance to envy. "We had seven incredibly successful meetings that year, averaging 12,000," Scott-Watson recalls.

Graham Gauld, racing historian and later co-director of the track, is still enthusiastic: "It had a great atmosphere, and for a club circuit the facilities were outstanding – 5000-seat grandstand, restaurant, copious permanent toilets, sponsorship pavilions, good parking, easy access…"

It was one of the first tracks to get three-rail Armco, so it looked safe-ish, despite all the telegraph poles and mature trees. Certainly the pits were a mere strip of Tarmac, but the paddock was all under cover. Yes, it was the cattle sheds, but on a rainy day it was luxury.

There's always some swarf in the GTX, though. Originally the lap length was under a mile, only 16 cars could start a race, and as SMRC only leased the track from the RHAS, the racing was subsidiary to the big show. This meant a 10-week summer slot with no racing. It was Monaco in reverse: instead of barriers going up for one event, they came down for one event. And that cost a fortune. A couple of years on, Scott-Watson had an answer: "I designed a major extension to provide a separate circuit within the car park unaffected by the show preparation. Linked with the original it would make a 2.3-mile circuit. But the RHAS needed an overnight decision, and we were not in a position to go ahead." The compromise was a new loop and hairpin.

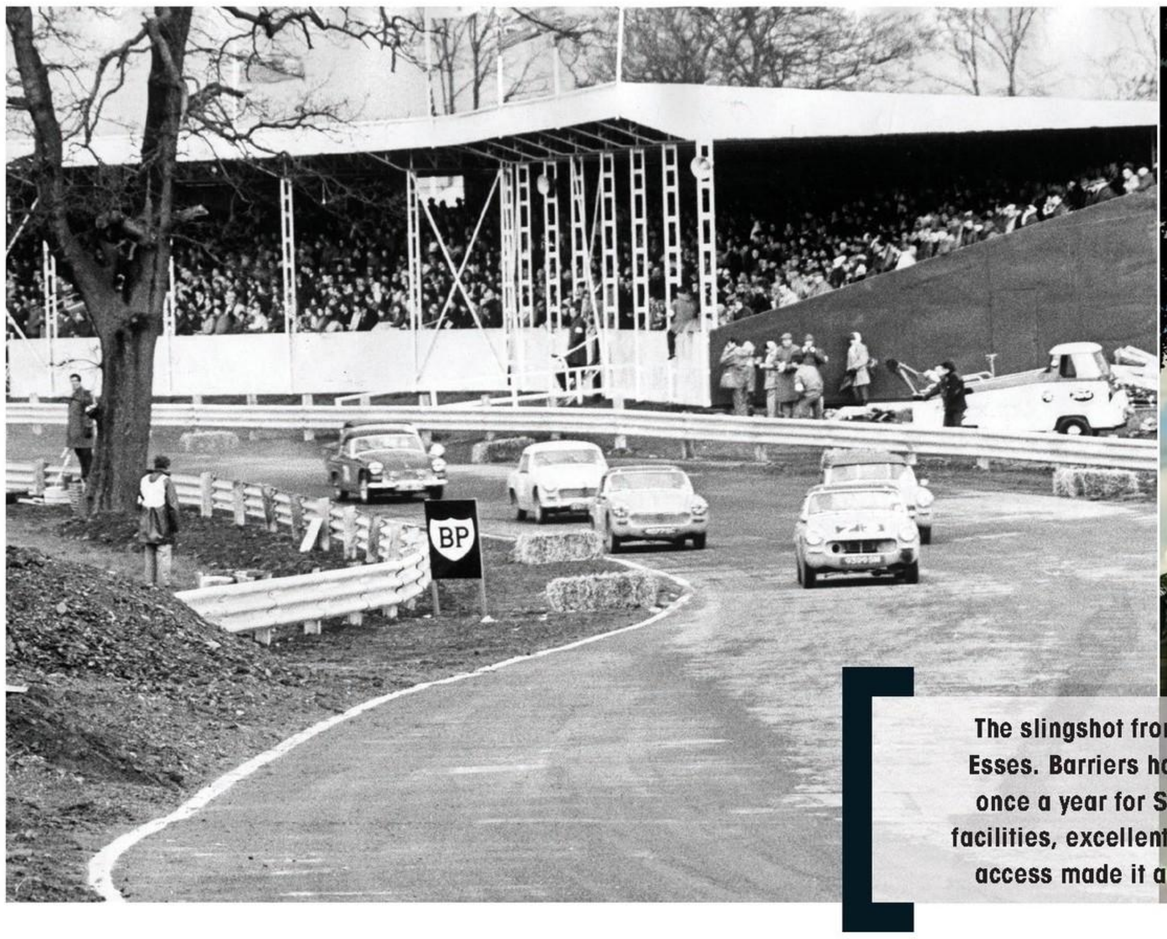
Ingliston's unique feature was the Arena – a curved grandstand enfolding the ring where Aberdeen Angus bulls parade during the Highland Show. This was also the start, with the back of the grid well round the corner. It led into a fast unnamed right – "a bad place to go off," recalls David Finlay who raced there in the '80s. "I remember a Mini bisecting a flagpole 10ft up, and a Formula Ford smashing through a plate glass window."

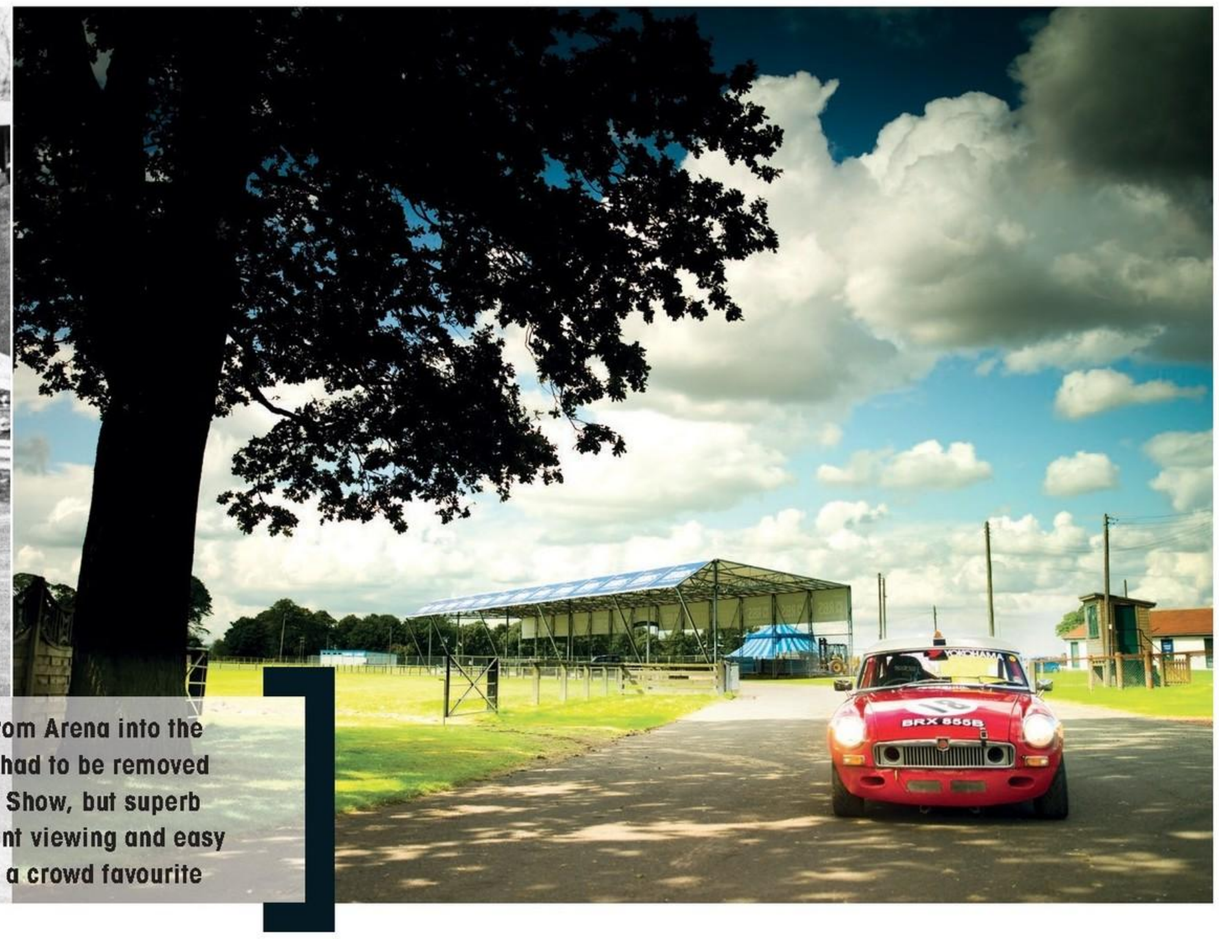
Next it's the Esses, the critical sector, a slalom between trees and barriers where according to Finlay "it was impossible to have a small crash. People would land in the flower beds or even upside-down. I heard that one year the Vauxhall-Lotus guys refused to come back because they reckoned the Esses were too dangerous."




Arena was unique feature of Ingliston, with buildings on two sides and downhill sweep to start/finish line. Sponsors had lavish accommodation too

Colour images Mitch Pashavair, black & white LAT & Graham Gauld



The slingshot from Arena into the Esses. Barriers had to be removed once a year for Show, but superb facilities, excellent viewing and easy access made it a crowd favourite

"The Esses was the key," says Graham Birrell, Scottish saloon car champion and famous for his activities here. "It was a funny circuit – it was small but you had to have a quick car to pass on the straight because of the kink. Ingliston taught you to be neat and tidy – but Silverstone looked frighteningly fast in comparison!" Bill Dryden, DTV stalwart and multiple saloon and GT champion, confirms that. "Making up time here and through Caravan was vital for the straight. You had to be neat, but there was a really keen marshal in the Esses and if you cut the apex you got a 10sec penalty!" The RHAS guarded its turf jealously...

A fast car would be sniffing 100mph into the right-hander at Caravan, but you didn't want to knock off too much here as it led to the 'straight'. Originally only 150 yards to Southstand, the new section began here – at 30 degrees to the old. It was a straight of two halves, with a kink. "Not quite flat," says Dryden. "That's where Doug Niven had a huge accident in his Boss Escort and landed on the toilet block."

This is one of those smashes everyone remembers – especially Niven, after the throttles jammed on the V8 special saloon. "The barrier folded back," he recalls, "and I nearly joined the main road heading for Glasgow! I ended up on the toilet roof, and there were people in there. They had broken arms and legs."

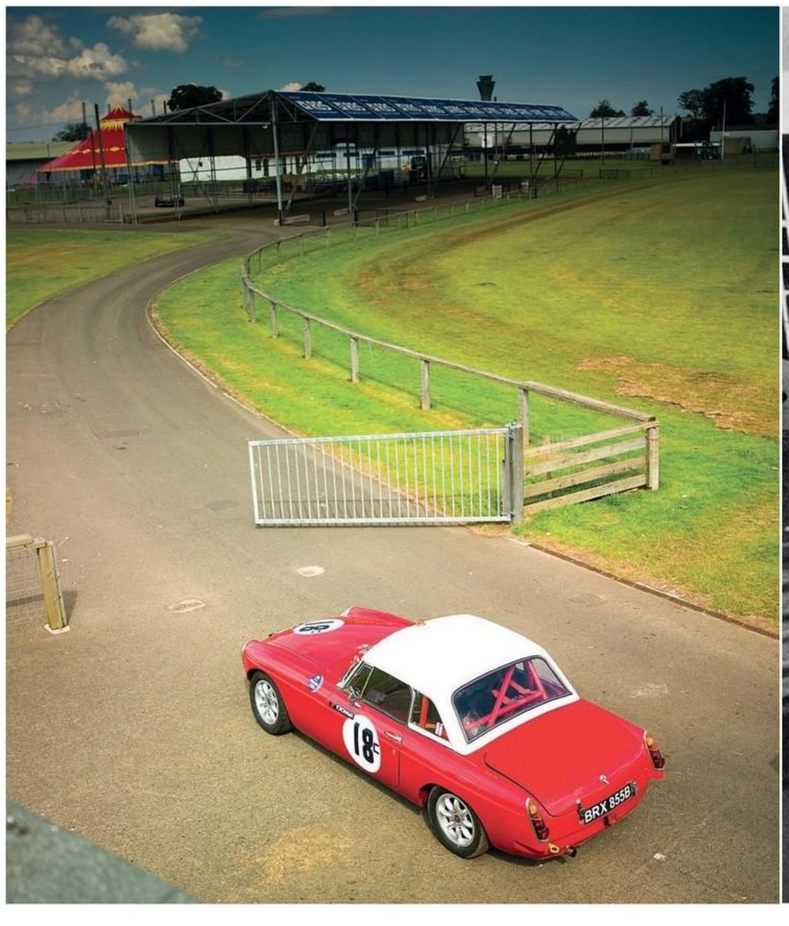
From here it's a sprint to the hairpin, with everyone determined to brake last into a bend so tight it's practically a handbrake turn. In fact, the story is that when Keith Schellenberg raced the Barnato-Hassan here he had to do a three-pointer, and then asked the Clerk of the Course if he could go round the back of the oak tree on the exit, which itself collected quite a few people. The RAC later insisted it went. And if you missed the tree you had to take care not to spin inwards as you were only 20 yards of grass away from cars coming the other way.

From Lefthander, round more trees and tighter than it looked, drivers aimed for Clock – fast and open but with an unsettling crest. This was where you came back in view of the grandstand, fighting to keep your car left to enter Arena – a spectacular 180deg sweep back to the startline.

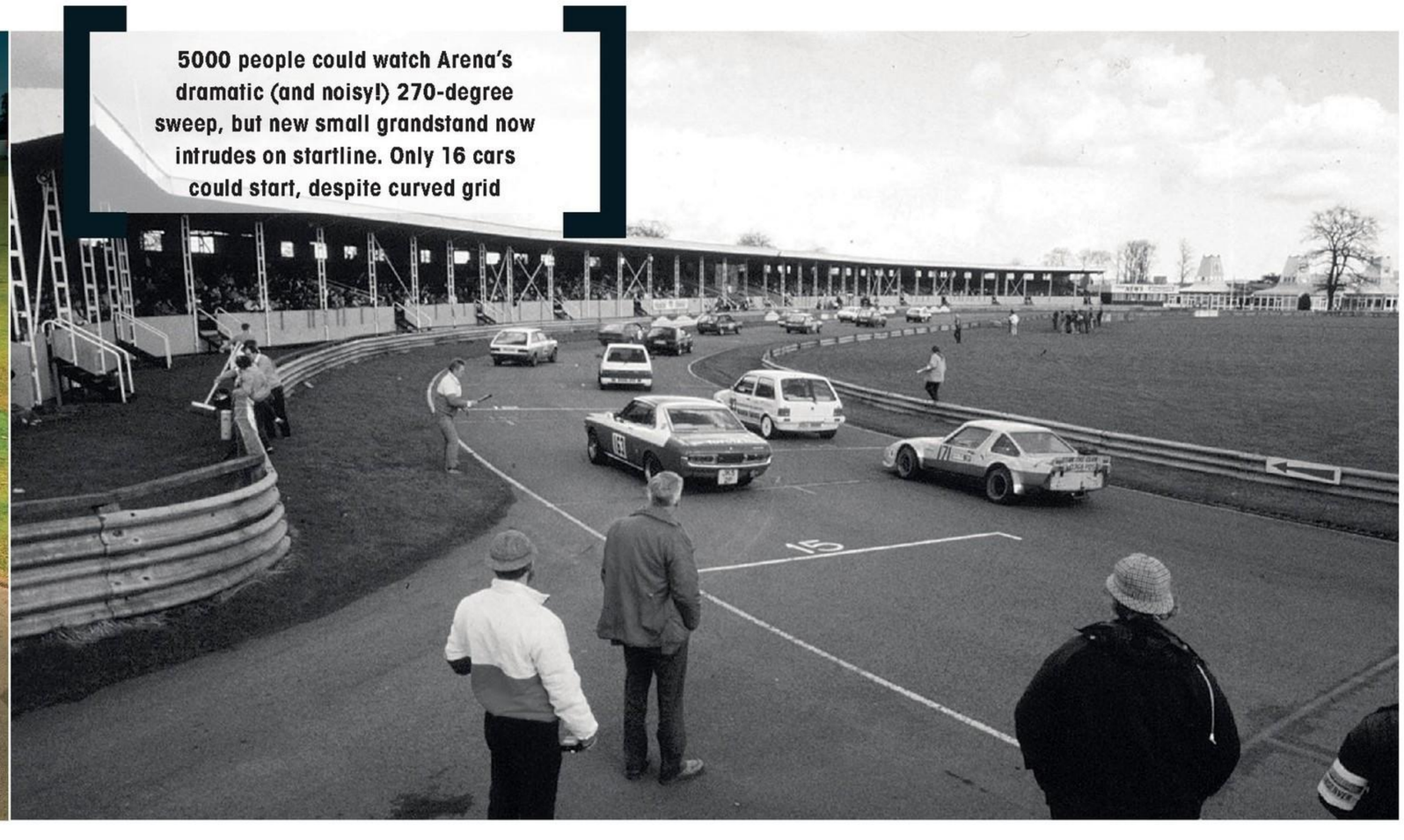
"A real crowd-pleaser," says Finlay. "The most dramatic corner on the track. Probably the single best Arena moment was when Hugh Chalmers in a Sunbeam Lotus overtook Jimmy McRae in a Chevette HSR by driving right round the outside, made even more spectacular by the fact that Jimmy was going sideways!"

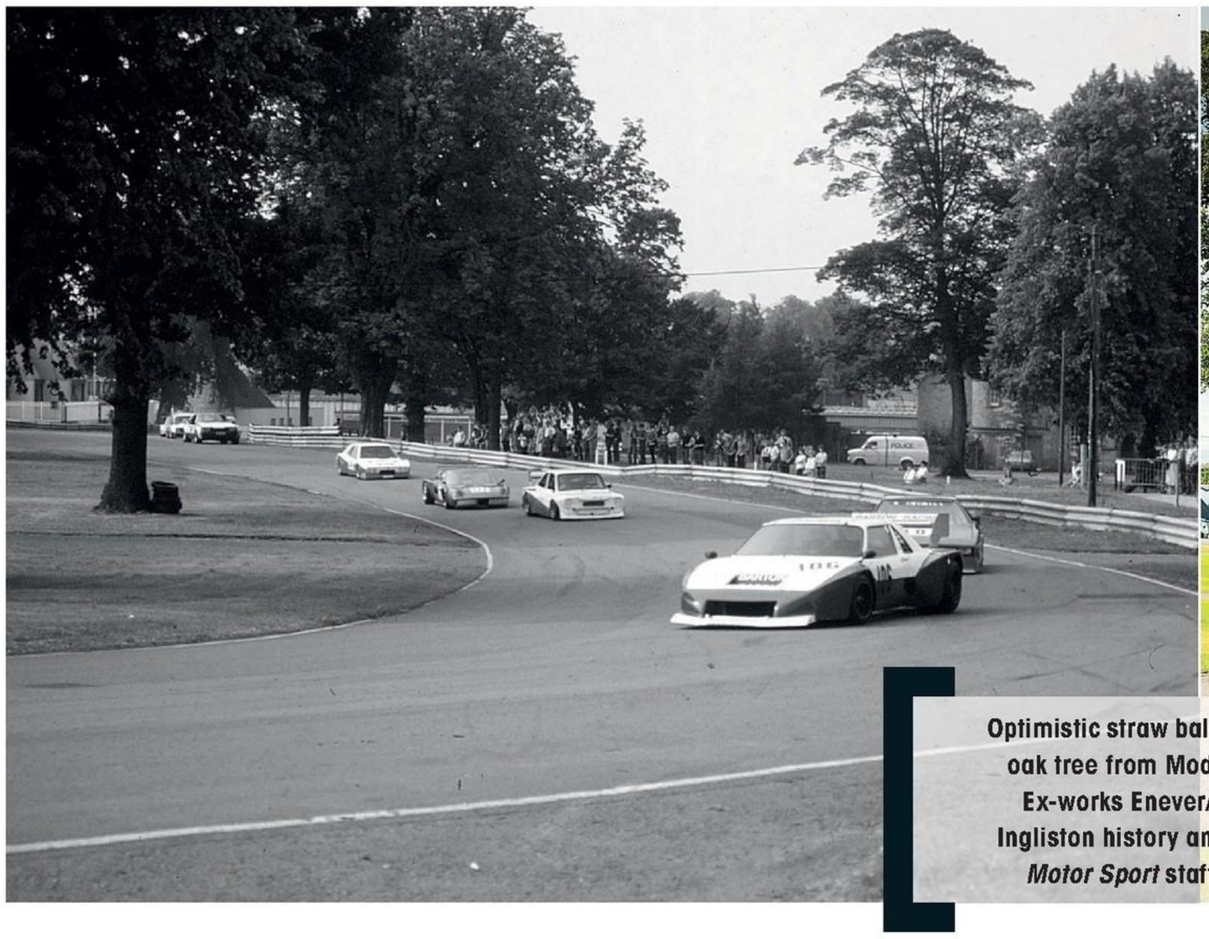
And the fact that the crowd was only 20ft away. "You could see the whites of their eyes!" chuckles Dryden. "Like driving in a goldfish bowl," says Niven.

The brilliant part for the spectators was that you could see the cars all the way from Clock, through Arena and up through the Esses – two-thirds of the track. Yet this unique feature is long




5000 people could watch Arena's dramatic (and noisy!) 270-degree sweep, but new small grandstand now intrudes on startline. Only 16 cars could start, despite curved grid







**Optimistic straw bale protects Caravan oak tree from Modsports mistakes. Ex-works Enever/Poole MGB has Ingliston history and is now raced by *Motor Sport* staff man Ed Foster**

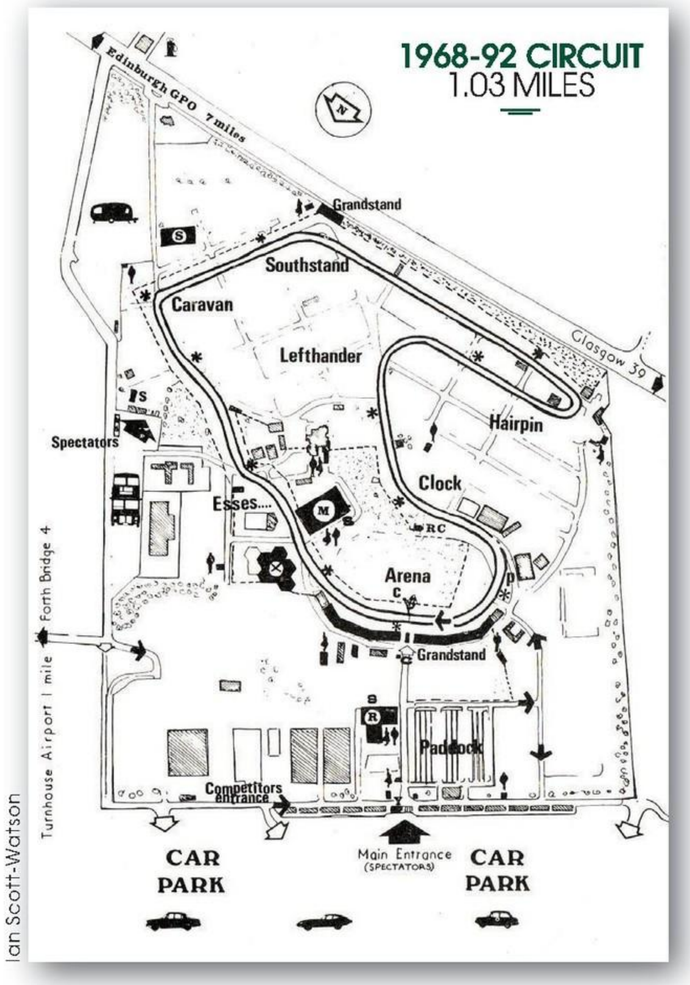
gone now – the only part of the track that has changed. The big stand has been demolished and a new one erected – on the startline. Try and finish a lap today and you'll get scaffolding poles in your bonnet. No one visiting the Highland Show now would realise what used to happen here; there are almost no clues left. Scouting for photo angles we find just one – some faded lines from the back of the grid.

So this was Edinburgh's race track, only 20 minutes out of the city, and it pleased everyone. Graham Birrell: "It was ideal; people wanted to come and watch, and drivers wanted to drive here. You didn't have to travel bloody miles!"

With good facilities and easy access from two major cities, Ingliston thrived through the '60s and '70s, firmly controlled by Romanes. Graham Gauld: "John Romanes made money from it, partly because he did most of the work and all the barrier repairs himself. When Tom Walkinshaw did his first race here he hit the barrier with his brand-new Lotus 51. He was distraught – and then up came Romanes and handed him a repair bill! He was a benign dictator. If you damaged the barriers you were never allowed to do any testing."

Club racing was the core, though national series did visit, including F3 and Atlantic, but what people remember are fantastically close duels among sports cars and saloons. "On the short circuit a lap was under a minute, and the loop only added 15 seconds," says Dryden. "That's why it was so exciting for spectators. You'd catch backmarkers by about lap three! In one race – I was in my Lotus 26R – a bunch of us caught a slow Scimitar three times. Afterwards he sat in the car gesticulating. We'd taken his door handles off and he couldn't get out!"

Despite the narrow width, big-muscled Formule Libre cars ran here, with terrific scraps between Norman Dickson and Eddie Cheever. Notable Scots who learned their craft in the Arena include John Cleland and David Leslie, while there was a big Irish contingent, for whom it was relatively close. John Watson and Kenny Acheson raced here, as did Patsy McGarrity, who collected the SMRC's prestigious Jock McBain trophy and took it home. Unfortunately, the IRA blew up his garage – and the trophy. (Repaired, it remains a prime award.)




Ian Scott-Watson

Vince Woodman and Frank Gardner managed to muscle Camaros round the place, and then there were the mad Special Saloons. Probably the most dramatic was the Chevrolet-engined Beetle which Niven bought from Mick Hill. An F5000 under a VW veil, this thing bowled me over almost literally on my first visit. I was standing behind it in the pits when they started it up. I wondered why people moved away; I'd never heard a race V8 before. I soon learned...

"That was a fun car," says Niven. "A bit big – I don't think I got out of third. If you slowed a bit the small cars behind went off the boil. Then you floored it..."

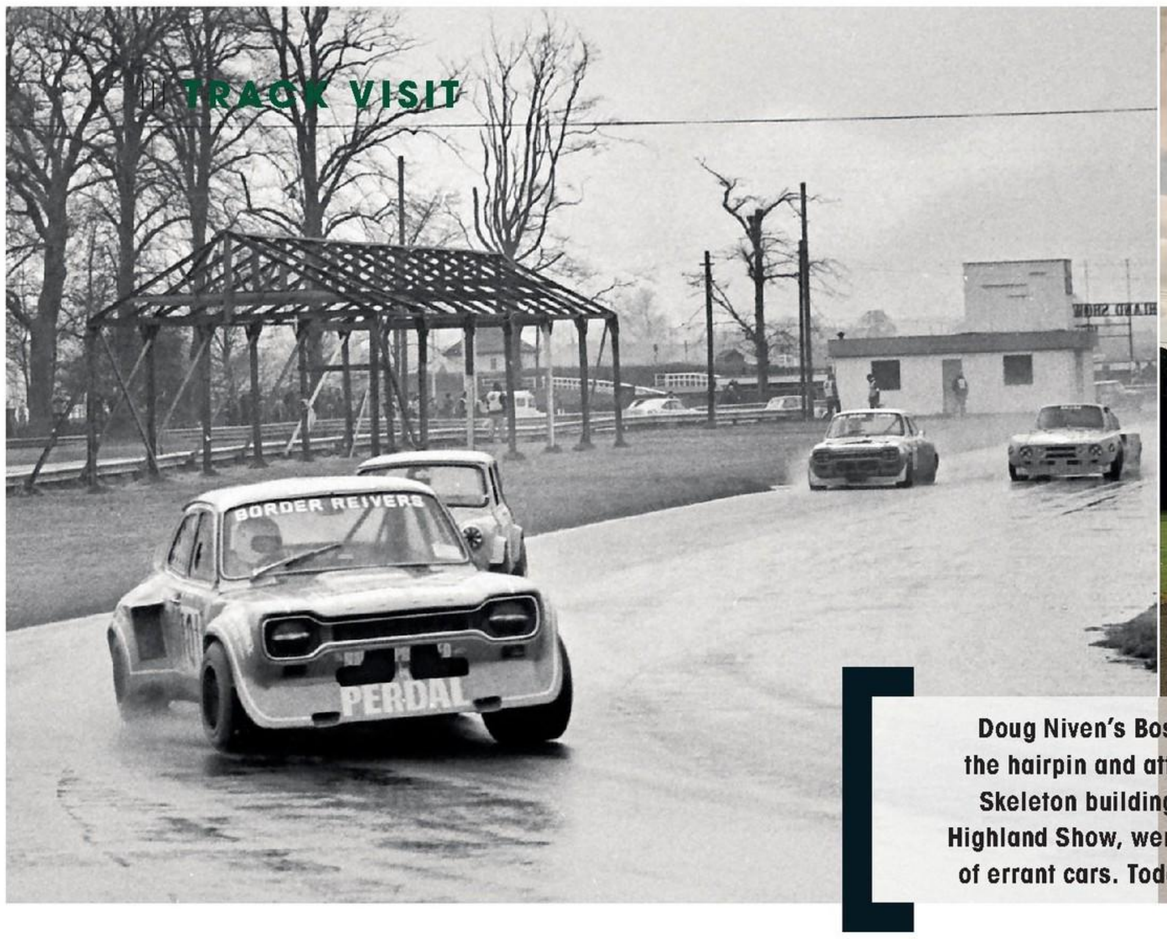
In response to the Niven Beetle, Dryden's SMT Vauxhall outfit built an outrageous 'Firenza'. "You had to keep the front engine, gearbox and the shape," says Bill, "so Walter Gray put a Chevron B23 front and a B19 rear on it. The Vauxhall four was nearly in the middle, the box stayed, but there was also a five-speed Hewland at the back, and two gear levers!"

Serious F1 cars never made it, but the occasional second-string GP car ran in Libre races, Jackie Stewart demonstrated Tyrrell 003, and Stirling Moss a 250F. Jim Clark competed here too – in a 'race' for milk floats during a meet sponsored by the Milk Marketing Board.

Naturally there was a continuing link between Ingliston and Ecurie Ecosse. Team chief David Murray tested Bill Dryden and the Birrell brothers here, running them in various cars until he disappeared to the Canaries in 1968. The Ecosse Imps were regular winners, and later the team backed many Scots who first raced here, such as Allan McNish.

Romanes handed over control in 1978 to Graham Hamilton and Gordon Dalyell, who over the next few years whipped up healthy sponsorships and ensured an Ingliston round for many championships, including BMW Counties (which Barry Sheene won minus licence) and the Marlboro Challenge, which saw David Duffield's Ralt break the 85mph figure. But money was getting scarce, and in late 1982 Hugh McCaig stepped in. "Had to," he says with a grin. "Duffield was about to win the Libre title with my Ralt. No racing, no title! I'd been lending them a bit of money, then more, and eventually I took it over."

A central figure in Scottish racing, McCaig ran Ingliston with Graham Gauld from 1982. "We managed to get the Marlboro »»






Doug Niven's Boss Escort leaves the hairpin and attacks Lefthander. Skeleton buildings, clad only for Highland Show, were frequent victims of errant cars. Today grass is empty

Challenge, and there were 9-10,000 people at our first meeting," he says.

McCaig was involved for 10 years, introducing a successful road saloon series. This was apart from re-inventing Ecurie Ecosse which eventually saw an Ecosse take the C2 sports car title, and racing himself. Today he has brought an XK120 which ran in the first race here. "I turned it over in the Esses once," he says cheerfully. "They tried to put me in the ambulance but that meant practice would be stopped until it got back. So I pointed to someone and said 'this guy will take me to hospital'. Saved refunding any money..."

"But it wasn't exactly a good business," Gauld adds. "Latterly it broke even. But grids were excellent – sometimes 120 entries. And it's where the SMRC honed their skills. They do a good job at Knockhill."

Ah yes, Knockhill. A swooping, purpose-built track only 20 miles away, where the barriers could stay up all year – and weren't an arm's length from the kerbs. Opened in 1975 and developed by Denys Dobbie, himself an Ingliston regular, it ran in parallel with its predecessor for over a decade.

But at the Edinburgh track entries and attendance were waning, and the safety demands becoming more onerous. After the Bradford football stadium fire the council condemned the South stand and ordered the Arena one to be reduced. The barriers still had to come down and go back every summer, and the RHAS demanded costs for the damage the cars did.

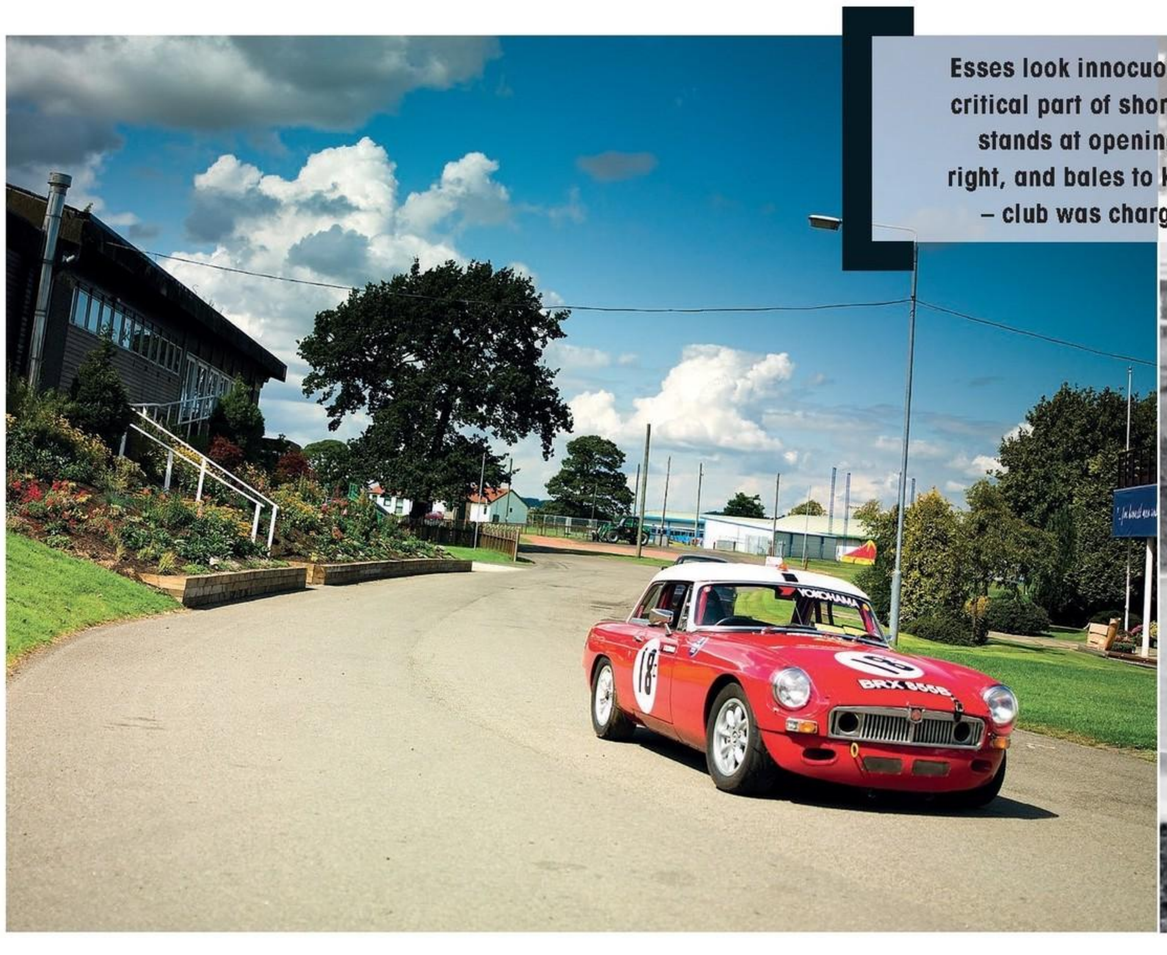
"It became just a nuisance to the society," says Gauld, "and we couldn't make enough from six meets a year." Another brave soul tried to keep it alive, but it ran its last race in 1992. Now the lowing of heifers has replaced the braying of oversized V8s. There was an attempt in 1990 to sustain the name on a nearby site through an £80 million project backed by Jackie Stewart to offer multiple circuits capable of F1 testing, but the district council scuppered it.

Remarkably, Ingliston saw no racing fatalities, though a kart racer died during a demonstration. One driver even managed to demolish a sizeable building – the damage his Chevron did to the Shell building meant it had to come down.

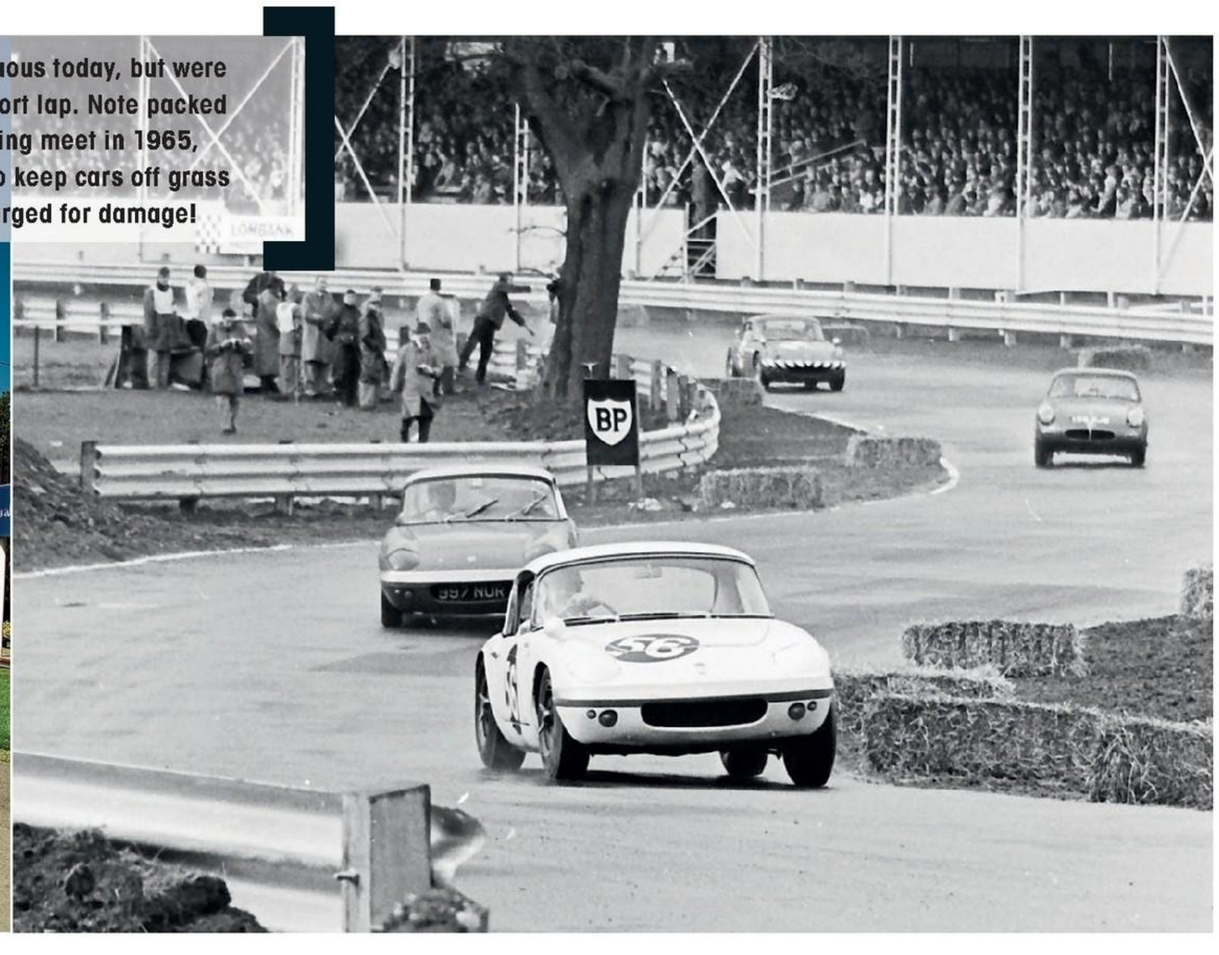
Ingliston's demand for precision taught drivers a lot. There was a view that if you could win here, you could win anywhere. "You *had* to stay on the road," says Dryden. "There was nowhere to go. But we had some titanic battles in saloons, and no fender-bending. The crowd loved it."

But in the end not enough to overcome its particular handicaps. Now the demanding little track where so many drivers learned to be super-tidy has declined to a mere service road. Nobody will experience again that wonderful cacophony of engines echoing all round the Arena. That was unique to Ingliston.

*Thanks to: RHAS, John Foster and Alf Hughes.*



Esses look innocuous today, but were critical part of short lap. Note packed stands at opening meet in 1965, right, and bales to keep cars off grass – club was charged for damage!



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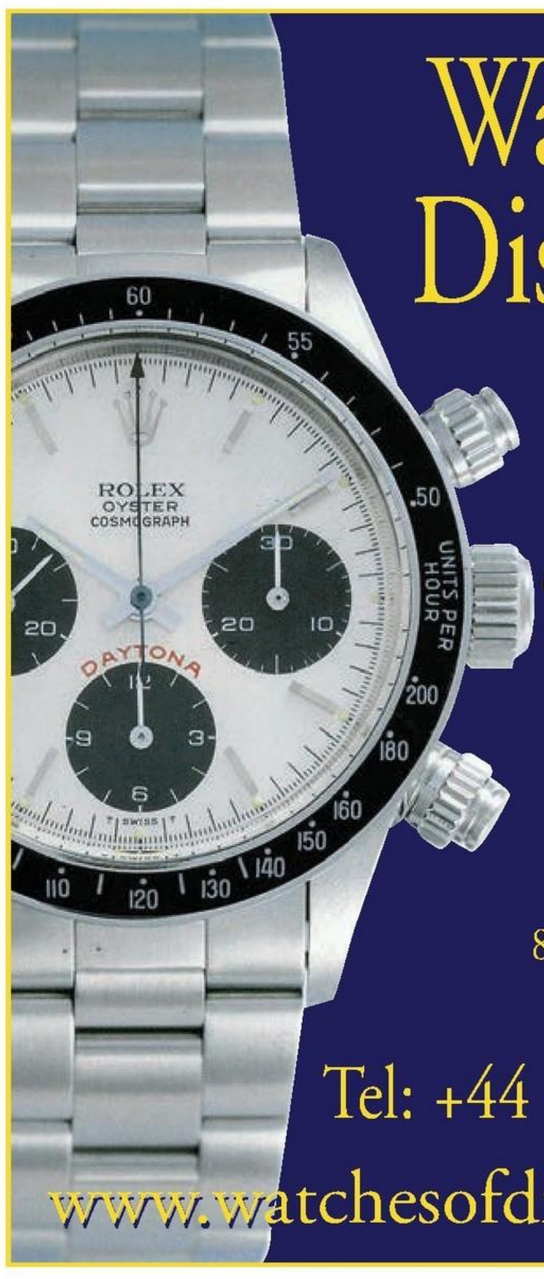
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# IT BEATS

## Better known as a holiday destination, Portugal's Algarve region

For years it has seemed that motor sport in Europe is fading. France has lost its Grand Prix, while plans to build a new circuit are tied up in bureaucratic wrangling. The Belgian GP is struggling to attract spectators. The Germans say that they cannot afford a race every year. The future of the British Grand Prix is clouded. At the same time the Middle East and Asia are on the up. More and more Formula 1 races have shifted to places where there is no racing tradition and no crowds, but where governments are willing to invest in order to promote their countries.

But there is a glint of hope for Europe. Down in Portugal, the Autódromo International Algarve has big ambitions.

The astonishing thing about the £200 million project at Portimao is that the money has come entirely from private investors.

"Developing a suitable business plan took several years," says Paulo Pinheiro, the man who dreamed up the idea. "But the circuit should break even in seven to 10 years."

One cannot accuse anyone who can raise £200m of being a dreamer, but Pinheiro admits that the idea of a race circuit was a dream from his teenage years.

"I grew up in the Algarve and raced karts," he says. "There were no circuits here and I had to travel with my father right across Portugal to go racing. I would often wish there was a circuit near my home. It was the same when he moved on to motorcycles."

For Pinheiro it just made sense. The Algarve has been a popular tourist destination since the 1960s when cheaper flights brought Portugal to the attention of northern Europeans. The climate was mild, with 300 days of sunshine each year, and the beaches were beautiful. In the 1970s a lot of golf courses were built and gradually luxury real estate development took off, notably at Quinta do Lago, near Faro. In the late '80s this became the European



# THE BEACH

## is now home to a circuit that has caught F1's attention. BY JOE SAWARD

home of Ayrton Senna. Since then many other international sports personalities have bought property in the area.

Development accelerated after Portugal became a member of the European Union in 1986 and the Algarve underwent a property boom. Today, it is an international community with English being spoken throughout the region. The one thing missing, at least for Pinheiro, was motor racing. The Autódromo do Estoril, near Lisbon, enjoyed success in the '80s, but by 1996 it had lost the Portuguese GP and was fading from the international scene.

"In 2000 I was looking at new projects and I thought that a race track would be a very interesting idea," says Pinheiro. "It makes sense because of the climate and because we have lots of hotels. Finding money was not easy in Portugal; then we needed the land and all the necessary permissions. It took a lot of time, but while doing the paperwork I spent 18 months looking at different circuits around the world to see what would make the best possible racing facility."

The process was completed in the autumn of '07. By that time the project was much bigger, as new ideas were added to help generate more revenue: a luxury hotel, residential development, sports complex, multi-circuit international kart facility, off-road circuit and a technology park.

The main circuit Pinheiro designed himself, although he left the buildings and infrastructure to professionals.

"It is a unique track," says Pinheiro, with no small amount of pride. "It's very challenging for the drivers, with steep gradients and blind brows, but at the same time very safe. The track has some fast, flowing corners, but there are slower corners as well. There are 32 different possible track layouts. And we have an automatic watering system to simulate rain.

"The public is able to get close to the track," he adds. "They can see 80 per cent of the track from the grandstands. We are still working to finish all the construction, and we need »»



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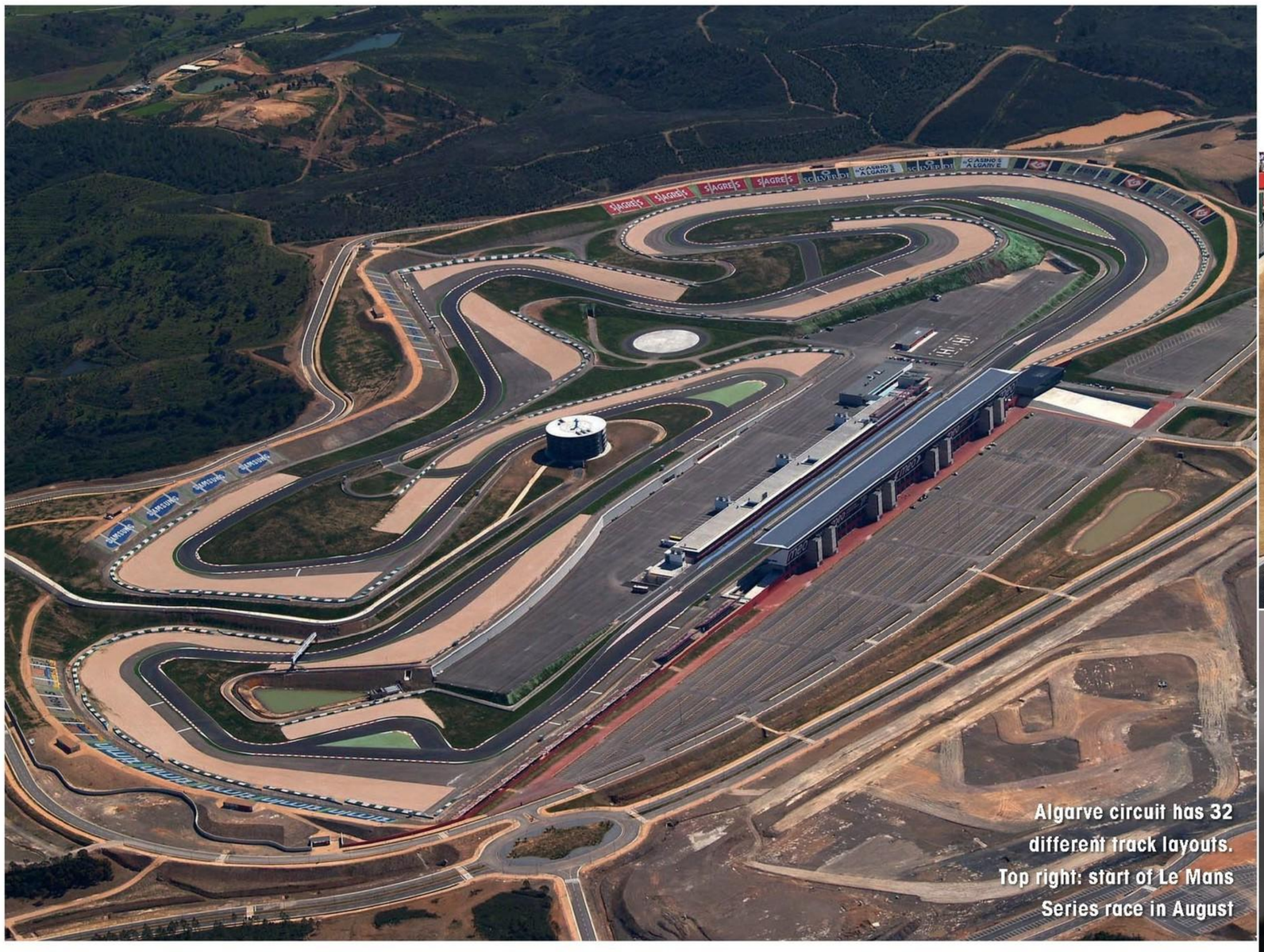

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Algarve circuit has 32 different track layouts. Top right: start of Le Mans Series race in August



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Toyota tester Kamui Kobayashi at Portimao on a rare cloudy day. Below: Dan Clarke's Team GB car at A1GP meeting

LAT



time to let the trees grow, but we think we will have a great track in a great region. Opening the facility in an economic downturn did not help us, but there wasn't really a choice. We are very proud of what we have achieved and of the praise we've received for the circuit. We were a bit worried that the track might be a little too radical, but now we have heard the reactions we're not worried."

Getting the circuit finished was a mad rush. The first event was the final round of the 2008 World Superbike Championship last October.

"When we started building that year I told people we would be finished in October," he recalls. "They all said 'October 2009?' They could not understand that it would all be built in just 10 months. Getting it done involved 2000 people, working shifts, 18 hours a day. Sometimes more.

"The biggest problem was the access road from the motorway. Finally the local government gave us the land, we built the road, then gave it back to the government. It was a rush, but we did it."

The Superbike event was a success. There were some serious traffic jams because things weren't totally ready, but there were also 90,000 spectators – and some good lessons learned.



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"We are very proud of what we have achieved"

PAULO PINHEIRO

"It proved that there was an audience for the right kind of events," says Pinheiro. The Superbike riders were bowled over by what they saw. Troy Corser said he loved the track and Yamaha team boss Massimo Meregalli spoke in glowing terms. "It is an unbelievable track," he said. "One of the most beautiful circuits in the world. They did a great job here – and all in 10 months."

A few weeks later the first Formula 1 test teams rolled into Portimao, led by McLaren and Ferrari. "It's a fantastic track," said McLaren test driver Pedro de la Rosa. "It looks like a roller-coaster. It is really enjoyable, especially for a test driver who is used to running on the same two or three tracks."

Fellow McLaren tester Gary Paffett was also enthusiastic. "It is a constant challenge," he said. "You go up, you go down, and it's hard to find the best lines and braking points."

Ferrari test driver Marc Gené said that it was "brilliant". Later that winter, Williams appeared at the track and test driver Nico Hulkenberg had his first taste of Portimao. "It's a great track," he said, "very safe, but it offers challenging ups and downs, fast and tight bends."

It was the same story when the A1GP circus arrived in April. "It really feels like a roller-coaster," said New Zealand's Earl Bamber. "I enjoyed it. It has a lot of blind corners – character-building corners."

Most recently Portimao has hosted the Le Mans Series. The race was carefully timed to start in the cool of the evening. It began just after seven and lasted for six hours, so that the cars were running in both daylight and darkness. The problem was that there wasn't much of a crowd for A1GP or the LMS. Pinheiro accepts that Portugal does not have a ready-made audience and that it may take time to build up interest.

"There's no real tradition of the sport in the region," he says. "I hope the circuit will help to introduce new generations to motor racing. This is going to be a mid-term project.

## ALGARVE CIRCUIT

Regardless of the size of the crowds we are going to continue building the audience. Since the departure of Tiago Monteiro there have been no Portuguese drivers in F1, but there are a number of good guys like Alvaro Parente and Filipe Albuquerque on the way up."

Building the audience is not just about racing, he adds. "It is about attracting people and giving them a good experience. It's about making sure they enjoy their visit and want to do it again. The circuit is open every day. People can come and look around and watch whatever action is going on. We have cars running most days and once a month we have a track day when anyone can come and try out the track in their own car. They can also lap the track as a passenger of a professional racing driver or take part in a racing school course. We also have a defensive driving course."

His aim is to build a racing community. The karting circuit and off-road centre will bring in visitors all year round. Pinheiro has done a deal with the local hotels so that they don't hike their prices when the races are on. The goal is to make sure that the fans keep coming back.

Part of the development is a Radisson hotel. There are also 160 apartments, luxuriously furnished and with access to a swimming pool, tennis courts and a solarium. They are carefully screened from the track. The target audience is the racing community with some money to invest. Buy one and you are guaranteed a seven per cent return for three years, as they are rented out when you are not using them.

The circuit has tried hard to be friendly to everyone, particularly the top-end customer. There's an impressive VIP tower in the centre of the circuit. This features 48 spacious hospitality areas with terrific views of the track, plus a large open area in the centre where exhibitions can be presented. It has direct underground access to the vast paddock area.

The kart circuit is nearly complete and the technology park is under construction. The aim is for teams to set up testing bases in Portugal. The F1 test ban has not helped, but A1GP might house its operations centre at the track – if it continues (see p23). "We have a contract," says Pinheiro. "The ball is now in their court."

The plan is for regular GP2 and World Touring Car Championship races, but what about a Grand Prix?

"It was not part of our plans to have an F1 race," he says. "But we'd like one. If it happens one day, that would be great. We've built a top-level racing facility, so that will obviously help us. Now it's up to the government. They would have to cover the cost of the sanctioning fees. It would be a huge boost to the circuit if they did that. They say they will do their best..."



Halls father and son engaged in Matra battle

REPORT

# TRACK PASSES MASTERS TEST

Sir Stirling Moss and Jackie Oliver were among the Masters racers to give Portimao the thumbs up on their first visit there

Time to put down the golf clubs and go racing. As the Masters teed off at Vilamoura, so the motor racing Masters battled it out along the coast at Portimao on a hot weekend in southern Portugal.

In October the Algarve Historic Festival made its debut at the new Autodromo Internacional Algarve on the eve of its first anniversary. And a wonderful track it is, a real drivers' circuit.

No historic event would be complete without Sir Stirling Moss, whose connections with racing in Portugal go back more than half a century. Before the days of Grands Prix in Lisbon and Oporto, Moss drove a Humber Snipe from Oslo to the Algarve in 89 hours, in return for a little financial reward. Last month he was back, racing his beautiful little Osca. This time it was in return for having his car fettled by Puxar Lustro, purveyor of a polish called 'Zymol' in the region.

"I tell you boy," said Stirling after qualifying, "this is a great track, difficult to learn, and I've had to keep an eye on the mirrors." This after he had studied his onboard camera on a laptop computer, and after he had sat high in the VIP tower, studying the lines for the corners. Such is the commitment of the man at 80 years old.

Moss was not the only Master to be impressed. Jackie Oliver, racing his BMW touring car, and Bobby Rahal in Chevron and Lola, were equally enthusiastic. "Great drivers' track," said Rahal, while Oliver, qualifying at the front, said: "Nice track, a bit of a challenge, but if they want a GP they'll need better run-offs and they might want to lower the crests." And they will have to find the money for Mr Ecclestone.

There was some good racing. Hall and Hall, Rick and Rob, fought side by side for victory in their Matra-Simcas, Rick taking the lead on the last lap after a backmarker came between them. The big blue French cars looked and sounded wonderful as they demolished the field.

The Tony Awards were presented as usual, Smith and Dron in fine form. The Bearded One easily won both his races in his gorgeous Ferrari Dino V12, while the Very Tall One nearly got Smith's Maserati 300S into the top three despite the engine refusing to start after a fuel stop.

The Algarve Festival looks set to become a popular date in the calendar. The sun shines, the track is magnificent. Might even tempt the locals away from all those golf courses. *Rob Widdows*






Ferrari and Connaught (left) kick up the dust at Portimao





Formula Juniors get sideways, but GT field fared better (left)

Jim Houlgrave

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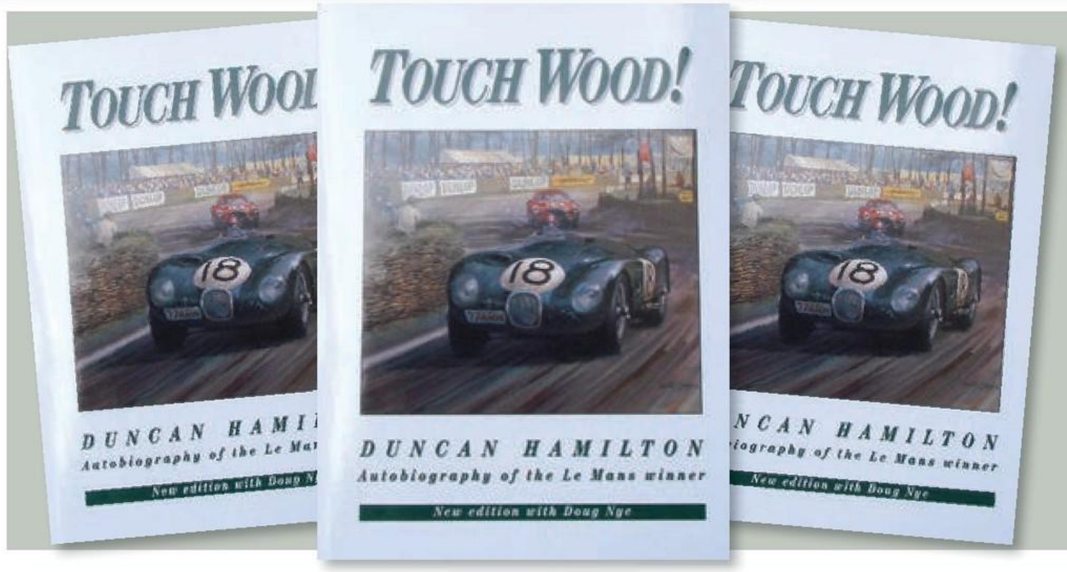
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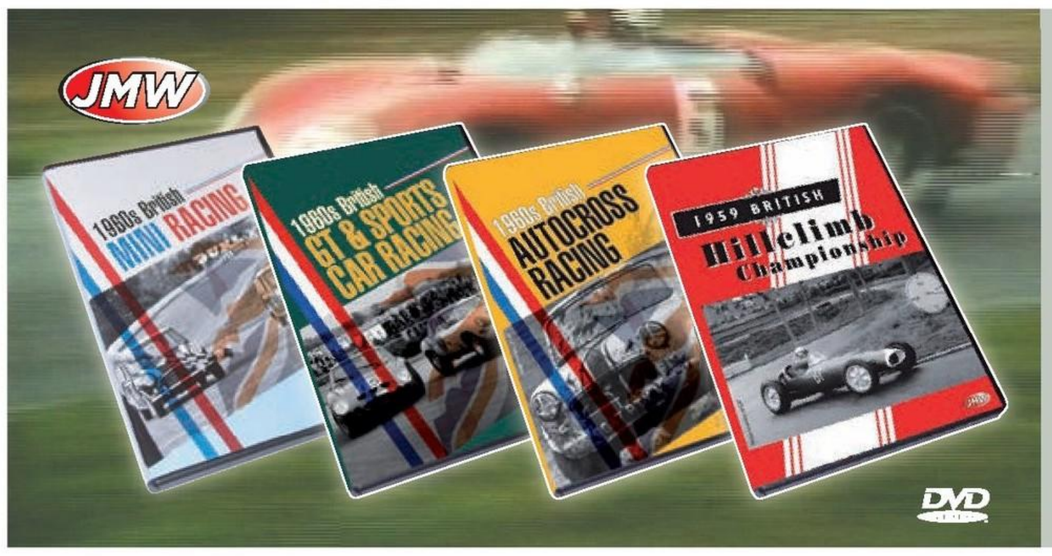
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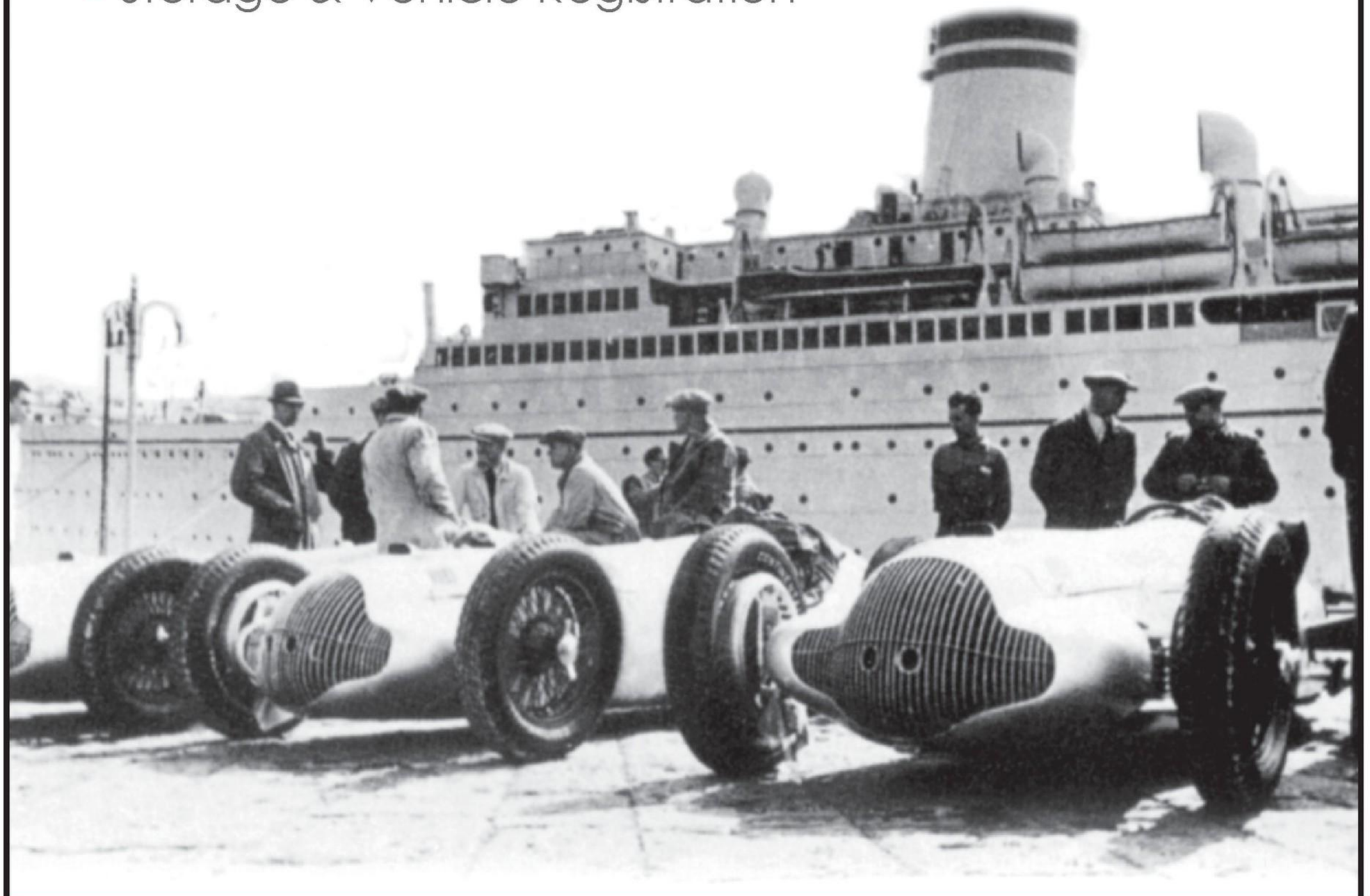
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# Classics to make Abu Dhabi debut

A SPECTACULAR NEW EVENT on the international historic racing calendar will give drivers the chance to compete on the Yas Marina track at Abu Dhabi in January, during the inaugural Abu Dhabi Motorsports Classic.

A partnership between the new Grand Prix circuit and Masters Historic Racing will allow five different categories to race on January 20-23, including Grand Prix Masters, World Sportscar Masters, Pre-61 Grand Prix Cars and Pre-66 GP Cars.

A special feature of the Abu Dhabi Classic will be a combined race for Le Mans cars of the 1950s and GT cars of the '60s. This will produce a grid spanning Jaguar D and E-types, Ferrari Testarossas, Maserati 300s and AC Cobras.

The event will run from Wednesday to Saturday and involves shipping five grids from Europe to the UAE, along with teams and all their equipment. Current plans are based on three races for each of the five grids, with one of the races to be run under floodlights.

Masters Series director Christopher Tate said: "We are thrilled to have developed this relationship with the Abu Dhabi circuit over the past eight months. The circuit, with its special variant for historic cars, is the most impressive I have seen anywhere in the world. This new event will be a huge boost to historic racing in general."

Richard Cregan of circuit operator Abu Dhabi Motorsports Management said: "Our mandate is to develop Yas Marina Circuit into a regional and international centre of motor sport excellence. These are cars that have never before raced in the Gulf region."

## Tasman series draws in Brits

NINE BRITISH DRIVERS WILL BE ON the grid in New Zealand this winter in the Tasman Cup Revival series for Formula 5000s. As well as races in New Zealand, starting at Manfeild on November 14/15, the schedule takes in two Bruce McLaren celebration events in January and two races in Australia in March.

The cars will race at the Phillip Island Classic meeting on March 20/21 and then support the Australian GP in Melbourne a week later. The back-to-back McLaren events will be at the new Hampton Downs track and Pukekohe.

Series regulars Frank and Judy Lyons and son Mick will return with two Lolas and the Eagle FA74. Mark Dwyer, the Melbourne winner in '09, will run his Lola T332, while first-time New Zealand visitors include Peter Dunn (March 73A), Neil Glover (Lola T330), Daryl Taylor (Chevron B28), Greg Thornton (Surtees TS11) and Mike Whatley (Surtees TS8).




Arnaud Meunier

## Thousands at Reims meeting

THE THIRD AUTOMOBILE EXCELLENCE weekend in Reims on September 25-27 attracted a strong crowd who gathered to watch 210 cars and bikes being demonstrated on the historic circuit.

As well as cars such as an Alfa Romeo Tipo 33, DB Le Mans and one of the Harrington Sunbeams, the weekend also featured the likes of Henri Pescarolo, Jean-Pierre Jabouille, Jean-Pierre Jaussaud, Patrick Tambay and Bruno Saby.

Bike stars Giacomo Agostini and Phil Read put on a great track display, while the Mille Miglia Maserati A6 GCS and the 1967 F2 Brabham BT23, which took victory in Gueux that year, also featured.

## Tiga looks for a new owner

THE ENTIRE TIGA RACE CARS company is up for sale, including drawings, body moulds, jigs and castings. The asking price is £325,000, which includes manufacturing and spares rights.

Tiga, created in 1974 by Tim Schenken and Howden Ganley, built a range of single-seaters and sports cars for categories including Formula Ford, FFord 2000, Formula Atlantic, Can-Am, Sports 2000, IMSA and Group C. Many of the almost 400 cars built are still in use. Among the assets are three GpC chassis. One 286 model is race-ready, while two others require completion.



DPPI

## Stars honour Angoulême

THE 70TH ANNIVERSARY OF THE first race on the Angoulême street circuit in France was marked by the annual Circuit des Remparts meeting in September. With a special focus on Matra, famous names at Angoulême included French superstars Jean-Pierre Beltoise, Henri Pescarolo, Jean-Pierre Jarier and Jean-Pierre Jabouille. Sir Jackie Stewart also attended.

The tight and twisty circuit in the heart of the historic walled city delivered a fine programme of races, the highlight being the pre-war event run in memory of Maurice Trintignant. It turned into a fierce contest between the Bugatti 35B of Jean-Marc Laffont and Dougal Cawley, whose hard-charging style in his Frazer Nash/GN 'Piglet' won the hearts of the spectators. After 16 laps, Laffont won by 1.5sec.

Eleven Alpine A110s had a race to themselves, won by Michel Closier, while Laffont also won the Bugatti race, a traditional highlight of the weekend.




Ian Wagstaff




# Kop Hill celebrates its hillclimb history

IT WAS APPROPRIATE THAT there were three Brescia Bugattis among the 250 car and motorcycle entry for September's Kop Hill 99th anniversary celebration. In 1925 Francis Giveen, an undergraduate who had acquired Raymond May's 'Cordon Bleu' Brescia, crashed there and broke a spectator's leg. As a direct result the RAC banned speed events on public roads, thus giving the Princes Risborough hillclimb an unfortunate place in UK motor sport history.

Around 5000 spectators watched this year's (naturally untimed) runs. Support came from Paddy Hopkirk, who opened the hill, and pop star Jay Kay, as well as GT teams Modena and Beechdean. Modena's Graham Schultz praised members of the British Motor Racing Marshals Club, under Ray Cook, for adding efficiency to "a typical British picnic hillclimb".

Reflecting the one-time importance of the area to hillclimbing, the oldest surviving Aston Martin, the recently restored 'A3', was among an eclectic entry. This ranged from the ex-Mike Hawthorn 1934 Riley Ulster Imp to the Austin Seven-based special built by Charles Cooper; from Dundrod TT class-winning Kieft to the Aston Martin Speed Competition in which Richard Stallebras was killed at the 1948 Spa 24 Hours.

Organiser Tony Davies has promised that this will now be an annual event, with the centenary runs taking place on September 25/26, 2010. *Ian Wagstaff*



Jeff Bloxham

## Noise row hits Spa classic

THE SPA CLASSIC SIX HOURS was almost cancelled the day before qualifying when a noise dispute over the classic Belgian track erupted. Only frantic negotiations with local and national officials allowed the meeting to go ahead, with final permission granted on the eve of qualifying. Most teams were already at Spa when the go-ahead was given.

The problem centres on noise generated through weekday use of the track and has been brought to a head by the Green Party, supported by a few local residents.

A senior Belgian minister finally signed the papers needed for the event to run, but further legal negotiations over the noise issue are expected.

"Since the complaint was made, the situation has changed," circuit boss Pierre-Alain Thibaut told Belgium's *Le Soir*. "The track has worked hard to reduce noise pollution and our relationship with local residents has improved."

## Show to toast Jowett's 60th

**THE JOWETT MARQUE WILL BE ONE OF THE FOCAL POINTS of this year's Classic Motor Show, which runs at the Birmingham NEC from November 13-15. Sixty years of Jowett in competition will be celebrated, and the Jowett Car Club will show a 1923 model that has competed since it was new, along with later Javelin and Jupiter models.**

**Paddy Hopkirk and Barrie Williams will head Mini 50th celebrations, while the Marcos Owners' Club will mark the company's half-century and show the 1995 Le Mans car.**

## RAC attracts strong entry

BRITISH RALLY STALWARTS Jeremy Easson and David Stokes are among the leading entries for the 2009 Roger Albert Clark Rally, which starts in Pickering on November 13 and finishes four days later in Carlisle.

The event, which recreates the classic Lombard RAC Rallies of the 1970s, will have a field of over 50 cars including Stig Blomqvist, winner of the inaugural event in 2004.

"It's the best rally of the year," said Easson, who has finished on the podium four times in five years. The action opens with a special stage in Langdale forest on the Friday evening.

## IN BRIEF

■ The 2010 dates for the two Goodwood events have been announced. The 18th running of the Goodwood Festival of Speed will take place over the weekend of July 2-4, while the Goodwood Revival meeting is set for September 17-19.

■ Dessie Nutt and Geraldine McBride have won the Dunlop/Gambia MSA British Historic Rally Championship for the second time in five years. The Northern Irish crew, driving a Tuthill-tended Porsche 911 in category one for pre-68 cars, clinched the title with victory on the Trackrod Historic Cup. "It is a good feeling to do it again, but it's also a relief," said Nutt after a season that started badly and included rolling out of June's Severn Valley Stages.

■ The Kenmare Historic Stages Rally, the December 6 event being organised by Killarney and District MC to replace the Killarney Historic Rally, will use some classic special stages, several of which have not been run since the Circuit of Ireland in the early '80s. A full 150-car field is expected.

■ A new stage layout will improve the viewing for fans at the Rally Show at Chatsworth, which will run on June 5/6 next year. The new layout should speed up the running of the 1.2-mile stage as the event celebrates 30 years of the Audi Quattro.

■ Musician Neil Primrose has bought the ex-Jo Bonnier Scuderia Fillipinetti 1972 Lola T290, and will race it alongside his existing Lola T212. The latest acquisition for the Travis drummer was raced by David Gathercole in the Classic Endurance season finale at Silverstone.

■ Singer Alvin Stardust will take part in the 2009 London to Brighton Veteran Car Run as a passenger in a 1902 Westfield in aid of BBC's Children in Need. Enthusiast Colin Ramsey bid £2000 for the third seat in the Westfield, joining Stardust and car owner Paul Noon on the annual run.

■ The Classic Rally Association will run a new event in 2010, called the Manx Classic Trial. The March 19-21 event will mix tests and regularity sections on some classic Isle of Man roads, such as Druidale and Tholt-y-Will. The event replaces Belgium's Poppy Rally, which will return in 2011.

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*The ex-works*

## Jim Clark / Alan Mann 1966 Ford Lotus Cortina KPU 386C

One of a batch of works cars originally built for the Ford Motor Company Competition Dept. at Boreham. KPU 386C was driven by Jim Clark in practice for his 1966 RAC Rally debut (as pictured) and also campaigned by Alan Mann.
By 1967 it was decommissioned by the Competition Dept. and used as a trial car for development of an Automatic Lotus Cortina.

Fully restored in the 1980's - fitted with original interior, plus correct works spec. Aluminium panels, an original short ratio gearbox with tail shaft and remote shift, aluminium bell housing and diff, plus long-range twin fuel tanks and fully rebuilt engine.

Works Lotus Cortinas in Monaco Red bearing the KPU works-series number plates are very rare and this car is in possibly better condition than new.

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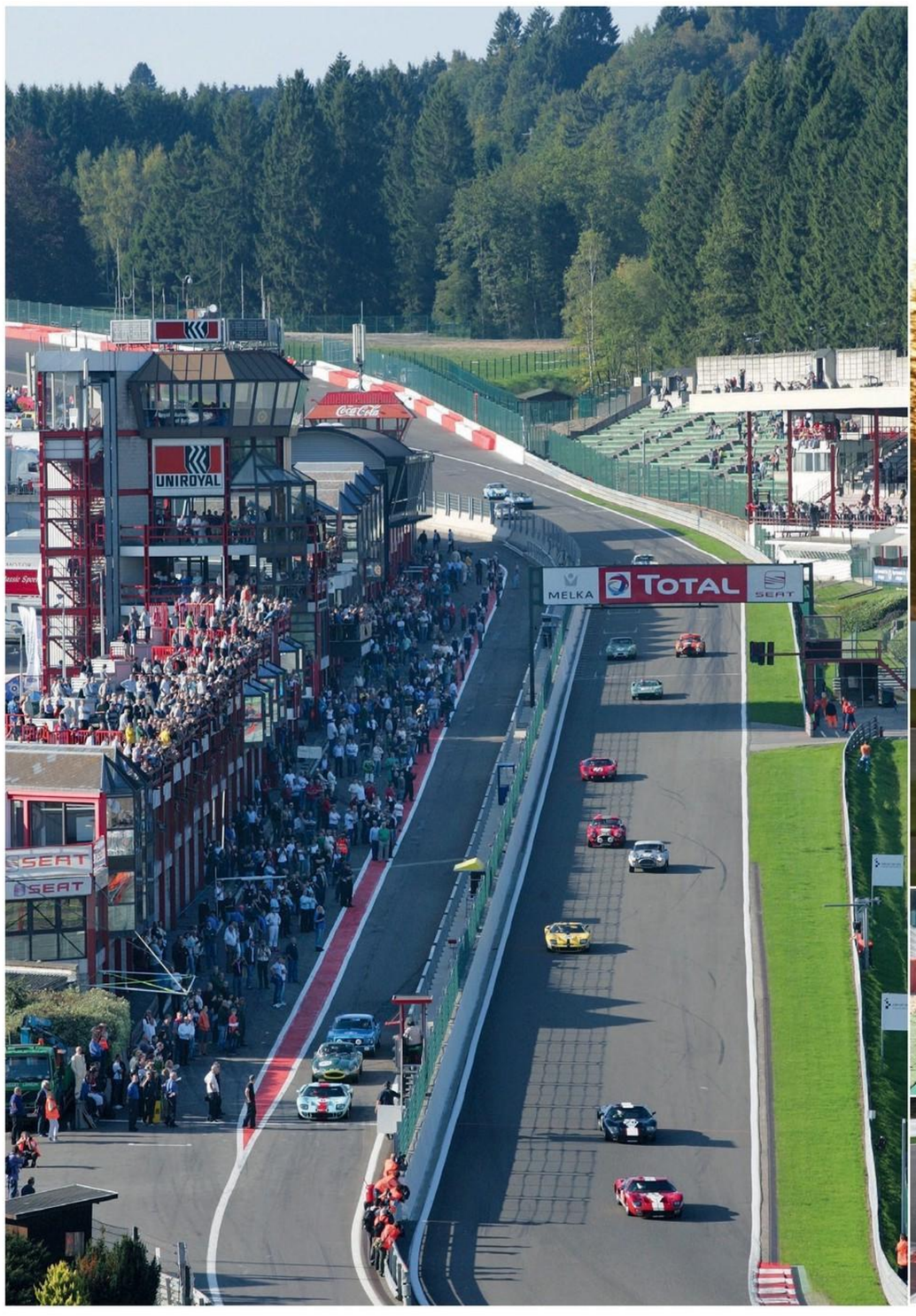



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Sun shines on winning GT40 after pit start (left). Below: Masters sports cars

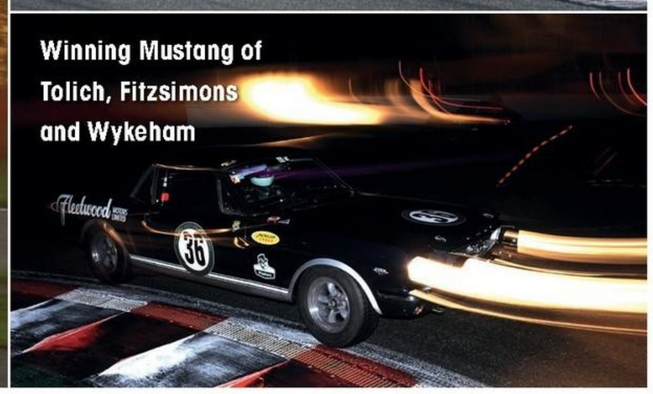








A variety of machinery graced GP Masters races




Winning Mustang of Tolich, Fitzsimons and Wykeham

# PITLANE TO PODIUM

## Shaun Lynn and Andrew Haddon upheld GT40 honour in the Spa Six Hours with a remarkable drive from 98th to first

**BY MARCUS PYE**

The growl of 4.7-litre Ford V8 engines on the breeze as darkness descended over Belgium's Ardennes region became more prevalent as the 17th annual Spa Six Hours cemented its place as the world's favourite endurance race for historic cars on September 26.

Jacky Ickx and Brian Redman's 1968 1000Kms victory apart, Ford's GT40 did not enjoy the greatest record on the old Francorchamps road circuit. In Pre-66 Grand Touring trim, however, and ranged against less exotic opposition on the current, shorter Formula 1 layout, the fabled model has been more successful.

This year's edition of the Roadbook organisation's classic featured a record seven GT40s pitched into battle against GT and Touring Car class opposition of which Shelby (AC) Cobra, Aston Martin DB4GT, Jaguar E-type, Shelby Mustang GT350 and TVR Griffith models had the most chance of springing a third successive surprise.

The GT40s of 2003 winner Christian Glaesel, fellow German Christopher Strahl and three-time champion Simon Hadfield set an unmatchable early pace, leaving the Cobras and E-types breathless. Glaesel and returning partner American Aaron Hsu extended a two-lap advantage before a collapsed rear wheel bearing put them out in the fifth hour.




Graf von Oeynhausen/ Stippler E-type was a winner

With Hadfield and Leo Voyazides delayed by alternator failure, victory fell to Glaesel's Lanzante team-mate Shaun Lynn, whose 2006-winning GT40 had started in the pitlane, 98th and last, having lost two engines in the preliminaries. Lynn, sharing with historic rally ace Andrew Haddon, conserved the 'bitza' motor to narrowly defeat the Cobras of '07 winner David Hart (the Dutchman teamed with compatriot Jeroen Bleekemolen and Rob Hall), and Grahame and Ollie Bryant with Andrew Smith.

Touring Car honours were going the way of Ford '289'-powered cars. Roger Wills/Joe Twyman were clear when their thudding Mercury Comet Cyclone broke, leaving the door open for the Fleetwood Motors Mustang of Kiwis Neil Tolich and David Fitzsimons, with Bill Wykeham.

The Lotus 79/2's historic Formula 1 debut, with American attorney Chris Locke up, made the Grand Prix Masters races, which also boasted two Williams FW07Cs and the unique ex-Tom Pryce Token of Belgian chef Christian Vanhee (pictured above). Only Manfredo Rossi (Brabham BT42/44) worried David Methley, who scored an impressive double in the ex-Patrick Neve March 761, which Patrick Head of Williams modified for the '77 season.

The Masters Sportscar race, in which Lola T70 Mk3Bs populated a fifth of the 52-car grid, was notable for the presence of Belgian Paul Grant's Healey SR, but was won by the Lola-Chevrolet of Martin Stretton/Jon Minshaw.

Germans Marcus Graf von Oeynhausen/ Frank Stippler in their rapid Jaguar E-type earned GT & Sports Racing Endurance honours after a cracking duel with the Shelby American Cobra Daytona Coupé of Christian Glaesel/ Ray Bellm before its engine tightened. Ⓜ

Charlie Wooding & Jeff Bloxham


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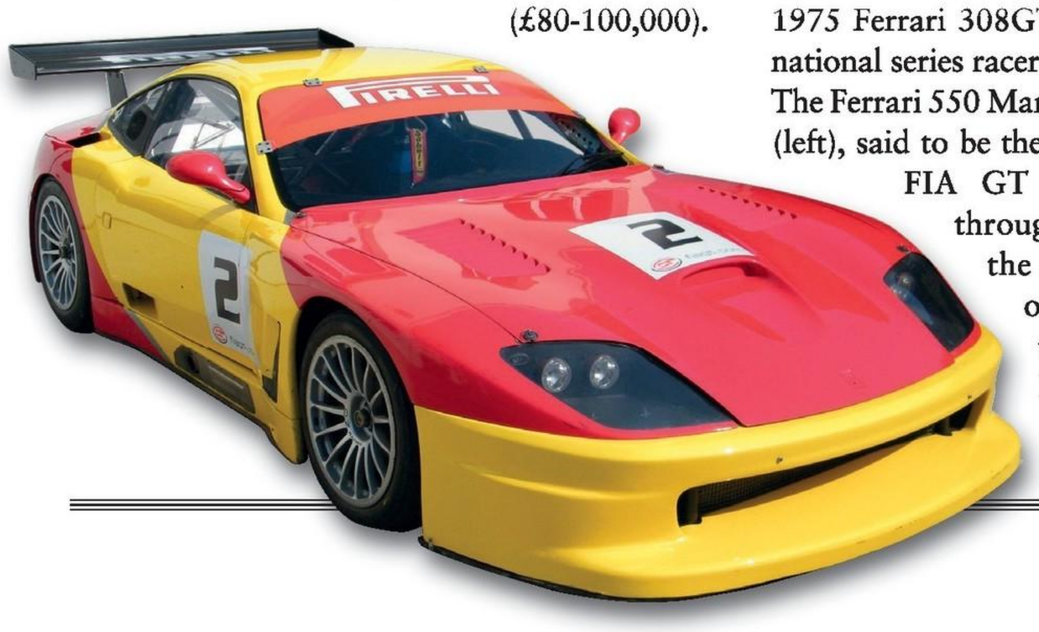
# Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

## – BONHAMS –

The inaugural auction at Reims was held the weekend after the Goodwood Revival sale and produced a mixed bag of results. The 1968 Ferrari 330GTS which sold for £418,050 and the Aston Martin DB5 saloon with original left-hand-drive steering (£267,640) were both excellent figures. But the 5-litre 1912 Bugatti T16, estimated at £1.6-2.2 million, failed to find a new home, as did the 1970 Aston Martin DB6 Mk2 Volante (£295-340,000) and the 1974 Renault Alpine A110 (£45-55,000).

Lots of note in the London-Brighton sale on October 30 included the ex-Lips Collection 1902 Panhard-Levassor Type A 7hp Rear Entrance Tonneau (£120-150,000) and the very unusual c1899 3½hp Hurtu Dos-à-dos (£80-100,000).




The Ferrari 550 Maranello 6-litre Competizione (left), said to be the only 550 prepared for the FIA GT series and campaigned throughout the 2003 season by the French JMB team, was offered at £240-265,000 and the race-prepared 1959 Lancia Appia Zagato GTE at £45-50,000.

## – COYS –

October is a busy month for Coys with both the Ascot and Padova auctions just a couple of weeks apart.

The annual Ascot sale generated good results on October 3. The beautifully restored 1964 Aston Martin DB5 saloon sold well at £202,500, the 1968 Porsche 911S went for £50,785 and the interesting but incomplete Halton-Tojeiro Climax special sold at £4200. The low-mileage Jaguar XJ220 achieved a healthy £133,500 and the vibrant 2009 Chevrolet Camaro SS 'Transformer edition' made £45,200.

The Padova sale in Italy was due to take place on October 24, after *Motor Sport* closed for press. The headline cars were the 'one owner from new' 1972 Lamborghini Miura SV and the 1975 Ferrari 308GTB ex-Carlo Facetti Italian national series racer (offered at £110-145,000).

## – CTS AUCTIONS –

Australian dealer Classic Throttle Shop has recently announced a new venture in CTS Auctions, with the inaugural sale taking place in Sydney on December 5.

The company will be led by ex-Bonhams and Goodman auctioneer Robert Glover, and has already shown a promising early lot list ➤➤➤

## FORTHCOMING AUCTIONS

■ **NOVEMBER 14 BONHAMS AND BUTTERFIELDS** Important Motor Cars, Motorcycles and Memorabilia, Petersen Automotive Museum, Los Angeles, USA *Tel: 001 415 861 7500*

■ **NOVEMBER 18 BONHAMS** Collectors' Motor Cars, Motorcycles and Automobilia, Yorkshire Event Centre, Harrogate, Yorkshire *Tel: 020 7447 7447*

■ **NOVEMBER 28 OLDTIMER GALERIE** 100 Classic Cars, Toffen, Switzerland *Tel: +41 (0) 318 196 161*

■ **NOVEMBER 29-DECEMBER 2 COYS** True Greats, Royal Horticultural Halls, London *Tel: 020 8614 7888*

■ **DECEMBER 6 BONHAMS** Collectors' Cars, Bikes, Boats and Automobilia, Sydney *Tel: 0061 2 8306 2206*

■ **DECEMBER 7 BONHAMS** Important Collectors' Motor Cars, Motorcycles and Automobilia, Olympia, London *Tel: 020 7447 7447*

■ **DECEMBER 7/8 BARONS** Classic Collectors' and Historic Cars, Esher Hall, Surrey *Tel: 02380 668413*

■ **DECEMBER 9 H&H SALES LTD** Classic Collectors' Cars, The Pavilion Gardens, Buxton, Derbyshire *Tel: 08458 334455*

■ **JANUARY 23 BONHAMS** Sale of Exceptional Motor Cars and Related Automobilia, Retromobile Salon, Porte de Versailles, France *Tel: 0033 1 42 61 10 11*

■ **JANUARY 22-25 SILVER AUCTIONS** Fort McDowell, Phoenix, Arizona, USA *Tel: 001 800 255 4485*

■ **JANUARY 20-24 RUSSO AND STEELE** Sports and Muscle Cars in Scottsdale, Phoenix Arizona USA *Tel: 001 602 252 2697*

■ **JANUARY 22 RM AUCTIONS** Automobiles of Arizona, Phoenix, Arizona USA *Tel: 001 519 352 4575*

■ **JANUARY 17-24 BARRETT JACKSON** Westworld of Scottsdale, Phoenix, Arizona, USA *Tel: 001 480 663 6255*

■ **JANUARY 23 GOODING AND COMPANY** The Scottsdale Auction, Phoenix, Arizona, USA *Tel: 001 310 899 1960*

including the Andy Rouse-built 1988-90 BTCC Ford Sierra Cosworth RS500 Turbo Group A, the ex-Jack Brabham Ford Escort MkI Mexico with which he won at Brands Hatch in October 1971 and 'The John Blanden Special' 1949 MG TC monoposto race car.

Interesting road cars include a one-owner 1949 HRG 1500 Sports Tourer, a 1962 Aston Martin DB4 S3 with Special Series engine, a 1968 Lamborghini Islero 2+2 Coupé and a newly restored 1970 Ferrari 365 GTB/4.

## – H&H AUCTIONS –

All eyes were on the 1934/37 MG K3 at the Pavilion Gardens on September 16 thanks to its fascinating continuous competition history. It sold on the day for £231,000. Next up was the 1957 AC Ace Bristol, an unrestored and original car which posted a strong result of £90,750. The 1972 Ferrari 246GT Dino seemed sensibly priced at £66,000 and the 1999 Aston Martin DB7 Vantage showed excellent value for money, going for £22,000.

H&H's next sale at the Haynes Motor


H&H hopes this ex-SCCA AC Ace might fetch £120,000

Museum was due to take place on October 29. Following on from the previous sales form, another AC Ace was on offer, this car being a former SCCA racer estimated at £100-120,000. There was also a 1964 MGB Roadster race car prepared with FIA papers at £13-15,000.

## – RM AUCTIONS –

The annual Vintage cars of Hershey sale was a great success with total sales generating £5.57m and 94 per cent of cars sold over the two-day auction. The 1931 Marmon Sixteen Convertible Coupé topped the scales at £316,323, and the Miller 91 front-drive engine made £181,717 – a vital purchase if you happen to have a spare Miller chassis and no motor! The 1949 Belanger Special Indy Roadster we mentioned last month made £117,777 and a 1930 Bugatti Type 44 Touring car sold for £114,357. It was due to be a busy October for RM too, with its UK sale Automobiles of London set for October 28 and located a mere five minutes' walk from the *Motor Sport* office.

## – BONHAMS & GOODMANS –

December's Sydney sale features one of only three race-spec De Tomaso Vallelungas built. This is the last Australian sale under the B&G banner, as Tim Goodman is forging a new link with Sothebys. Bonhams says it will shortly announce a new Australian operation of its own.

*Dylan Miles*

## AUCTION RESULTS

**SEPTEMBER 16 H&H SALES LTD**
- 1957 AC Ace Bristol: £90,750
- 1957 Allard Palm Beach MkII GT: £44,000
- 1965/2005 Jaguar Suffolk SS100 Evocation: £34,100

**SEPTEMBER 19/20 COYS**
*Please note that prices do not include commission for this sale*
- 1925 Amilcar C4 Model France Convertible: £6122
- 1924 Berliet Tourer Convertible: £8081
- 1970 Dodge Super Bee Two-door Hardtop: £20,815
- 1959 Jaguar XK 150 Fixed Head Coupé: £17,754
- 1915 Van Blerck 17-litre Roadster: £87,209

**SEPTEMBER 26 BONHAMS**
- 1938 BMW 326 Cabriolet by Gläser: £32,961
- 1955 Mercedes-Benz 300SL 'Gullwing' Coupé: £314,076
- 1924 Bugatti Type 30/38 Tourer: £139,159
- 1964 Fournier-Marcadier R1130 Barchette: £24,065
- 1965 Lancia Flaminia Convertible: £46,041

**OCTOBER 8/9 RM AUCTIONS**
- 1931 Marmon Sixteen Convertible Coupé: £316,323
- 1949 Belanger Special Indy Roadster: £117,777
- 1934 Pierce-Arrow Eight Silver Arrow Coupé: £114,357
- 1930 Bugatti Type 44 Touring: £114,357
- 1957 Dual-Ghia Convertible: £110,993
- 1958 Ferrari 250GT Pininfarina Coupé: £89,145

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

# Around the dealers

COMPETITION CARS CURRENTLY FOR SALE HERE AND ABROAD



### 1952 JAGUAR C-TYPE

Chassis XKC 016 was delivered in December 1952 to Henri Peignaux of Lyon. It was ordered in a special blue with red interior. Early competition history includes the 1953 Soleil Cannes Rally and Mille Miglia. It was campaigned by John Harper from 1992 to 2002. The car has an uncontested chassis number and a continuous history.

*www.classic-car-london.com*
*020 8871 1357*



### 1985 LOLA-NISSAN T810

Campaigned in 1985-86 and used by Nissan as a show car thereafter until its sale in 1990 to the current owner. Restored extensively in 2007. $550,000.

*www.johnstarkeycars.com*
*001 727 384 1179*



### 1971 FERRARI 365 GTB4

One of four works Series 1 Alloy Competition Daytonas, raced in 1971 Tour de France, '72 Le Mans and upgraded in period to Series 3 FIA GR/4 configuration. POA

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# Louisa Skipper's DIARY



More than 100 Maseratis were on show at Goodwood House

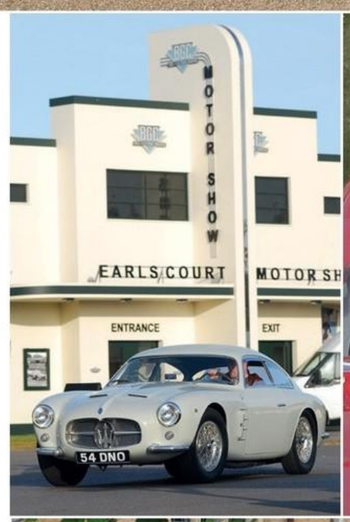




Nick Mason and happy passenger









Louisa with Sir Stirling in his Osca FS 372



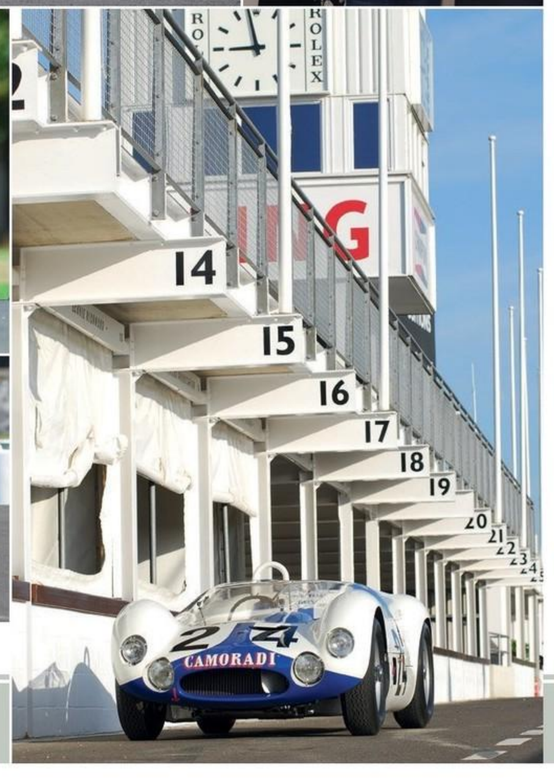
Jodie Kidd in the Maserati GranCabrio





Silvia Pini, Pierluigi Santoro and Louisa







## MASERATI MAKES ITS MARK ON GOODWOOD

More than 100 classic Maseratis travelled from seven countries, including Australia, for the recent International Rally hosted by the Maserati Club UK.

The event began at Goodwood with a track day for classic road cars and a few racers. On day two a road route through the Sussex countryside took participants to the Glyndebourne estate, before returning to Goodwood House for a magnificent reception and dinner. The new Maserati GranCabrio was on display, fresh from its UK premiere.

On the final day participants tackled the hillclimb outside Goodwood House, for which I joined Sir Stirling Moss in his 1957 Osca FS 372. The Concours D'Elegance also took place outside the main house, which was won by Sicilian father-and-son team Roberto and Antonino Ricciardello with their black Maserati Shamal. Sir Stirling presented their prize – a model of the CMC Maserati Birdcage mounted in a special presentation case.

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## 10 FEBRUARY 2010


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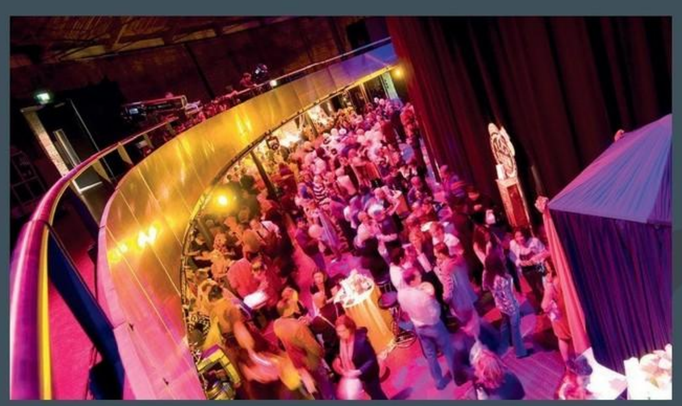
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# the time is coming...

10 February 2010

*Motor Sport* will be hosting a gala event at
The Roundhouse, London's celebrated cultural landmark.



## the new motoring event of the year

*Motor Sport* will be initiating motor racing heroes into the first Hall of Fame. This aims to be a major international annual event in the motoring calendar with an extremely high-profile audience, held in association with a select number of prestigious sponsors.



## how you can be a part of the Hall of Fame

*Motor Sport* is offering select sponsorship packages to companies with the right brand fit. This will be a unique new event in the motoring calendar, and it will benefit from the relaxed and intimate atmosphere of The Roundhouse.

# BMW M3

Its great rival the Sierra Cosworth was faster, but the M3 won on reliability – quite literally, with numerous title successes. So surely a Group A revival series beckons...

**BY RICHARD HESELTINE**




Winfried Vogt/Dieter Quester took M3 to Donington 500 win in '87. Left: Roger Stanford is historic front-runner in M3. Right: Bernard Béguin showed car's rally prowess, winning '87 Tour de Corse

Never underestimate how denial can pass for self-confidence. Drive a first-generation BMW M3 on a track – drive one anywhere – and it's immediately clear that the passing of a few decades hasn't blunted its edge. Only yours. No matter, this car flatters your input to the point that you are indeed a circuit star, the M3 being two parts pure-bred racer, one part non-threatening, nursery slopes learning tool.

Unlike the majority of homologation specials where brute power trumps any kind of nuance, here you can do just about *anything* and it will try and help you. Get it right and suddenly you feel like Roberto Ravaglia taking the fight to be-winged Ford Sierra Cosworths, or Steve Soper on one of his famous charges through the pack. Maybe even Bernard Béguin sneaking a win on the 1987 Tour de Course – this box-arched BMW was nothing if not adaptable.




CTCRC

"It's one of my favourite cars; like an RS2000 with grip"

BARRIE WILLIAMS

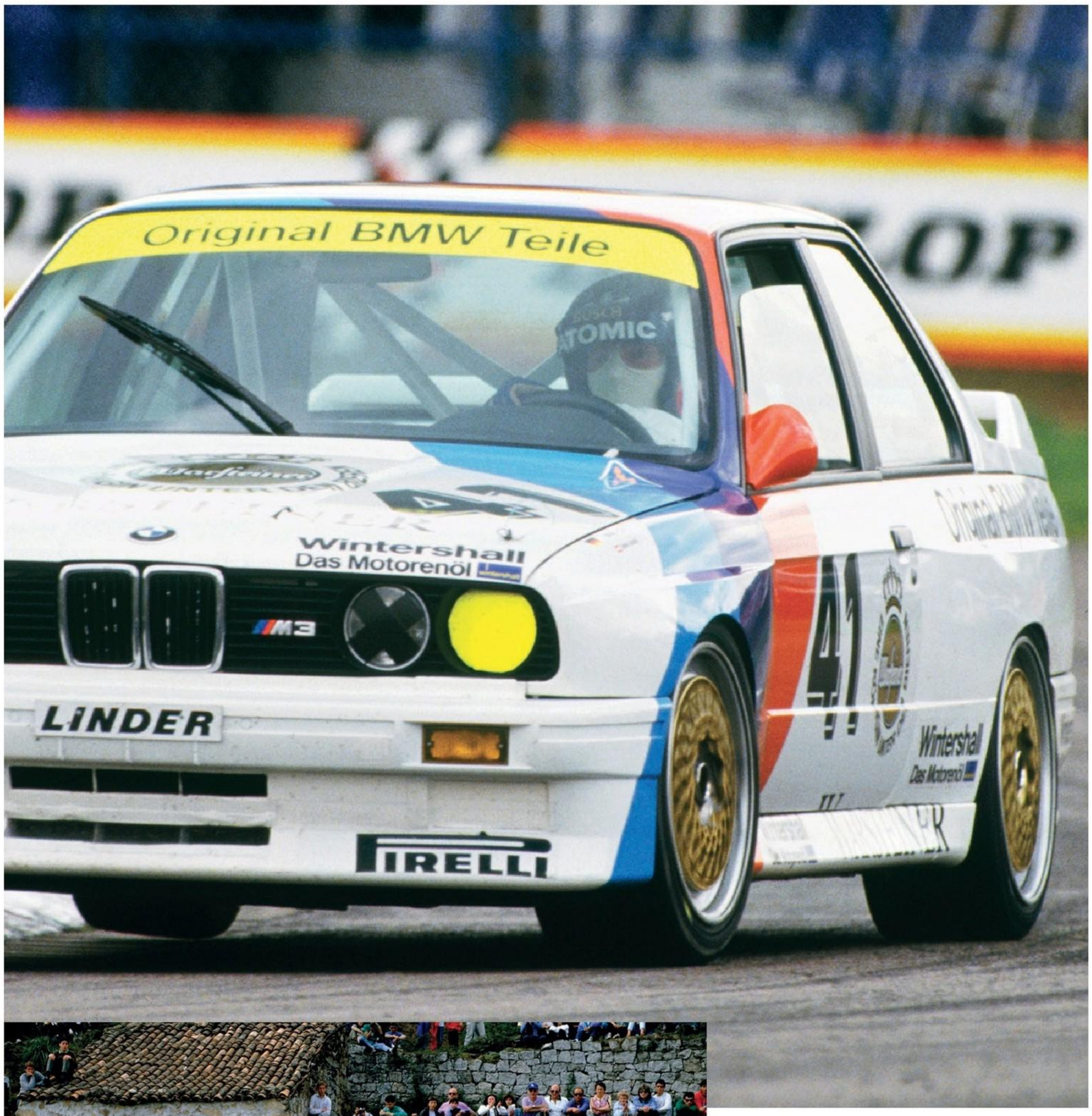
Whatever your predilection, one thing is abundantly clear: the M3 is as toweringly impressive as everyone says it is. Nostalgia has a habit of trapping icons of our youth in the amber of our imaginations and, if your formative years were the 1980s, the M3 is in many ways 'our' 250GTO or 911 2.7 Carrera RS. A bit of a stretch, perhaps, but this car pulled off hipness and widespread appeal at the same time *before* you factored in its motor sport pedigree. That's quite an achievement.

And as we all know by rote, when manufacturers build a run of competition-orientated vehicles, they tend to massively underestimate expected demand. When the M3 was first mooted, few BMW insiders thought they would be able to shift the requisite 5000 cars needed to satisfy homologation requirements. Between 1986 and 1990, it made 17,970 (including 786 convertibles) with close on a quarter of them heading Stateside.

This being BMW, the M3's nosebleed-inducing ascent to greatness wasn't actually the work of a moment. When international touring car regulations changed over to Group A (from Group 1) for 1982, the steep homologation production requirements left the Bayerische firm on the back foot. Armed with the 528i, BMW was a points-scorer, but this four-door saloon lacked straightline speed. A switch to the 635CSi coupé for '83 (in association with Schnitzer Motorsport) merely papered over the cracks: because its 24-valve (S38) straight-six hadn't been made in sufficient numbers BMW had to compete with the 12-valve 635 model rather than its flagship M6.

Nonetheless, Dieter Quester still managed to capture that year's European Touring Car Championship drivers' crown, but it was clear that BMW was losing the horsepower race. Tom Walkinshaw's fabulous Jaguar XJ-S and Rover SD1 challengers, along with the Team Eggenberger Volvos, served to momentarily stem the tide of titles heading back to Germany. Something needed to be done.

Enter the M3. The car was actually conceived as far back as 1981 but, unlike so many similar performance variations of regular production cars, this one was altogether different: rather than take a normal road car and convert it for track use, BMW created a racing car and then figured out how to make it saleable. Nominally based on the existing 3-series, the new strain featured a new iron-block four-banger derived in part from the proven S38 six-cylinder engine. Suspension was by BMW's preferred method of MacPherson struts up front and trailing arms at the rear, while 20 separate alterations and additions re-profiled the bodyshell: this was more than just an exercise in bolting on spoilers, with only the bonnet being common to both the M3 and a regular 3-series model. Even the rake of the rear screen was adjusted to improve airflow to the rear spoiler. Just the right side of




LAT



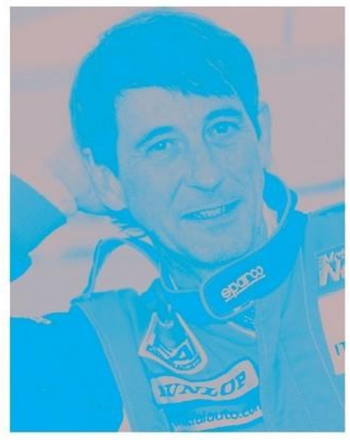

LAT

flashy, the physical metamorphosis was both dramatic and captivating if viewed only as a styling exercise.

Though it was the first car designed and developed within BMW Motorsport's Garching facility, production models were built in batches at the regular Munich plant, with future progressions mirroring developments on-track. And it was at Monza on March 22, 1987 that the M3 made its competition debut. The first round of the original, one-year-only World Touring Car Championship was a disaster for the marque: the factory-backed M3s were disqualified from the top six finishing positions, their lightweight body panels being deemed a wee bit *too* light. Not that arch-rival Ford was able to capitalise as the leading Sierra Cosworth entries were outlawed beforehand for having illegal engine management systems.

And it was this M3 versus 'Cossie' duel that made touring car racing so compelling in the late '80s: Ford often had the edge in performance but not always in reliability. It claimed the WTCC manufacturers' title although the consistent Roberto Ravaglia sealed the drivers' crown for BMW (thanks in no small part to wingman Emanuele Pirro). And so it continued a year on in the final season of the original European Touring Car Championship. The Blue Oval's RS500 evolution was blisteringly quick and could be tuned to produce more than 500bhp. BMW didn't exceed 360bhp aside from when racing under looser German series regulations. Nonetheless, superior reliability helped Ravaglia to another title.

That same year M3 charger Frank Sytner claimed Class B and the overall British Touring Car Championship drivers' spoils, Jean-Pierre Malcher the French equivalent. Throw in ➤➤➤



## "I RACED ONE"

### IAN FLUX

*This fan favourite held a potential sponsor captive just to land a BTCC drive in an M3*

"I had my first go in one back in 1989. That was courtesy of my old Formula Atlantic team-mate, Masanori Sekiya. I drove at Suzuka and Tsukuba in a 2.3-litre car. I had my first drive of a 2-litre version at the final round of the BTCC in 1990 where I replaced John Llewellyn. The following year I contested the series – the first year of Super Touring – in a car run by BRR Motorsport (Matt Neal and Val Musetti also did a race each). I got some sponsorship from Halfords through Gil Duffy who was a director. Ian Taylor and I used to do corporate track days for Rover and Gil was there: I got him in a car and, instead of doing the usual three laps, I told him I wouldn't stop until he agreed to sponsor me!

"The drive I remember most was the 1992 British GP support race: that year I was with Roy Kennedy Racing. I cocked up qualifying and knew I had a lot resting on the outcome. If I did well, there was a chance Halfords would carry on until the end of the year. On the third lap I made a pitstop. Roy asked me: 'What's wrong?' I told him: 'Nothing, just leave the bonnet up.' I knew there was a massive screen opposite so we were getting plenty of coverage. I then waited until everyone had gone through Bridge and I came out in front of the leaders and stayed there. Halfords got a *lot* of exposure when it was shown on TV and stayed on board..."

Dutch (Arthur van Dedem), Swedish (Lennart Bohlin) and FIA Asia-Pacific (Trevor Crowe) honours, and the M3's impact cannot be underestimated. Just to rub it in, BMW's successes that year weren't merely restricted to the roundy-round stuff either. Consider this: in addition to guiding Sytner to BTCC glory, factory-backed Prodrive also steered Patrick Snijers to the Belgian Rally Championship and almost snared the overall European Rally Championship crown for BMW, too.

Variations of the M3 garnered results with engine capacities spanning 2- to 2.5-litres, the 1988 Evolution road car featuring lighter body panels and various aerodynamic tweaks, all of which aided BMW's trackside campaign. Although the RS500 was usually out front, the M3 was a winner over a longer period. It won the German title twice, taking 40 wins from 120 starts before it was pensioned off from frontline works use in 1992 – a full two years after manufacture ended.

In short, it would be easier to list the series the car didn't conquer. By our own admittedly pub-based reckoning, the little (well compared to the current iteration…) M3 collected 30 titles in period (and yes, that does include Silvan Lulik's Yugoslavian rally crown). BMW itself announced late in 1991 that there were 250 examples then actively racing worldwide. The M division itself supplied 270 Group A 'kits' and a further 60 Group N packages: not bad for a car that was deemed unlikely to earn a profit and one that was rarely the *fastest* race car out there.

One of the model's greatest cheerleaders is the evergreen Barrie Williams. The world's fastest septuagenarian experienced the car in period both in near-standard production-spec and full-house touring car configuration. 'Whizzo' remains smitten. "It's one of my favourite cars; like a Ford Escort RS2000 with grip," he laughs. "The M3 always was very progressive and never remotely vicious. It did everything you asked of it.

"My first drive of one was in 1988, sharing Godfrey Hall's car in the one-hour BTCC race at Donington where we were second in class behind the Prodrive car. I also shared it in the Tourist Trophy at Silverstone but we didn't finish. In 1989 I drove Alan Minshaw's car there in the GP support race. We had second-hand rubber and weren't expected to feature, but I was running second in class until a tyre went pop going through Woodcote. I also shared Matt Neal's Group N car in that year's Silverstone 500Kms. Matt and I were easy on the brakes and tried to conserve as much fuel as we could. We made one less pitstop than our nearest rivals and won outright. It was such a nice car: I remember going to see Heini Mader in Geneva who did the Group N engines. He told me that it was impossible to really blueprint them as they were perfectly assembled to begin with.

"Well, I drove that same car when it was owned by Graham Coombs and later by my old mate Nigel Corner. In 1992 Nigel decided that he was going to do some endurance racing and entered us in the Nürburgring 24 Hours, which was run on the Nordschleife. We finished first in Group N and a fortnight later we were at Snetterton for the Willhire 24 Hours. We also had Matt Neal and the mad Swiss (Alain Menu) in the car, and were leading until the car packed up on the Sunday morning. Somebody forgot to tape up the front of the air cooler and oil start leaking out. Then in August we went over to do the 24 Hours at Spa. Werner Karther joined us and we won Group N again. I loved that car and to do three long-distance races in seven weeks tells you just how robust it was."

All of which has served the clubman racer well ever since the model ended its career in the mainstream. With E30-generation M3s latterly becoming historic, and the likes of Roger Stanford being a front-runner in the CTCRC's Pre-93 Touring Car Championship, it's only a matter of time before someone initiates an era-specific Group A/Super Touring Revival series with period-built machinery. It's not as though there aren't enough original cars. Original drivers, too, with Williams being keen to see it happen. "When you put an artist like Steve Soper in an M3, you knew you were seeing something special. People still remember these cars. I did a track day in one not all that long ago and was still smiling two hours later. I would *love* to have another go." Ⓜ

## ONE TO BUY

*BMW M3 – POA*

*From: ETS Vanderveken, Brussels, Belgium*
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Though not conceived as a rally weapon, the M3 proved equally adept off piste in an era when four-wheel drive ruled. This car was built in 1988 by Prodrive and used on several classic rallies including the Monte Carlo, Corsican and 1000 Lakes. Drivers included the legendary Ari Vatanen and Belgian all-rounder Marc Duez. The car returned to Prodrive's Banbury factory in 1990 where it was converted to right-hand drive for Peter Lloyd, who rallied it extensively in the UK. The car is now being returned to its original left-hand drive configuration and still carries the Prodrive registration number, EDZ 4386.

## OTHERS TO CONSIDER



*FORD SIERRA RS500*
A touring car legend with more than 500bhp in Group A spec. Not as forgiving as an M3, though. Not even close.




*NISSAN SKYLINE GT-R R32*
'Godzilla' triumphed everywhere, from Spa to Bathurst. First car deemed worthy to wear revered GT-R tag since the early '70s, too.



*ALFA ROMEO 75*
An underrated road car, but never came close to unseating Ford or BMW on a regular basis in either BTCC or internationally.

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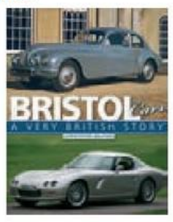
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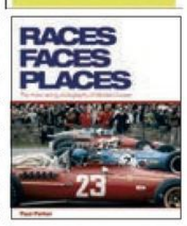
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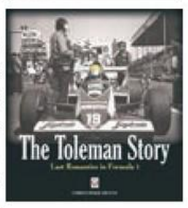
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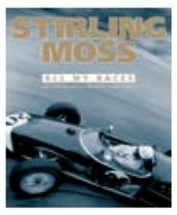


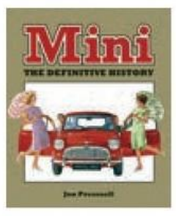






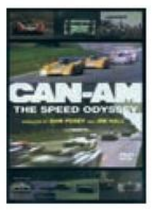



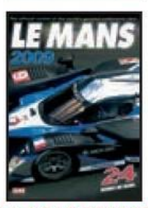










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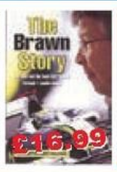


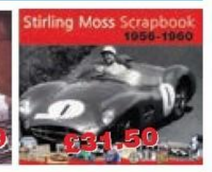











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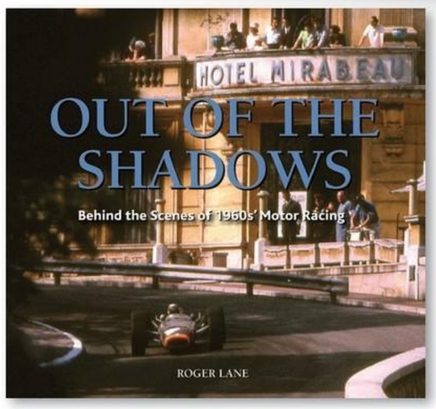
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# Reviews




## OUT OF THE SHADOWS

BEHIND THE SCENES OF 1960s MOTOR RACING

ROGER LANE

Following a positive response from his inclusion in *Motor Sport's* You Were There feature a few years ago, Roger Lane has taken the plunge and published his photographs in a 144-page book.

The images, taken for the Agfa Gevaert company after the advertising manager assigned Lane to capture "the colour and atmosphere of international motor racing", range from saloon car events at Silverstone to all the glamour of the Monaco Grand Prix.

From the privileged position of being behind the scenes at some of motor racing's most important meetings, Lane brings you a wonderful inside look at the world of 1960s motor sport. Particular attention is paid to Graham Hill, Jackie Stewart, Jochen Rindt and Jacky Ickx, but the images of paddock life and the 'colour and fashion' of motor racing are of equal interest. Especially for those who didn't experience it first hand.

The photos are divided into different race meetings, and Lane provides an introduction to each group of images and explains how he took them. Even though some of his earlier images are not of the highest quality, this is still a great collection. If they were good enough to be printed in *Motor Sport*, they're certainly worthy of a £25 book now… **EF**

**Published by Halsgrove Publishing, ISBN 978 1 84114 925 7, £24.99**




## PORSCHE 917 X17

THE CARS AND DRIVERS IN STUDIO

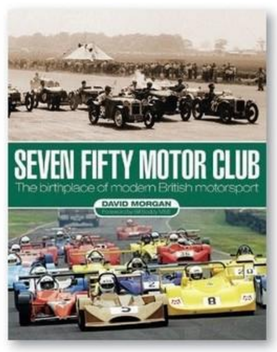
JEFFREY R ZWART

Fantastic studio shots of the 917 and some great insight from drivers who raced the car in period are included in this beautifully-bound tome.

Zwart, who fell in love with the 917 after watching *Le Mans,* is a filmmaker who specialises in "high-action commercials", but that hasn't impeded him here. Quite simply, these are some of the most stunning static shots of 917s we've seen.

Words from Derek Bell, Vic Elford, Jackie Oliver, David Piper, Gérard Larrousse, Brian Redman and Hurley Haywood help make this a must-have for 917 fans, although don't expect a blow-by-blow account of its racing efforts or any race results. **EF**

**Published by David Bull Publishing, ISBN 978 1 935007 04 3, $149.95**




## SEVEN FIFTY MOTOR CLUB

THE BIRTHPLACE OF MODERN BRITISH MOTORSPORT

DAVID MORGAN

This well-researched book has a foreword by our own Bill Boddy, founder member of the 750MC. The club's history is recounted year by year, from its formation in 1939 up to events in 2008. There's a chapter on the Austin Seven (naturally), the club's various racing categories and its future. Peppering the text is a wonderful array of photos, and sidebars focus on the club's more famous members and milestones.

The 750MC's place in British motor racing cannot be understated – its 'everyman' formula helped to pioneer an industry, making Morgan's effort essential reading. **GB**

**Published by Haynes, ISBN 978 1 84425 716, £30**




## MARCOS

MAKING MY MARQUE

JEM MARSH

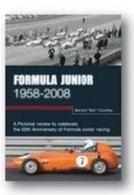
Marcos celebrates its 50th anniversary in 2009 – a perfect time for founder Jem Marsh to present his account of a much-loved eccentric British sports car marque. The book draws on many personal photos, starting with his father Kenneth's hillclimb exploits, before moving on to Jem's early experiments with specials, including a fascinating period when he became a stunt driver.

The Marcos heyday of the 1960s is central, but there are also interesting chunks on the rediscovery of the 'Jackie Stewart car' and the revival years of the '90s. The book has a home-made quality (to put it politely), but perhaps that is fitting for a marque that never forgot its roots as a builder of 'specials'. **DS**

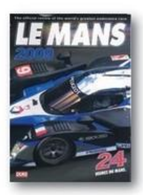
**Published by Poulton Lodge Publishing, ISBN 978 0 9562968 0 1, £39.95**




A LITTLE GOES A LONG WAY Simon Park Ignore the occasional typo and you won't be disappointed with this tale. A very amusing and occasionally hilarious account of doing the London to Sydney marathon in a Mini. Brilliant. **Published by Trafford Publishing, ISBN 978 1 4251 85084, £9.99**

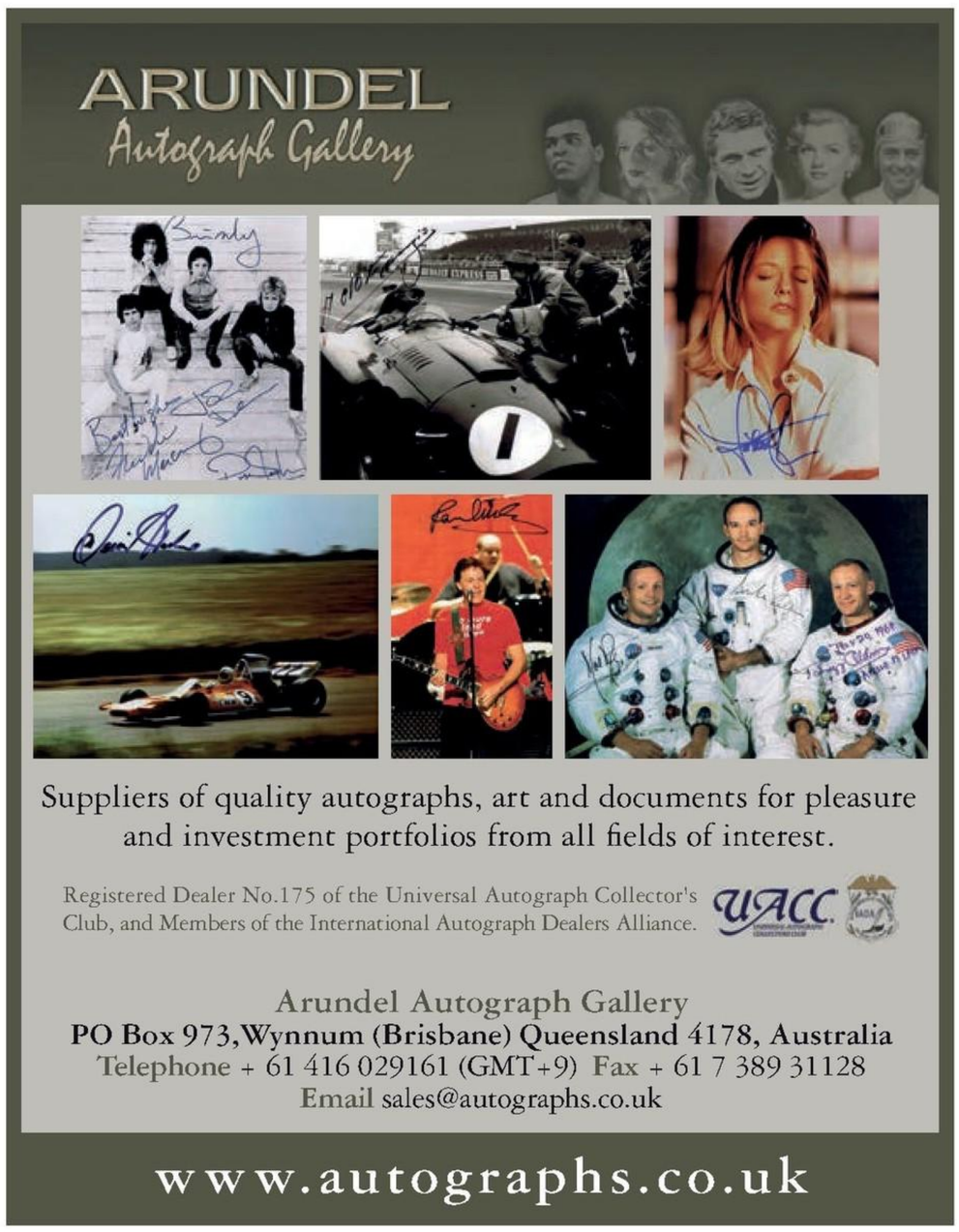



FORMULA JUNIOR 1958-2008 Bernard 'Ben' Cowdrey A very thorough little pictorial book about the history of Formula Junior, which includes race results as well as some interesting photos. **Published by Bernard Cowdrey, contact Ben at ben.cowdrey@btinternet.com, £15**




LE MANS 2009 This slightly drawn out and repetitive review does include some great onboard footage along with plenty of driver interviews and race action. This year's 24 Hours was significant, so it's probably worth the investment. **Produced by Duke, www.dukevideo.com, £16.63**




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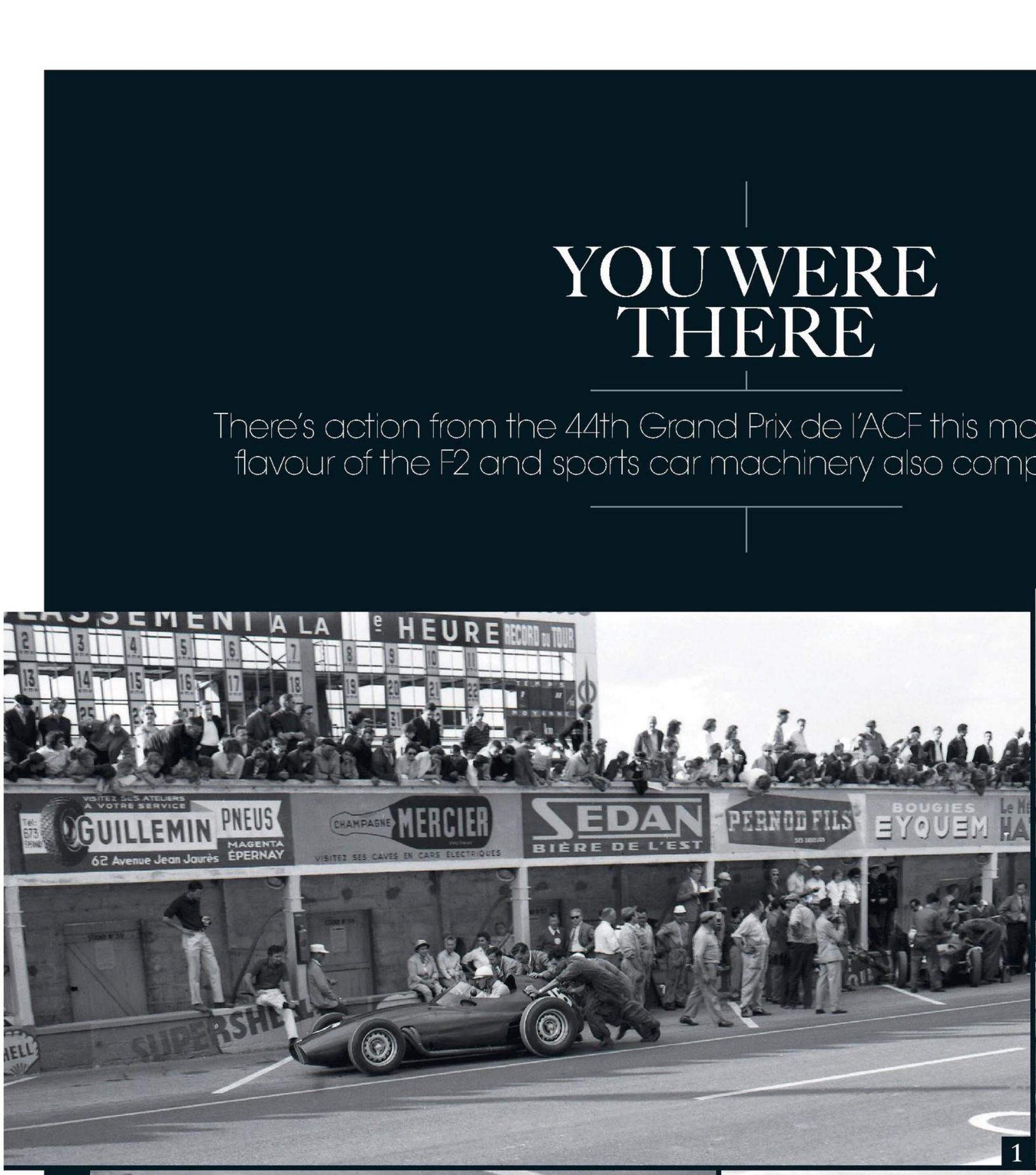
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# YOU WERE THERE

There's action from the 44th Grand Prix de l'ACF this month, as well as a flavour of the F2 and sports car machinery also competing at Reims




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## NEVILLE CARR

The 1958 French GP at Reims was Juan Manuel Fangio's final F1 race, and Mr Carr joined a crowd at the first corner to watch the great Argentinian in Friday practice, driving a Maserati 250F. "I was standing just behind Mr W Boddy, who was expounding on the merits of a Facel Vega he had recently road-tested," he recalls. {1} Harry Schell gets a helping hand, but he retired the BRM P25 with an overheating engine. {2} Porsche 550 awaits a driver. {3} Hawthorn (4), Musso (2) and von Trips (6) Ferrari D246s are guarded. {4} Luigi Musso crashed fatally in the GP while running second. {5} Stirling Moss drove the Vanwall to second, but couldn't catch Hawthorn. {6} No protection for pitlane. {7} Fangio's works 250F sits ahead of private examples driven by Hill (36) and Bonnier (38). {8} Practice shot shows Reims' wide-open spaces. {9} Roy Salvadori's Cooper-Climax retired from F2 race with mechanical woes. {10} Fangio talks car set-up? {11} Von Trips and Musso cars receive attention. {12} Scuderia Centro-Sud 250Fs of Gerino Gerini (32), Troy Ruttman (30) and Carroll Shelby (28). {13} Ferrari 250 GTs dominated 12-hour Gran Turismo race. {14} Francisco Godia's privately-run 250F. He spun out of what was his final Grand Prix.

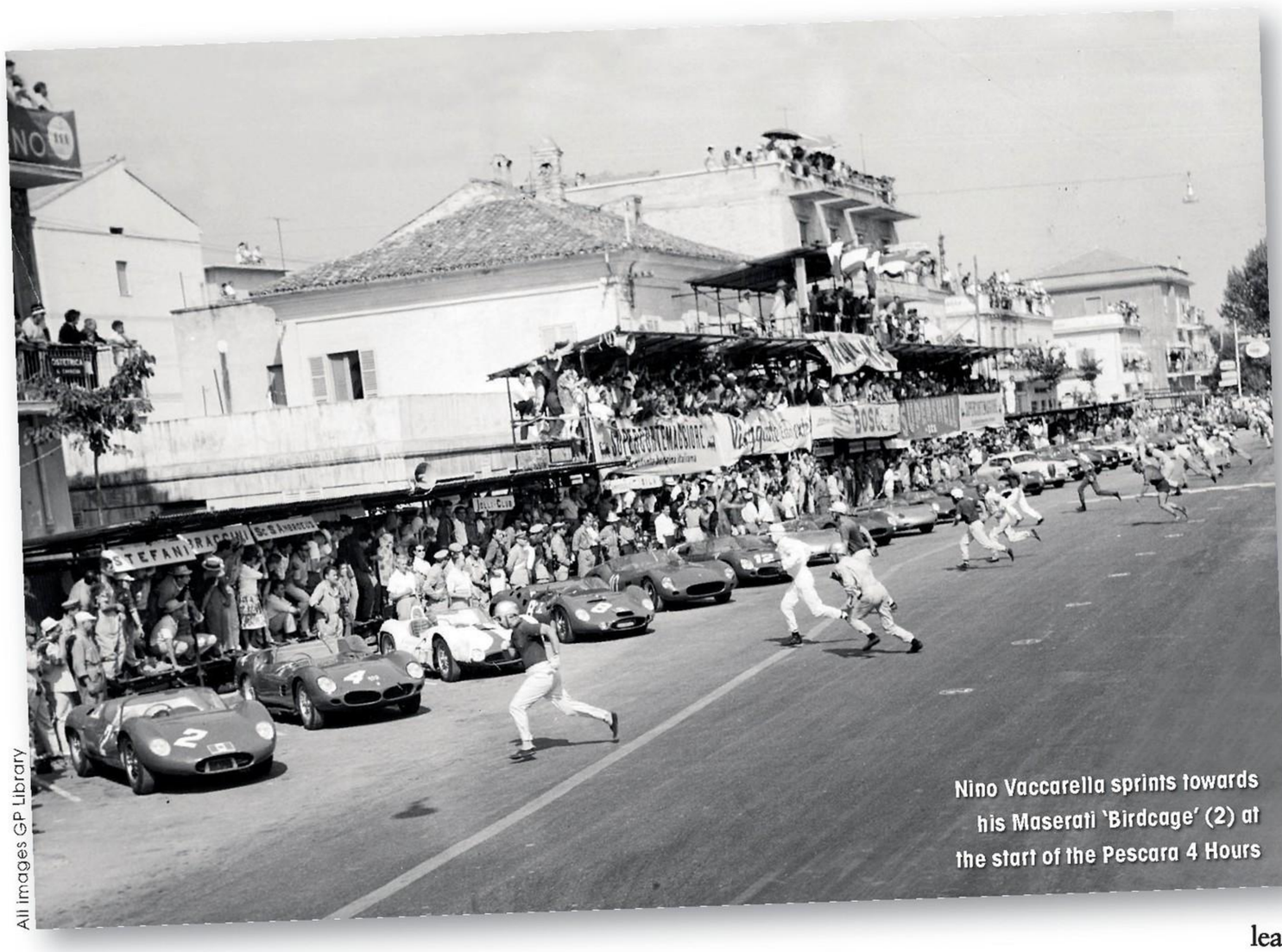



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Nino Vaccarella sprints towards his Maserati 'Birdcage' (2) at the start of the Pescara 4 Hours

# FERRARI'S FIFTH AMENDMENT

## Enzo Ferrari made sure the Pescara 4 Hours counted for the 1961 World Championship – and his efforts were fully rewarded

One of the least remembered of all FIA endurance World Championship races took place in 1961, on the magnificent 16-mile public road circuit on Italy's Adriatic coast at Pescara. Today the venue is better remembered for the 1957 Grand Prix run there, in which Stirling Moss driving for Vanwall scored the first of two defeats for the Italian teams on home soil that season. Pescara's road circuit was of course an historic venue, used from 1924 into the '50s for the annual Coppa Acerbo race for Grand Prix and Libre cars, and then its post-Fascist period successor. The races were run traditionally on the *Ferragosto* holiday weekend in August.

Since 1960 the FIA had replaced the old Sports Car World Championship with GT Championship rules, but the Italians were not alone in finding the closed cars rather dull in comparison to open-cockpit so-called sports prototypes. The 1961 FIA series included the four classic endurance rounds at Sebring, the Targa Florio, Nürburgring 1000Kms and Le Mans, but this was one short of a World Championship minimum. Mr Ferrari then encouraged the Pescara organisers whom he had known for so long – indeed ever since he had notionally secured his Fascist-era title of *Commendatore* by winning the inaugural Coppa Acerbo there in his Alfa Romeo back in 1924 – and the Pescara 4 Hours became a late calendar addition, making up 1961's required five major championship rounds. Think about it, 1924-61 is only 37 years – like looking back today upon the Ferrari 312PBs and Lotus 72s of 1972…

The entry for that Pescara 4 Hours was mediocre. Ferrari fielded a rear-engined works Dino 246SP for Richie Ginther/Giancarlo Baghetti and loaned a front-engined 3-litre V12 Testa Rossa to Mimmo Dei's Scuderia Centro Sud team to be shared by Lorenzo Bandini/Giorgio Scarlatti. Five assorted 'Birdcage' Maseratis, a quintet of GT Ferraris, Porsches, OSCAs and a flock of Alfas faced the only British entry – David Hobbs and Bill Pinkney in the Hobbs Mech-a-Matic Lotus Elite…

Predictably, Richie Ginther led the opening lap, from Lloyd 'Lucky' Casner's Camoradi 'Birdcage', then Willy Mairesse and Carlo Mario Abate in the leading Ferrari GTs. The Elite broke early, Ginther made a pitstop to investigate the works Dino's bad handling and Bandini also stopped to have Centro Sud's habitual oil leak fixed. Richie tore back into second place while Bandini recovered 27 places in three laps…

Ginther regained the lead from Casner up in Spoltore village, and Nino Vaccarella's Serenissima team rear-engined 'Birdcage' demoted Casner to third. But Baghetti had to retire the leading Dino with deranged steering, Vaccarella's gearbox broke and Casner was left in the lead, pursued by Bandini's big Testa Rossa.

It was on his 15th of the 15-mile laps that Casner's luck ran out, he overshot a corner and rolled the 'Birdcage', scrambling clear with oil and steam scalds. Bandini and Abate crossed the timing line to complete their 22nd lap marginally before the four-hour siren blew, after which every other finisher was flagged to an immediate halt. This left Bandini and Abate having to complete a 23rd lap to reach the chequered flag. Bandini/Scarlatti duly did so and won, but poor Abate's Ferrari GT ran out of fuel on the final Montesilvano Straight, elevating the Edgar Barth/Karl Orthuber Porsche RS61 to second.

Abate had stamped away from his silent 250GT in disgust, ignoring the fact that there was a filling station just round the next corner. In fact in the 1957 Pescara GP, Jack Brabham's Cooper had run out of fuel, and he had coasted into either this or a sister service station to find a *tifoso* pump attendant eager to top up his car, and he raced on. Such antics were typical of these longer Italian road courses. Earlier in the 4 Hours, Willy Mairesse's pitcrew had been awaiting their overdue Ferrari when they were called to the telephone. It turned out to be 'Wild Willy' himself, phoning to report he'd just crashed, unhurt, up in the hills, now giving them the rest of the day off. Never a dull moment, up in them there hills…

# Were they racing or sailing at Sebring '65?

One of my earliest experiences of motor racing reality was the sense of increasing fatigue as I froze behind the spectator fence, plastic Pac-a-Mac my only protection against the cold rain hosing down relentlessly from a leaden sky. With icy cold rivulets dribbling down my neck and between my shoulder blades it felt as if the weight of the world was on my shoulders, and it was only the heady smell of hot Castrol R exhaust fumes and real racing cars pluming past which kept me there. Then I twigged why I felt so laden down. My plastic-mac pockets had each filled with about six inches of water. After blowing all tanks... I felt so much better, and could at least stand up straight again.







Rodríguez/G Hill/Maglioli 330P wades through flooded pits at Sebring. Left: water filled Shelby Cobras

But that was nothing compared to the soaking suffered by everyone at the 1965 Sebring 12 Hours in Florida. That edition of the American classic had been running for seven hours when black clouds replaced earlier stifling heat. Worried that the forecast rain might favour Ford's hefty GTs, Jim Hall/Hap Sharp had amassed a huge seven-lap lead in their open Chaparral-Chevrolet 2A. But when the rain struck around 5pm it was of biblical proportions. Sebring circuit is laid out around the Hendrick Field aerodrome. Flat concrete runways provided little drainage. The concrete block pitwall provided a levee jutting from foot-deep floodwater – rapidly deepening to 18 inches, and increasing.

Even then, there was no thought of stopping the race. The Chaparral motor-boated around at 10-20mph. The closed cars could barely manage that – apart from the moulded-body Porsche 904s which appeared immune. Wipers were overwhelmed, screens and windows misted solid. Phil Hill brought in his Cobra Daytona with water in the electrics, and deep around his legs. When he opened his door water gushed out, not in. A three-foot bow-wave of pitlane water swept away floating wheels and tyres.

But after 40 minutes the storm passed on, the skies cleared, the Chaparral paced to the finish, and for the first time since 1953 when Cunningham was the victor, an all-American combination had won the Sebring 12 Hours. What's more, the Ford GT of Ken Miles/Bruce McLaren came home in second place – and our own David Piper was third in his Ferrari LM, partnered by South African Tony Maggs. Sebring '65 was certainly a more memorable classic than Pescara '61– but boy oh boy, what a soggy one.

# 'That was a bottle of pop Mr Moss, but don't... aah!'

Standing in the 1940s-style vegetable garden outside the Drivers' Club at the Goodwood Revival meeting, the TV cameraman pulled focus on Rex Woodgate's luxuriant handlebar moustache and we listened rapt as he recounted his memories of acting as mechanic to Equipe Moss in the adjoining paddock, 60 long years ago – in 1949.

Rex – who later served with the pioneering HWM team before joining Aston Martin and becoming very prominent in its story – related how on that occasion young Stirling was driving the family's famous 'two-way' Cooper over the Goodwood weekend. "It was a long-wheelbase car which we could fit with either the single-cylinder JAP engine for 500cc racing, or the 1000cc 'twin' for Formule 2 and Libre races.

"A friend of mine had come along to help, but he didn't appreciate that where the 500cc engine had a total-loss oil system, the 1000 had a proper pumped system and would have quite a lot of oil in its sump. After checking the oil level in the tank, he'd topped it up regardless, and the upshot was that once we'd swopped the engines and started up the 1000 the oil in the sump added to that in the topped-up tank meant the system was overfilled, so oil started gushing out everywhere. I realised instantly what had happened and grabbed a syringe to draw out the excess oil from the tank.

"I then ended up with a syringe full of oil, glanced around for something to put it into and the first thing I saw was an empty pop bottle lying on the ground. So I took the cap off it, shot the oil inside and then stood the bottle down in the long grass by the paling fence.

"After the race that day, 'Pa' Moss got back to our place in the paddock, mopping his brow and gasping about how hot it was, he was dying for a drink... He spotted the pop bottle full of golden liquid and before any of us could say anything he'd opened the cap and glugged down half of it. Of course his expression changed and bleeaggggghhhh! – he spat out the remains, but he'd swallowed a really good draft. Aileen Moss, Stirling's mum, went for me straight away: 'You damned fool – you've poisoned my husband!', you can imagine. The Old Man was spluttering and spitting – and young Stirling was killing himself laughing... I explained that the oil would have been clean, it had only been around the engine a couple of times. And in any case it was edible – it was castor oil!"

"Next morning when I saw the Old Man I asked of course if he was all right? And he beamed in satisfaction, and said: 'Oh yes – I'm great. I am clean as a whistle – through and through!' Castor oil works wonders, you know..."

# ||| Doug Nye |||




The Wisdom/Fairman 450 failed to impress at Le Mans in 1953 but would improve

## ERA's last hurrah: remembering the fabulously weird Bristol 450s

In ERA's 75th anniversary year, it is perhaps worth spending a moment considering the endurance-racing tag end of the English Racing Automobiles series, the weird-looking – yet relatively successful – Bristol 450s of 1953-55. The project was aimed at winning the 2-litre class at Le Mans, and it used as its basis the 'big-tube' chassis concept of the unsuccessful last ERA created – the 1952 Formula 2 G-Type. That curiously configured, offset single-seater was designed essentially by engineer David Hodkin, drawing upon an original concept by former Auto Union chief engineer Dr Robert Eberan von Eberhorst.

The chassis structure claimed notable rigidity, but the intended ERA engine never materialised as Leslie Johnson's company struggled for survival. Instead the G-Type was campaigned with a Bristol six-cylinder power unit installed, and when the project failed – leaving driver Moss to recall "They told me David Hodkin was a genius..." – Johnson, his health failing, sold the G-Type design rights to the Bristol Aeroplane Company's car division.

Their supervising engineer, David Summers, led modifications which included replacing the original G-Type oval-section frame longerons with simple round-section members, picking up the G-Type independent front and de Dion-type rear suspensions. The cars had inboard rear brakes and innovative lightweight wheels to minimise unsprung weight. For Le Mans 1955, the Bristol racing department also adopted multi-barrelled, powered wheel wrenches, to unfasten all five wheel nuts simultaneously. Each nut was retained within the tool, permitting rapid re-fastening *a la* modern wheel-change practise. The hefty Bristol engine up front was counter-balanced by a rear-mounted gearbox, while fuel was housed just abaft the front wheel arches, where road-going Bristol models housed their battery and spare wheel. The objective was to minimise handling changes between full tanks and empty, and apparently it worked well.

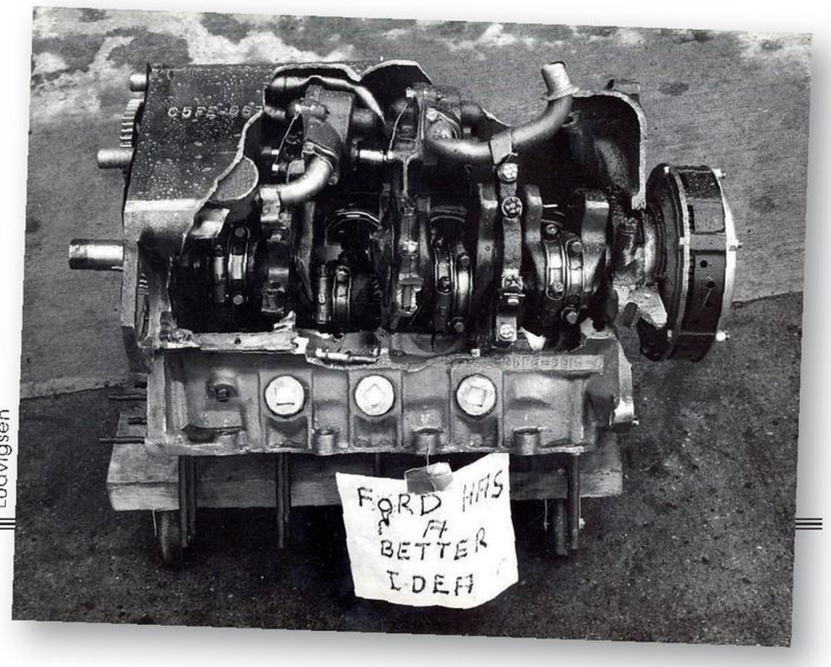
The Bristol 450's aerodynamic envelope was developed in the Bristol Aeroplane Co's wind tunnel, the cars weighed around 1450lbs and with just under 160bhp were good for over 140mph on Le Mans gearing. A pair of these, to me, unlovely Bristols failed at Le Mans '53 but one then finished fifth overall and won the 2-litre class in the Reims 12 Hours. They set new 2-litre class speed records at up to 1000kms and five hours on the Montlhéry speedbowl that October, and three 450s with improved aerodynamics contested Le Mans '54, finishing nobly 1-2-3 in their class and 7-8-9 overall. Bristol won a coveted team prize. Returning to the Reims 12 Hours, this time they were out-performed by a Ferrari, and finished 2-3-4 in class. Modified to open cockpit form for Le Mans '55 the Filton team repeated its 1954 result – 1-2-3 in class, 7-8-9 overall, and won the team prize. The cars averaged over 100mph for the first 12 hours, but partly in response to the Le Mans disaster that year Bristol then withdrew from competition, and discreetly donated its Le Mans prize monies to the disaster victims' relief fund. All but one of the original cars were quietly broken up.

So none of the aerodynamic Bristol 450 Coupés have survived. Which is a pity. I for one thought they looked weird... but fabulously so. And they did represent the stub end of the long and patchily successful story of ERA.

## Slogans don't always create good PR

**Corporate advertisers must despair of the cynical or sarcastic streak in most Anglo-Saxon populations. Back in 1968, the Ford Motor Company of Detroit launched a new ad campaign intended to whet would-be buyers' appetites in preparation for the forthcoming 1969 sales season.**

**Its slogan was simple: 'Ford has a Better Idea'. You knew it made sense. Numerous Ford-powered or Ford-constructed competition cars bore the slogan in the US, but inevitably – in competition – things would not always go FoMoCo's way. The real adman and promotional department's nightmare was the aftermath of some major mechanical failure, and when one Ford V8 threw a rod at high rpm and utterly destroyed the bottom end of its crankcase it doesn't take much imagination to think of the inevitable label that some wag attached to the wreckage...**




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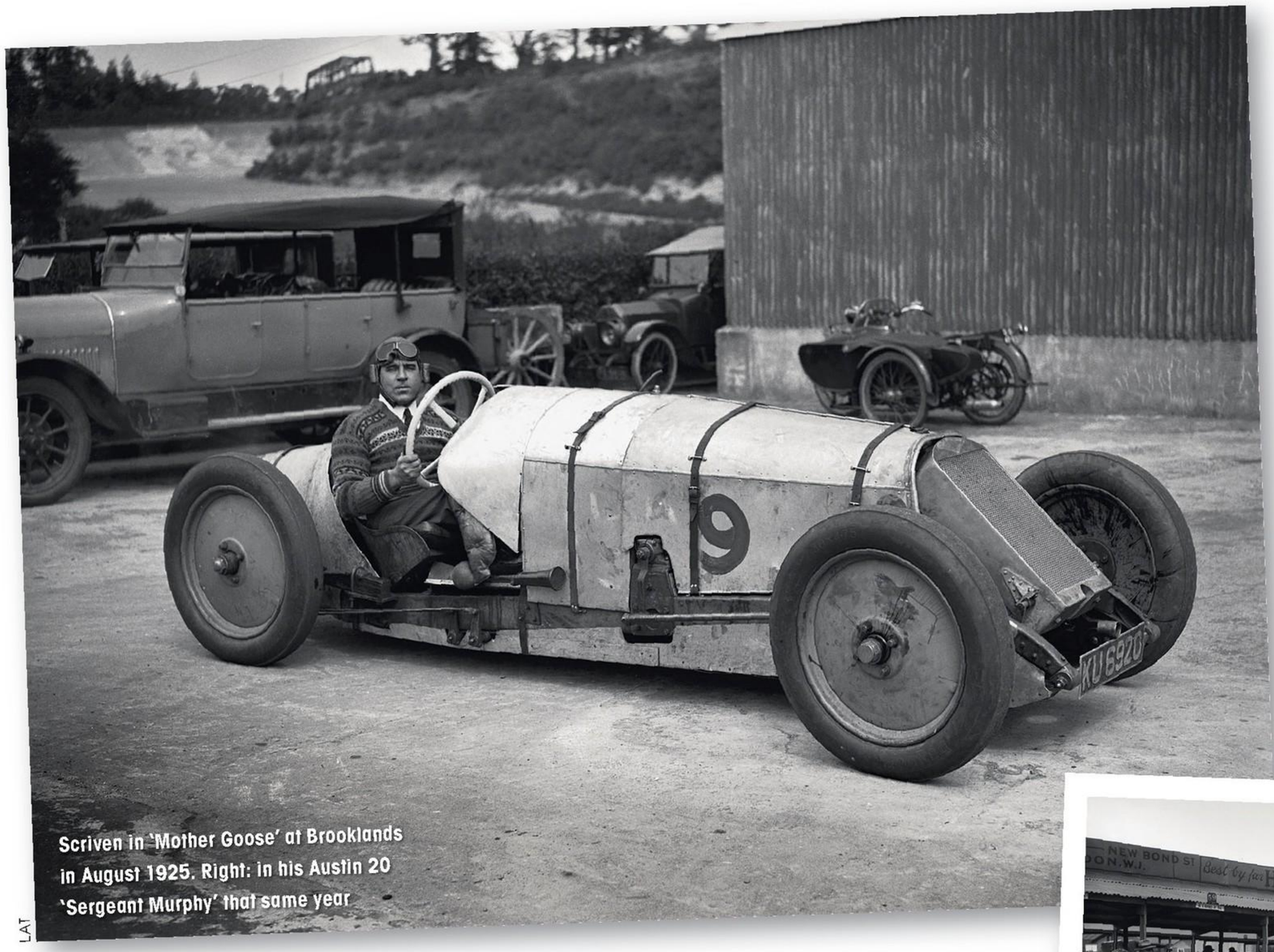
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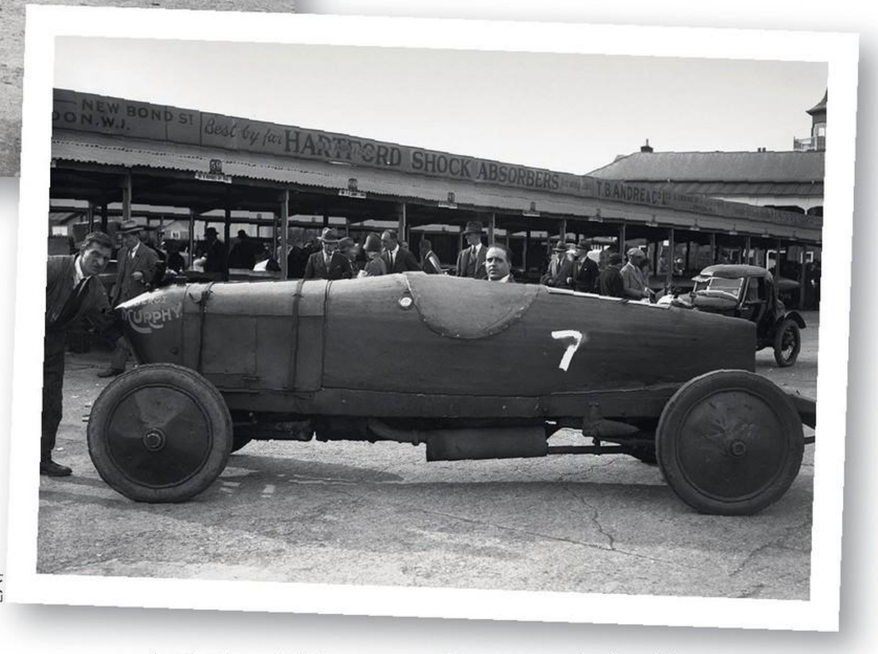



Scriven in 'Mother Goose' at Brooklands in August 1925. Right: in his Austin 20 'Sergeant Murphy' that same year

LAT

# THE HIGH-FLYER FROM BRADFORD

Felix Scriven's long drives down from Yorkshire to compete at Brooklands were well worth the effort




LAT

When in World War II German bombing of London increased, the Ministry of Defence moved its premises to Harrogate where I worked for them on Air Publications intended to inform the RAF of how to maintain their aeroplanes. This enabled me to visit the enthusiastic Felix Scriven who had raced at Brooklands, in spite of the Track being some 200 miles away, on the slow roads of that time, from his home in Bradford. He was then racing his Austin 20 'Sergeant Murphy'. Austin had by then introduced their sporting model and when Scriven bought one he asked them to make certain alterations of his own. They did this but withdrew their 70mph guarantee.

In order to race his car and be able to take a passenger, presumably his wife and two helpers or mechanics on the back seat, and still carry track tyres with him, he mounted two wheels thus shod, one on each side of the Austin's pointed tail, and sent two more, crated up, to his hotel in Weybridge.

In 1921 he won his first race with a fastest lap of 75.30mph. Another competitor claimed he had an oversized engine. Scriven insisted that his engine be measured then and there, although Bradford must have seemed a long way away. The engine was found to have the correct dimensions of 95x127mm and 3601cc. The complainant has never been named but HG Hawker was second in this race in an AC with a best lap of 73.13mph, third place going to A Noble with a fastest lap of 67.30mph in another AC.

In 1922 Scriven had a first place with a best lap of 86.02mph and a second place with a lap at 82.54mph. In 1923 he gained a second place with a best lap of 85.87mph and in 1924 he had two wins with a best lap of 93.97mph, and also two second places with a best lap of 94.55mph. In 1925 he had another win with a fastest lap of 94.86mph. Also in that year he produced a new car called 'Mother Goose', so named because it was "stuffed with Sage". The Sage engine and gearbox unit was a six-cylinder of 1950cc. This was rather a crude-looking car, although it had an inclined radiator. It first appeared in the August Bank Holiday meeting but gave trouble.

In 1926 he built 'Nanette', having persuaded Parry Thomas to provide a 1847cc Hooker-Thomas engine. He was placed on scratch, as handicapper 'Ebby' Ebblewhite only discovered this information in passing, but Scriven managed to win the 90mph Short handicap with Nanette, doing a best lap of 96.33mph. Also in that year he was still racing Sergeant Murphy but achieved no places with it.

In 1927 he had a second place with Nanette with a fastest lap of 85.87mph.

Sergeant Murphy, which Scriven had used for road work and trials as well as racing, finally went to a breaker's yard. ➤➤➤



Bollée built one of the first calculating machines before switching to car design

Getty Images

# My Bollée started out as a paper van

From 1895 Leon Bollée (below) produced a light car named after himself, then in 1903 he made a variety of cars; by 1910 he was offering nine different models. After World War I he began to make cars with overhead valves and front-wheel brakes. The name Leon Bollée was adopted by William Morris in 1924.

My Leon Bollée was not one of these. I wouldn't have known about it had not a schoolboy gone to his sister's open day and, becoming bored, strolled around and discovered an old car that he wrote to *Motor Sport* about.



Getty Images

I got in touch with the school's headmistress who confirmed that this was so. She said that it was an eyesore and that no one wanted it, so if I was interested I should get in touch with the groundsman. He agreed that the car should be removed and that I could have it for nothing.

So I went off with my friend Jenks to investigate it. We discovered that it had been turned into a tractor and was now just a chassis. Apparently the original gearbox had failed, because another had been installed behind it.

I decided to consult the London agent for Leon Bollée and he told me that a friend of his was the transport manager for the *London Evening News* and had ordered five Leon Bollées for delivering the early editions of the paper to newsagents around the city. He showed me a photograph of the fleet of smart vans. He thought that one of these had eventually been sold to the school.

We returned with a suitable trailer – and a packet of cigarettes for the groundsman – to take it back to mid-Wales where I was living. Our route embraced Richmond Park where trailers are not allowed; I told Jenks this but he took no notice, resulting in much whistle-blowing and waving by park keepers, so to avoid being stopped we drove to a different exit.

# A7 was an early 750MC winner

I have a recollection of going with Tom Lush to obtain a supercharged Ulster A7 which was part of an exchange deal involving an A7 Ruby saloon with George Chaplin.

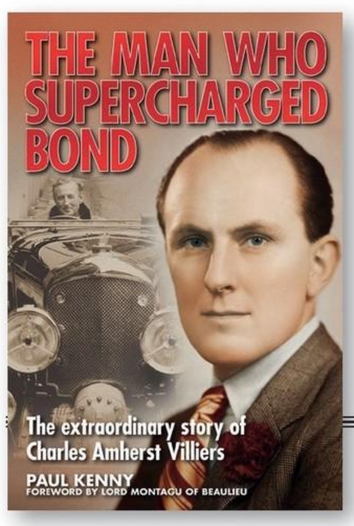
Chaplin had raced two A7s at Brooklands, named Mr and Mrs Flee, the latter because it suffered bad crankshaft periods. We had tea with Chaplin, during which he produced pornographic material, hastily rolled up when his landlady came to collect the tea things, when all we wanted was to get going in the supercharged Ulster. At last we were away on the long run to London, the wonderful sound from the various gear trains and the supercharger very inspiring.




Charles Bulmer

Before stripping it down, Tom entered the car in the last pre-war Prescott hillclimb to assess what needed to be done with it. But then the war intervened.

I believe that Charles Bulmer and Holly Birkett raced the car in 1950 in the first 750 Formula race at Silverstone that June (Bulmer is pictured above at Silverstone, chatting to Bill). Both won, so they took the Goodacre Trophy.




# The Man who Supercharged Bond

## The extraordinary story of Charles Amherst Villiers, by Paul Kenny

While the Ian Fleming and James Bond elements will appeal to an enormous number of readers, the motor racing enthusiast should note the second heading. This excellent book's smooth prose adds to the pleasure of learning about the long history of Amherst Villiers, and proves easy reading. It details his long and complicated life from the 'nuts and bolts' to his serious engineering achievements, from the days of the early TT Vauxhalls to the supercharged Bentleys. Paul Kenny describes all this with expert knowledge, including explanations not only of Villiers' technical successes but also why some of these failed. Also included are the legal battles he had in later life with Rolls-Royce Ltd and Bentley Motors.

**Published by Haynes, ISBN 9781844254682, £25**

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**An ideal entry for GP Historique de Monaco.**




**1922 Sunbeam TT 3 Litre #04. Driven by Phil Hill at Monterey 1993**
**and winner of the Montagu Trophy at Pebble Beach.**




**1968 Brabham BT25 /Repco Indycar.**
**The first Brabham monocoque design. Believed ex Rindt/Revson.**



**1955 Lancia D50**
**1 of 4 constructed by Rosani/Stokes using some original parts.**




**1961 Lotus Elite Super 100**
**Always a competition car with extensive period race history.**



**1923 Mercedes 28/95 Targa Florio short chassis.**
**"Matching numbers"**

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**1964 AC Cobra Competition car**
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**1963 Brabham BT5 Sports car**
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**1971 BRM P160**
**1969 Chevron B16**
**1962 Ecurie Ecosse Tojeiro Buick**
**1958 Elva Mk IV Climax**
**1990 Footwork Arrows A11B**
**1960 Lola Mk1 Climax**
**1965 Lola T70 Spider Mk II**
**1967 Lola T70 Spider Mk III**
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# Race Results

## FIA FORMULA 1 WORLD CHAMPIONSHIP

### AUSTRALIA
**MELBOURNE – MARCH 29**

| | | |
|---|---|---|
| 1 | Jenson Button | Brawn GP |
| 2 | Rubens Barrichello | Brawn GP |
| 3 | Jarno Trulli | Toyota |
| 4 | Timo Glock | Toyota |
| 5 | Fernando Alonso | Renault |
| 6 | Nico Rosberg | Williams |
| 7 | Sebastien Buemi | Toro Rosso |
| 8 | Sébastien Bourdais | Toro Rosso |

**Fastest lap:** Nico Rosberg
**Pole:** Jenson Button

### MALAYSIA
**KUALA LUMPUR – APRIL 5**

| | | |
|---|---|---|
| 1 | Jenson Button | Brawn GP |
| 2 | Nick Heidfeld | BMW Sauber |
| 3 | Timo Glock | Toyota |
| 4 | Jarno Trulli | Toyota |
| 5 | Rubens Barrichello | Brawn GP |
| 6 | Mark Webber | Red Bull |
| 7 | Lewis Hamilton | McLaren |
| 8 | Nico Rosberg | Williams |

**Fastest lap:** Jenson Button
**Pole:** Jenson Button

### CHINA
**SHANGHAI – APRIL 19**

| | | |
|---|---|---|
| 1 | Sebastian Vettel | Red Bull |
| 2 | Mark Webber | Red Bull |
| 3 | Jenson Button | Brawn GP |
| 4 | Rubens Barrichello | Brawn GP |
| 5 | Heikki Kovalainen | McLaren |
| 6 | Lewis Hamilton | McLaren |
| 7 | Timo Glock | Toyota |
| 8 | Sebastien Buemi | Toro Rosso |

**Fastest lap:** Rubens Barrichello
**Pole:** Sebastian Vettel

### BAHRAIN
**SAKHIR – APRIL 26**

| | | |
|---|---|---|
| 1 | Jenson Button | Brawn GP |
| 2 | Sebastian Vettel | Red Bull |
| 3 | Jarno Trulli | Toyota |
| 4 | Lewis Hamilton | McLaren |
| 5 | Rubens Barrichello | Brawn GP |
| 6 | Kimi Räikkönen | Ferrari |
| 7 | Timo Glock | Toyota |
| 8 | Fernando Alonso | Renault |

**Fastest lap:** Jarno Trulli
**Pole:** Jarno Trulli

### SPAIN
**CATALUNYA – MAY 10**

| | | |
|---|---|---|
| 1 | Jenson Button | Brawn GP |
| 2 | Rubens Barrichello | Brawn GP |
| 3 | Mark Webber | Red Bull |
| 4 | Sebastian Vettel | Red Bull |
| 5 | Fernando Alonso | Renault |
| 6 | Felipe Massa | Ferrari |
| 7 | Nick Heidfeld | BMW Sauber |
| 8 | Nico Rosberg | Williams |

**Fastest lap:** Rubens Barrichello
**Pole:** Jenson Button

### MONACO
**MONTE CARLO – MAY 24**

| | | |
|---|---|---|
| 1 | Jenson Button | Brawn GP |
| 2 | Rubens Barrichello | Brawn GP |
| 3 | Kimi Räikkönen | Ferrari |
| 4 | Felipe Massa | Ferrari |
| 5 | Mark Webber | Red Bull |
| 6 | Nico Rosberg | Williams |
| 7 | Fernando Alonso | Renault |
| 8 | Sébastien Bourdais | Toro Rosso |

**Fastest lap:** Felipe Massa
**Pole:** Jenson Button

### TURKEY
**ISTANBUL – JUNE 7**

| | | |
|---|---|---|
| 1 | Jenson Button | Brawn GP |
| 2 | Mark Webber | Red Bull |
| 3 | Sebastian Vettel | Red Bull |
| 4 | Jarno Trulli | Toyota |
| 5 | Nico Rosberg | Williams |
| 6 | Felipe Massa | Ferrari |
| 7 | Robert Kubica | BMW Sauber |
| 8 | Timo Glock | Toyota |

**Fastest lap:** Jenson Button
**Pole:** Sebastian Vettel

### GREAT BRITAIN
**SILVERSTONE – JUNE 21**

| | | |
|---|---|---|
| 1 | Sebastian Vettel | Red Bull |
| 2 | Mark Webber | Red Bull |
| 3 | Rubens Barrichello | Brawn GP |
| 4 | Felipe Massa | Ferrari |
| 5 | Nico Rosberg | Williams |
| 6 | Jenson Button | Brawn GP |
| 7 | Jarno Trulli | Toyota |
| 8 | Kimi Räikkönen | Ferrari |

**Fastest lap:** Sebastian Vettel
**Pole:** Sebastian Vettel

### GERMANY
**NURBURGRING – JULY 12**

| | | |
|---|---|---|
| 1 | Mark Webber | Red Bull |
| 2 | Sebastian Vettel | Red Bull |
| 3 | Felipe Massa | Ferrari |
| 4 | Nico Rosberg | Williams |
| 5 | Jenson Button | Brawn GP |
| 6 | Rubens Barrichello | Brawn GP |
| 7 | Fernando Alonso | Renault |
| 8 | Heikki Kovalainen | McLaren |

**Fastest lap:** Fernando Alonso
**Pole:** Mark Webber

### HUNGARY
**BUDAPEST – JULY 26**

| | | |
|---|---|---|
| 1 | Lewis Hamilton | McLaren |
| 2 | Kimi Räikkönen | Ferrari |
| 3 | Mark Webber | Red Bull |
| 4 | Nico Rosberg | Williams |
| 5 | Heikki Kovalainen | McLaren |
| 6 | Timo Glock | Toyota |
| 7 | Jenson Button | Brawn GP |
| 8 | Jarno Trulli | Toyota |

**Fastest lap:** Mark Webber
**Pole:** Fernando Alonso

### EUROPE
**VALENCIA – AUGUST 23**

| | | |
|---|---|---|
| 1 | Rubens Barrichello | Brawn GP |
| 2 | Lewis Hamilton | McLaren |
| 3 | Kimi Räikkönen | Ferrari |
| 4 | Heikki Kovalainen | McLaren |
| 5 | Nico Rosberg | Williams |
| 6 | Fernando Alonso | Renault |
| 7 | Jenson Button | Brawn GP |
| 8 | Robert Kubica | BMW Sauber |

**Fastest lap:** Timo Glock
**Pole:** Lewis Hamilton

### BELGIUM
**SPA – AUGUST 30**

| | | |
|---|---|---|
| 1 | Kimi Räikkönen | Ferrari |
| 2 | Giancarlo Fisichella | Force India |
| 3 | Sebastian Vettel | Red Bull |
| 4 | Nick Heidfeld | BMW Sauber |
| 5 | Robert Kubica | BMW Sauber |
| 6 | Heikki Kovalainen | McLaren |
| 7 | Rubens Barrichello | Brawn GP |
| 8 | Nico Rosberg | Williams |

**Fastest lap:** Sebastian Vettel
**Pole:** Giancarlo Fisichella

### ITALY
**MONZA – SEPTEMBER 13**

| | | |
|---|---|---|
| 1 | Rubens Barrichello | Brawn GP |
| 2 | Jenson Button | Brawn GP |
| 3 | Kimi Räikkönen | Ferrari |
| 4 | Adrian Sutil | Force India |
| 5 | Fernando Alonso | Renault |
| 6 | Heikki Kovalainen | McLaren |
| 7 | Nick Heidfeld | BMW Sauber |
| 8 | Sebastian Vettel | Red Bull |

**Fastest lap:** Adrian Sutil
**Pole:** Lewis Hamilton

### SINGAPORE
**SINGAPORE – SEPTEMBER 27**

| | | |
|---|---|---|
| 1 | Lewis Hamilton | McLaren |
| 2 | Timo Glock | Toyota |
| 3 | Fernando Alonso | Renault |
| 4 | Sebastian Vettel | Red Bull |
| 5 | Jenson Button | Brawn GP |
| 6 | Rubens Barrichello | Brawn GP |
| 7 | Heikki Kovalainen | McLaren |
| 8 | Robert Kubica | BMW Sauber |

**Fastest lap:** Fernando Alonso
**Pole:** Lewis Hamilton

### JAPAN
**SUZUKA – OCTOBER 4**

| | | |
|---|---|---|
| 1 | Sebastian Vettel | Red Bull |
| 2 | Jarno Trulli | Toyota |
| 3 | Lewis Hamilton | McLaren |
| 4 | Kimi Räikkönen | Ferrari |
| 5 | Nico Rosberg | Williams |
| 6 | Nick Heidfeld | BMW Sauber |
| 7 | Rubens Barrichello | Brawn GP |
| 8 | Jenson Button | Brawn GP |

**Fastest lap:** Mark Webber
**Pole:** Sebastian Vettel

### BRAZIL
**SAO PAULO – OCTOBER 18**

| | | |
|---|---|---|
| 1 | Mark Webber | Red Bull |
| 2 | Robert Kubica | BMW Sauber |
| 3 | Lewis Hamilton | McLaren |
| 4 | Sebastian Vettel | Red Bull |
| 5 | Jenson Button | Brawn GP |
| 6 | Kimi Räikkönen | Ferrari |
| 7 | Sebastien Buemi | Toro Rosso |
| 8 | Rubens Barrichello | Brawn GP |

**Fastest lap:** Mark Webber
**Pole:** Rubens Barrichello

### ABU DHABI
**YAS MARINA – NOVEMBER 1**

| | | |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |
| 7 | | |
| 8 | | |

**Fastest lap:**
**Pole:**

### DRIVER STANDINGS

| | | |
|---|---|---|
| 1 | Jenson Button | 89 |
| 2 | Sebastian Vettel | 74 |
| 3 | Rubens Barrichello | 72 |
| 4 | Mark Webber | 61.5 |
| 5 | Lewis Hamilton | 49 |
| 6 | Kimi Räikkönen | 48 |
| 7 | Nico Rosberg | 34.5 |
| 8 | Jarno Trulli | 30.5 |
| 9 | Fernando Alonso | 26 |
| 10 | Timo Glock | 24 |
| 11 | Felipe Massa | 22 |
| 12 | Heikki Kovalainen | 22 |
| 13 | Robert Kubica | 17 |
| 14 | Nick Heidfeld | 15 |
| 15 | Giancarlo Fisichella | 8 |

### MANUFACTURER STANDINGS

| | | |
|---|---|---|
| 1 | Brawn GP | 161 |
| 2 | Red Bull | 135.5 |
| 3 | McLaren | 71 |
| 4 | Ferrari | 70 |
| 5 | Toyota | 54.5 |
| 6 | Williams | 34.5 |

## FIA WORLD RALLY CHAMPIONSHIP

### IRELAND
**JANUARY 30-FEBRUARY 1**

| | | |
|---|---|---|
| 1 | Sébastien Loeb | Citroën |
| 2 | Dani Sordo | Citroën |
| 3 | Mikko Hirvonen | Ford |
| 4 | Henning Solberg | Ford |
| 5 | Chris Atkinson | Citroën |
| 6 | Sébastien Ogier | Citroën |

### NORWAY
**FEBRUARY 13-15**

| | | |
|---|---|---|
| 1 | Sébastien Loeb | Citroën |
| 2 | Mikko Hirvonen | Ford |
| 3 | Jari-Matti Latvala | Ford |
| 4 | Henning Solberg | Ford |
| 5 | Dani Sordo | Citroën |
| 6 | Petter Solberg | Citroën |

### CYPRUS
**MARCH 13-15**

| | | |
|---|---|---|
| 1 | Sébastien Loeb | Citroën |
| 2 | Mikko Hirvonen | Ford |
| 3 | Petter Solberg | Citroën |
| 4 | Dani Sordo | Citroën |
| 5 | Matthew Wilson | Ford |
| 6 | Conrad Rautenbach | Citroën |

### PORTUGAL
**APRIL 2-5**

| | | |
|---|---|---|
| 1 | Sébastien Loeb | Citroën |
| 2 | Mikko Hirvonen | Ford |
| 3 | Dani Sordo | Citroën |
| 4 | Petter Solberg | Citroën |
| 5 | Henning Solberg | Ford |
| 6 | Mads Østberg | Subaru |

### ARGENTINA
**APRIL 24-26**

| | | |
|---|---|---|
| 1 | Sébastien Loeb | Citroën |
| 2 | Dani Sordo | Citroën |
| 3 | Henning Solberg | Ford |
| 4 | Federico Villagra | Ford |
| 5 | Matthew Wilson | Ford |
| 6 | Jari-Matti Latvala | Ford |

### ITALY
**MAY 22-24**

| | | |
|---|---|---|
| 1 | Jari-Matti Latvala | Ford |
| 2 | Mikko Hirvonen | Ford |
| 3 | Petter Solberg | Citroën |
| 4 | Sébastien Loeb | Citroën |
| 5 | Evgeny Novikov | Citroën |
| 6 | Matthew Wilson | Ford |

### GREECE
**JUNE 12-14**

| | | |
|---|---|---|
| 1 | Mikko Hirvonen | Ford |
| 2 | Sébastien Ogier | Citroën |
| 3 | Jari-Matti Latvala | Ford |
| 4 | Federico Villagra | Ford |
| 5 | Conrad Rautenbach | Citroën |
| 6 | Khalid Al Qassimi | Ford |

### POLAND
**JUNE 26-28**

| | | |
|---|---|---|
| 1 | Mikko Hirvonen | Ford |
| 2 | Dani Sordo | Citroën |
| 3 | Henning Solberg | Ford |
| 4 | Petter Solberg | Citroën |
| 5 | Matthew Wilson | Ford |
| 6 | Krzysztof Holowczyc | Ford |

### FINLAND
**JULY 31-AUGUST 2**

| | | |
|---|---|---|
| 1 | Mikko Hirvonen | Ford |
| 2 | Sébastien Loeb | Citroën |
| 3 | Jari-Matti Latvala | Ford |
| 4 | Dani Sordo | Citroën |
| 5 | Matti Rantanen | Ford |
| 6 | Sébastien Ogier | Citroën |

### AUSTRALIA
**SEPTEMBER 4-6**

| | | |
|---|---|---|
| 1 | Mikko Hirvonen | Ford |
| 2 | Sébastien Loeb | Citroën |
| 3 | Dani Sordo | Citroën |
| 4 | Jari-Matti Latvala | Ford |
| 5 | Sébastien Ogier | Citroën |
| 6 | Matthew Wilson | Ford |

### SPAIN
**OCTOBER 2-4**

| | | |
|---|---|---|
| 1 | Sébastien Loeb | Citroën |
| 2 | Dani Sordo | Citroën |
| 3 | Mikko Hirvonen | Ford |
| 4 | Petter Solberg | Citroën |
| 5 | Sébastien Ogier | Citroën |
| 6 | Jari-Matti Latvala | Ford |

### GREAT BRITAIN
**OCTOBER 23-25**

| | | |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |

### WRC DRIVER STANDINGS

| | | |
|---|---|---|
| 1 | Mikko Hirvonen | 84 |
| 2 | Sébastien Loeb | 83 |
| 3 | Dani Sordo | 58 |
| 4 | Jari-Matti Latvala | 39 |
| 5 | Petter Solberg | 30 |

### MANUFACTURER STANDINGS

| | | |
|---|---|---|
| 1 | Citroën Total WRT | 151 |
| 2 | BP Ford Abu Dhabi WRT | 130 |
| 3 | Stobart VK M-Sport Ford | 73 |

### PWRC DRIVER STANDINGS

| | | |
|---|---|---|
| 1 | Armindo Araújo | 42 |
| 2 | Nasser Al-Attiyah | 31 |
| 3 | Martin Prokop | 29 |

### JWRC DRIVER STANDINGS

| | | |
|---|---|---|
| 1 | Martin Prokop | 46 |
| 2 | Michal Kosciuszko | 42 |
| 3 | Aaron Burkart | 39 |

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# Race Results

## FIM MOTOGP CHAMPIONSHIP

### QATAR
**LOSAIL – APRIL 12**

| | | |
|---|---|---|
| 1 | Casey Stoner | *Ducati* |
| 2 | Valentino Rossi | *Yamaha* |
| 3 | Jorge Lorenzo | *Yamaha* |
| 4 | Colin Edwards | *Yamaha* |
| 5 | Andrea Dovizioso | *Honda* |
| 6 | Alex De Angelis | *Honda* |

***Fastest lap:*** *Casey Stoner*
***Pole:*** *Casey Stoner*

### JAPAN
**MOTEGI – APRIL 26**

| | | |
|---|---|---|
| 1 | Jorge Lorenzo | *Yamaha* |
| 2 | Valentino Rossi | *Yamaha* |
| 3 | Dani Pedrosa | *Honda* |
| 4 | Casey Stoner | *Ducati* |
| 5 | Andrea Dovizioso | *Honda* |
| 6 | Marco Melandri | *Kawasaki* |

***Fastest lap:*** *Jorge Lorenzo*
***Pole:*** *Valentino Rossi*

### SPAIN
**JEREZ – MAY 3**

| | | |
|---|---|---|
| 1 | Valentino Rossi | *Yamaha* |
| 2 | Dani Pedrosa | *Honda* |
| 3 | Casey Stoner | *Ducati* |
| 4 | Randy De Puniet | *Honda* |
| 5 | Marco Melandri | *Kawasaki* |
| 6 | Loris Capirossi | *Suzuki* |

***Fastest lap:*** *Valentino Rossi*
***Pole:*** *Jorge Lorenzo*

### FRANCE
**LE MANS – MAY 17**

| | | |
|---|---|---|
| 1 | Jorge Lorenzo | *Yamaha* |
| 2 | Marco Melandri | *Kawasaki* |
| 3 | Dani Pedrosa | *Honda* |
| 4 | Andrea Dovizioso | *Honda* |
| 5 | Casey Stoner | *Ducati* |
| 6 | Chris Vermeulen | *Suzuki* |

***Fastest lap:*** *Dani Pedrosa*
***Pole:*** *Dani Pedrosa*

### ITALY
**MUGELLO – MAY 31**

| | | |
|---|---|---|
| 1 | Casey Stoner | *Ducati* |
| 2 | Jorge Lorenzo | *Yamaha* |
| 3 | Valentino Rossi | *Yamaha* |
| 4 | Andrea Dovizioso | *Honda* |
| 5 | Loris Capirossi | *Suzuki* |
| 6 | Colin Edwards | *Yamaha* |

***Fastest lap:*** *Valentino Rossi*
***Pole:*** *Jorge Lorenzo*

### SPAIN
**CATALUNYA – JUN 14**

| | | |
|---|---|---|
| 1 | Valentino Rossi | *Yamaha* |
| 2 | Jorge Lorenzo | *Yamaha* |
| 3 | Casey Stoner | *Ducati* |
| 4 | Andrea Dovizioso | *Honda* |
| 5 | Loris Capirossi | *Suzuki* |
| 6 | Dani Pedrosa | *Honda* |

***Fastest lap:*** Casey Stoner
***Pole:*** Jorge Lorenzo

### NETHERLANDS
**ASSEN – JUNE 27**

| | | |
|---|---|---|
| 1 | Valentino Rossi | *Yamaha* |
| 2 | Jorge Lorenzo | *Yamaha* |
| 3 | Casey Stoner | *Ducati* |
| 4 | Colin Edwards | *Yamaha* |
| 5 | Chris Vermeulen | *Suzuki* |
| 6 | James Toseland | *Yamaha* |

***Fastest lap:*** *Valentino Rossi*
***Pole:*** *Valentino Rossi*

### UNITED STATES
**LAGUNA SECA – JUL 5**

| | | |
|---|---|---|
| 1 | Dani Pedrosa | *Honda* |
| 2 | Valentino Rossi | *Yamaha* |
| 3 | Jorge Lorenzo | *Yamaha* |
| 4 | Casey Stoner | *Ducati* |
| 5 | Nicky Hayden | *Ducati* |
| 6 | Toni Elias | *Honda* |

***Fastest lap:*** *Dani Pedrosa*
***Pole:*** *Jorge Lorenzo*

### GERMANY
**SACHSENRING – JUL 19**

| | | |
|---|---|---|
| 1 | Valentino Rossi | *Yamaha* |
| 2 | Jorge Lorenzo | *Yamaha* |
| 3 | Dani Pedrosa | *Honda* |
| 4 | Casey Stoner | *Ducati* |
| 5 | Alex De Angelis | *Honda* |
| 6 | Toni Elias | *Honda* |

***Fastest lap:*** *Dani Pedrosa*
***Pole:*** *Valentino Rossi*

### GREAT BRITAIN
**DONINGTON – JULY 26**

| | | |
|---|---|---|
| 1 | Andrea Dovizioso | *Honda* |
| 2 | Colin Edwards | *Yamaha* |
| 3 | Randy De Puniet | *Honda* |
| 4 | Alex De Angelis | *Honda* |
| 5 | Valentino Rossi | *Yamaha* |
| 6 | James Toseland | *Yamaha* |

***Fastest lap:*** *Jorge Lorenzo*
***Pole:*** *Valentino Rossi*

### CZ REPUBLIC
**BRNO – AUGUST 16**

| | | |
|---|---|---|
| 1 | Valentino Rossi | *Yamaha* |
| 2 | Dani Pedrosa | *Honda* |
| 3 | Toni Elias | *Honda* |
| 4 | Andrea Dovizioso | *Honda* |
| 5 | Loris Capirossi | *Suzuki* |
| 6 | Nicky Hayden | *Ducati* |

***Fastest lap:*** *Jorge Lorenzo*
***Pole:*** *Valentino Rossi*

### UNITED STATES
**INDIANAPOLIS – AUG 30**

| | | |
|---|---|---|
| 1 | Jorge Lorenzo | *Yamaha* |
| 2 | Alex De Angelis | *Honda* |
| 3 | Nicky Hayden | *Ducati* |
| 4 | Andrea Dovizioso | *Honda* |
| 5 | Colin Edwards | *Yamaha* |
| 6 | James Toseland | *Yamaha* |

***Fastest lap:*** *Jorge Lorenzo*
***Pole:*** *Dani Pedrosa*

### SAN MARINO
**MISANO – SEP 6**

| | | |
|---|---|---|
| 1 | Valentino Rossi | *Yamaha* |
| 2 | Jorge Lorenzo | *Yamaha* |
| 3 | Dani Pedrosa | *Honda* |
| 4 | Andrea Dovizioso | *Honda* |
| 5 | Loris Capirossi | *Suzuki* |
| 6 | Toni Elias | *Honda* |

***Fastest lap:*** *Valentino Rossi*
***Pole:*** *Valentino Rossi*

### PORTUGAL
**ESTORIL – OCT 4**

| | | |
|---|---|---|
| 1 | Jorge Lorenzo | *Yamaha* |
| 2 | Casey Stoner | *Ducati* |
| 3 | Dani Pedrosa | *Honda* |
| 4 | Valentino Rossi | *Yamaha* |
| 5 | Colin Edwards | *Yamaha* |
| 6 | Toni Elias | *Honda* |

***Fastest lap:*** *Dani Pedrosa*
***Pole:*** Jorge Lorenzo

### AUSTRALIA
**PHILLIP ISLAND – OCT 18**

| | | |
|---|---|---|
| 1 | Casey Stoner | *Ducati* |
| 2 | Valentino Rossi | *Yamaha* |
| 3 | Dani Pedrosa | *Honda* |
| 4 | Alex De Angelis | *Honda* |
| 5 | Colin Edwards | *Yamaha* |
| 6 | Andrea Dovizioso | *Honda* |

***Fastest lap:*** *Valentino Rossi*
***Pole:*** *Casey Stoner*

### MALAYSIA
**SEPANG – OCTOBER 25**

| | | |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |

*Fastest lap:*
*Pole:*

### SPAIN
**VALENCIA – NOV 8**

| | | |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |

*Fastest lap:*
*Pole:*

### RIDER STANDINGS

| | | |
|---|---|---|
| 1 | Valentino Rossi | *270* |
| 2 | Jorge Lorenzo | *232* |
| 3 | Casey Stoner | *195* |
| 4 | Dani Pedrosa | *189* |
| 5 | Andrea Dovizioso | *152* |
| 6 | Colin Edwards | *145* |
| 7 | Alex De Angelis | *101* |
| 8 | Randy De Puniet | *101* |
| 9 | Loris Capirossi | *101* |
| 10 | Marco Melandri | *100* |

### TEAM STANDINGS

| | | |
|---|---|---|
| 1 | Fiat Yamaha | *502* |
| 2 | Repsol Honda | *341* |
| 3 | Ducati Marlboro | *294* |
| 4 | Monster Yamaha | *232* |
| 5 | Honda Gresini | *197* |
| 6 | Rizla Suzuki | *196* |

## FIA WORLD TOURING CAR CHAMPIONSHIP

### BRAZIL
**CURITIBA – MARCH 8**

*Race 1*

| | | |
|---|---|---|
| 1 | Yvan Muller | *SEAT* |
| 2 | Jordi Gené | *SEAT* |
| 3 | Rickard Rydell | *SEAT* |
| 4 | Gabriele Tarquini | *SEAT* |
| 5 | Nicola Larini | *Chevrolet* |
| 6 | Augusto Farfus | *BMW* |

*Race 2*

| | | |
|---|---|---|
| 1 | Gabriele Tarquini | *SEAT* |
| 2 | Rickard Rydell | *SEAT* |
| 3 | Jordi Gené | *SEAT* |
| 4 | Yvan Muller | *SEAT* |
| 5 | Jörg Müller | *BMW* |
| 6 | Augusto Farfus | *BMW* |

### MEXICO
**PUEBLA – MARCH 22**

*Race 1*

| | | |
|---|---|---|
| 1 | Rickard Rydell | *SEAT* |
| 2 | Augusto Farfus | *BMW* |
| 3 | Andy Priaulx | *BMW* |
| 4 | Yvan Muller | *SEAT* |
| 5 | Jörg Müller | *BMW* |
| 6 | Gabriele Tarquini | *SEAT* |

*Race 2*

| | | |
|---|---|---|
| 1 | Yvan Muller | *SEAT* |
| 2 | Andy Priaulx | *BMW* |
| 3 | Rickard Rydell | *SEAT* |
| 4 | Augusto Farfus | *BMW* |
| 5 | Sergio Hernández | *BMW* |
| 6 | Alex Zanardi | *BMW* |

### MOROCCO
**MARRAKECH – MAY 3**

*Race 1*

| | | |
|---|---|---|
| 1 | Rob Huff | *Chevrolet* |
| 2 | Gabriele Tarquini | *SEAT* |
| 3 | Jordi Gené | *SEAT* |
| 4 | Yvan Muller | *SEAT* |
| 5 | Tiago Monteiro | *SEAT* |
| 6 | Nicola Larini | *Chevrolet* |

*Race 2*

| | | |
|---|---|---|
| 1 | Nicola Larini | *Chevrolet* |
| 2 | Yvan Muller | *SEAT* |
| 3 | Rob Huff | *Chevrolet* |
| 4 | Jörg Müller | *BMW* |
| 5 | Gabriele Tarquini | *SEAT* |
| 6 | Augusto Farfus | *BMW* |

### FRANCE
**PAU – MAY 17**

*Race 1*

| | | |
|---|---|---|
| 1 | Rob Huff | *Chevrolet* |
| 2 | Augusto Farfus | *BMW* |
| 3 | Jörg Müller | *BMW* |
| 4 | Andy Priaulx | *BMW* |
| 5 | Sergio Hernández | *BMW* |
| 6 | Félix Porteiro | *BMW* |

*Race 2*

| | | |
|---|---|---|
| 1 | Alain Menu | *Chevrolet* |
| 2 | Augusto Farfus | *BMW* |
| 3 | Rob Huff | *Chevrolet* |
| 4 | Andy Priaulx | *BMW* |
| 5 | Alex Zanardi | *BMW* |
| 6 | Gabriele Tarquini | *SEAT* |

### SPAIN
**VALENCIA – MAY 31**

*Race 1*

| | | |
|---|---|---|
| 1 | Yvan Muller | *SEAT* |
| 2 | Tiago Monteiro | *SEAT* |
| 3 | Gabriele Tarquini | *SEAT* |
| 4 | Augusto Farfus | *BMW* |
| 5 | Andy Priaulx | *BMW* |
| 6 | Jörg Müller | *BMW* |

*Race 2*

| | | |
|---|---|---|
| 1 | Augusto Farfus | *BMW* |
| 2 | Yvan Muller | *SEAT* |
| 3 | Rickard Rydell | *SEAT* |
| 4 | Jörg Müller | *BMW* |
| 5 | Sergio Hernández | *BMW* |
| 6 | Nicola Larini | *Chevrolet* |

### CZ REPUBLIC
**BRNO – JUNE 21**

*Race 1*

| | | |
|---|---|---|
| 1 | Alex Zanardi | *BMW* |
| 2 | Jörg Müller | *BMW* |
| 3 | Gabriele Tarquini | *SEAT* |
| 4 | Rickard Rydell | *SEAT* |
| 5 | Sergio Hernández | *BMW* |
| 6 | Tiago Monteiro | *SEAT* |

*Race 2*

| | | |
|---|---|---|
| 1 | Sergio Hernández | *BMW* |
| 2 | Yvan Muller | *SEAT* |
| 3 | Tiago Monteiro | *SEAT* |
| 4 | Félix Porteiro | *BMW* |
| 5 | Gabriele Tarquini | *SEAT* |
| 6 | Rickard Rydell | *SEAT* |

### PORTUGAL
**PORTO – JULY 5**

*Race 1*

| | | |
|---|---|---|
| 1 | Gabriele Tarquini | *SEAT* |
| 2 | Rob Huff | *Chevrolet* |
| 3 | Yvan Muller | *SEAT* |
| 4 | Tiago Monteiro | *SEAT* |
| 5 | Nicola Larini | *Chevrolet* |
| 6 | Jordi Gené | *SEAT* |

*Race 2*

| | | |
|---|---|---|
| 1 | Augusto Farfus | *BMW* |
| 2 | Yvan Muller | *SEAT* |
| 3 | Rickard Rydell | *SEAT* |
| 4 | Tiago Monteiro | *SEAT* |
| 5 | Tiago Monteiro | *SEAT* |
| 6 | Rob Huff | *Chevrolet* |

### GREAT BRITAIN
**BRANDS HATCH – JULY 19**

*Race 1*

| | | |
|---|---|---|
| 1 | Alain Menu | *Chevrolet* |
| 2 | Rob Huff | *Chevrolet* |
| 3 | Andy Priaulx | *BMW* |
| 4 | Gabriele Tarquini | *SEAT* |
| 5 | Rickard Rydell | *SEAT* |
| 6 | Jörg Müller | *BMW* |

*Race 2*

| | | |
|---|---|---|
| 1 | Augusto Farfus | *BMW* |
| 2 | Jörg Müller | *BMW* |
| 3 | Gabriele Tarquini | *SEAT* |
| 4 | Rickard Rydell | *SEAT* |
| 5 | Andy Priaulx | *BMW* |
| 6 | Rob Huff | *Chevrolet* |

### GERMANY
**OSCHERSLEBEN – SEP 6**

*Race 1*

| | | |
|---|---|---|
| 1 | Andy Priaulx | *BMW* |
| 2 | Gabriele Tarquini | *SEAT* |
| 3 | Rickard Rydell | *SEAT* |
| 4 | Tom Coronel | *SEAT* |
| 5 | Augusto Farfus | *BMW* |
| 6 | Stefano D'Aste | *BMW* |

*Race 2*

| | | |
|---|---|---|
| 1 | Augusto Farfus | *BMW* |
| 2 | Andy Priaulx | *BMW* |
| 3 | Gabriele Tarquini | *SEAT* |
| 4 | Jörg Müller | *BMW* |
| 5 | Sergio Hernández | *BMW* |
| 6 | Nicola Larini | *Chevrolet* |

### ITALY
**IMOLA – SEPTEMBER 20**

*Race 1*

| | | |
|---|---|---|
| 1 | Gabriele Tarquini | *SEAT* |
| 2 | Yvan Muller | *SEAT* |
| 3 | Rob Huff | *Chevrolet* |
| 4 | Alex Zanardi | *BMW* |
| 5 | Tom Coronel | *SEAT* |
| 6 | James Thompson | *Lada* |

*Race 2*

| | | |
|---|---|---|
| 1 | Yvan Muller | *SEAT* |
| 2 | Gabriele Tarquini | *SEAT* |
| 3 | Alain Menu | *Chevrolet* |
| 4 | Alex Zanardi | *BMW* |
| 5 | Jordi Gené | *SEAT* |
| 6 | James Thompson | *Lada* |

### JAPAN
**OKAYAMA – NOV 1**

*Race 1*

| | | |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |

*Race 2*

| | | |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |

### MACAU
**MACAU – NOV 22**

*Race 1*

| | | |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |

*Race 2*

| | | |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
| 5 | | |
| 6 | | |

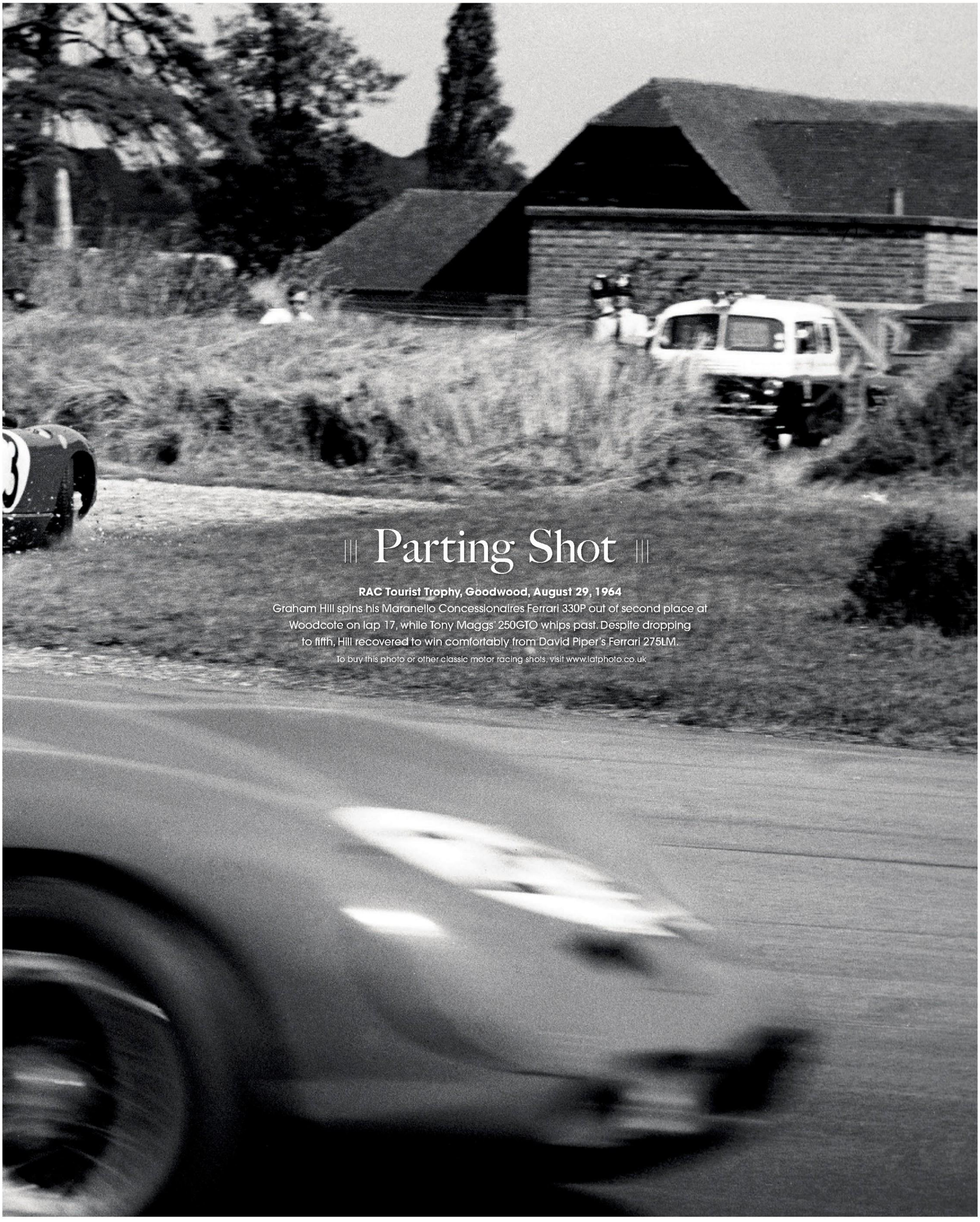
### DRIVER STANDINGS

| | | |
|---|---|---|
| 1 | Gabriele Tarquini | *109* |
| 2 | Yvan Muller | *102* |
| 3 | Augusto Farfus | *91* |
| 4 | Andy Priaulx | *66* |
| 5 | Rickard Rydell | *63* |
| 6 | Rob Huff | *60* |
| 7 | Jörg Müller | *58* |
| 8 | Sergio Hernández | *36* |
| 9 | Jordi Gené | *36* |
| 10 | Tiago Monteiro | *34* |

### MANUFACTURER STANDINGS

| | | |
|---|---|---|
| 1 | SEAT | *271* |
| 2 | BMW | *250* |
| 3 | Chevrolet | *175* |
| 4 | Lada | *78* |


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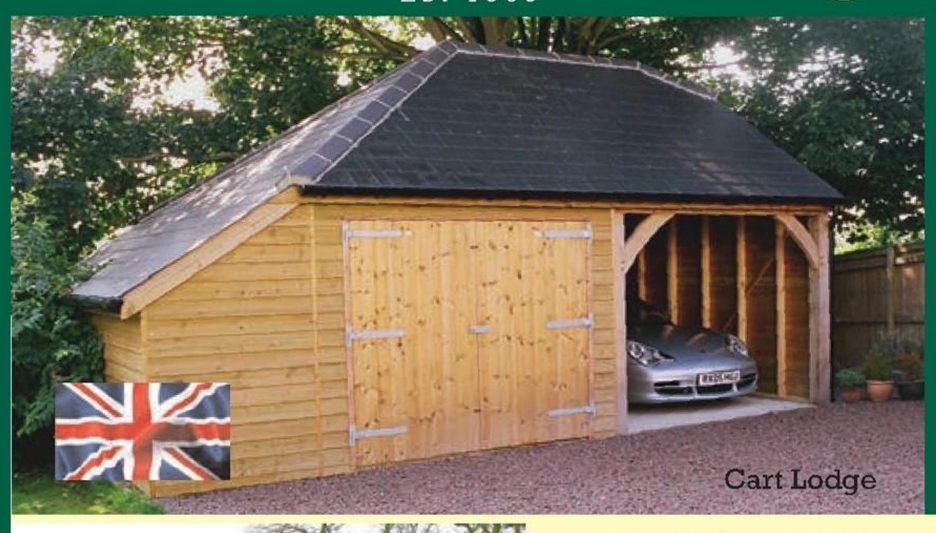
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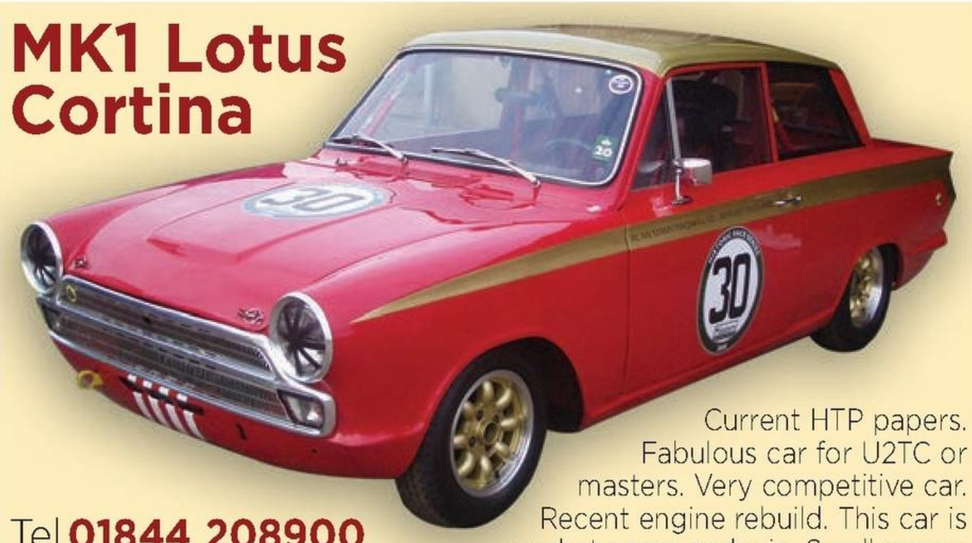
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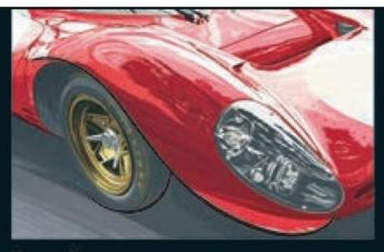
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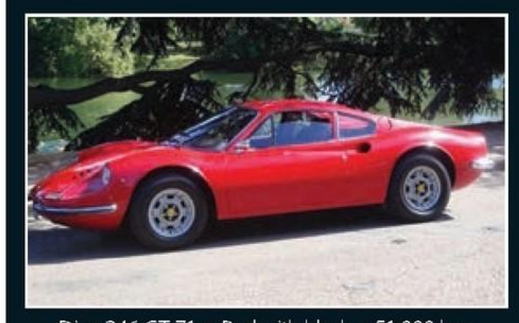


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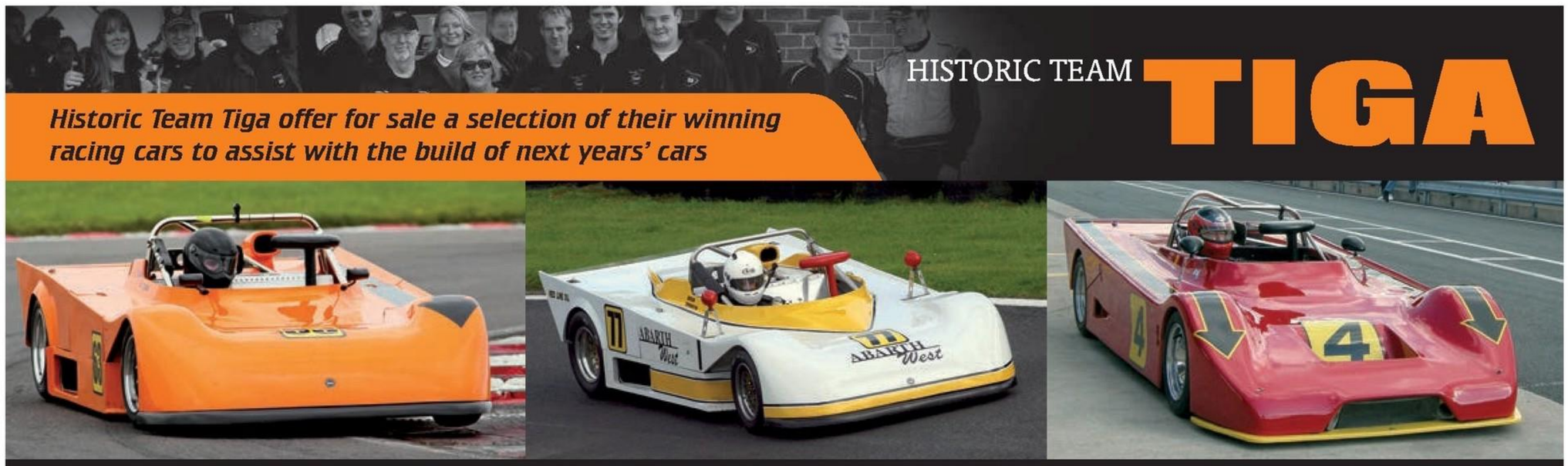
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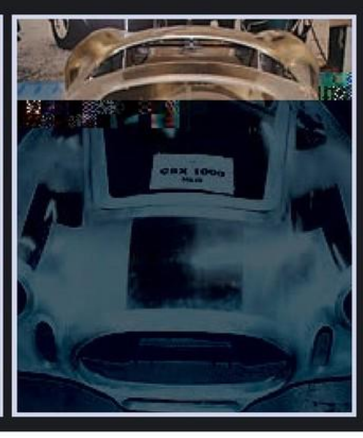





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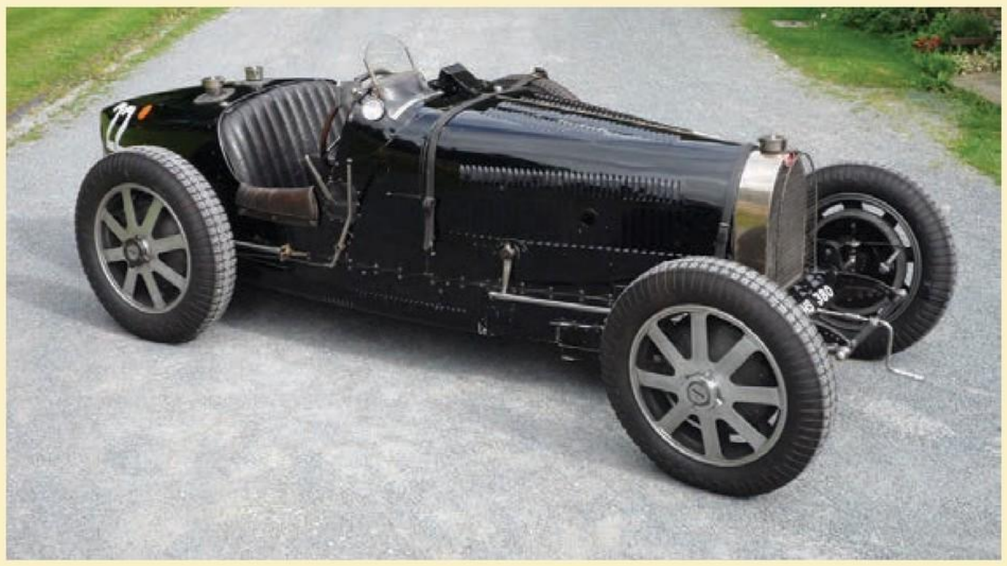
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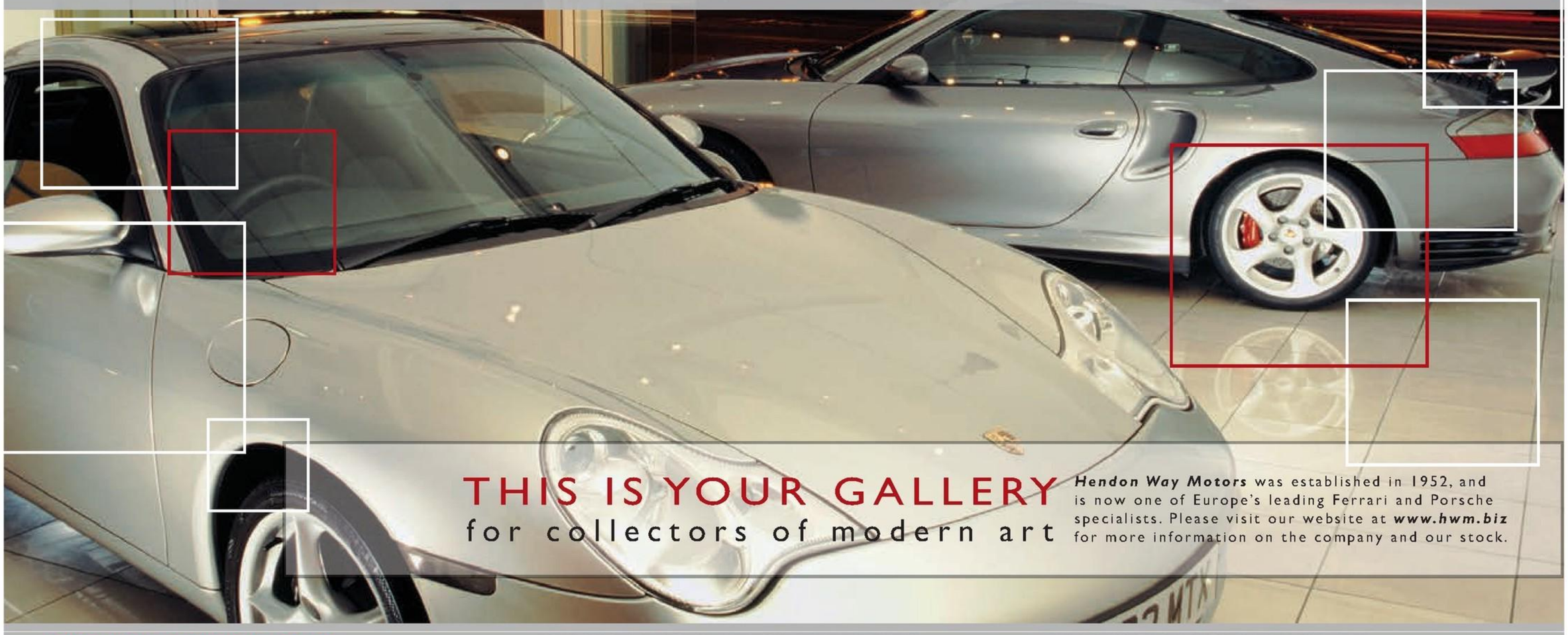

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**2009 PORSCHE 997 GEN II C4S PDK BASALT BLACK 1000 MILES**
Full Black leather Interior, Generation II Porsche Communication Module, Porsche Stability Management System, White Dials, Heated electric Seats, Multifunction Steering wheel, Cruise Control, Telephone Module, USB & IPOD Connection, Bi-Xenon Lights, Park Assist, Sports Chrono Pack, Climate control, 19" Turbo Alloy wheels

**2008 PORSHCE 997 C4S MANUAL MIDNIGHT BLUE 18000 MILES**
Black leather interior, Porsche Communication Module, Porsche Stability Management System, White Dials, Sunroof, Telephone module, CD changer, Adaptive Sports Seats, Heated electric memory seats, Xenon lights, Cruise Control, Park Assist, Sports Exhausts, 19" Alloy wheels, FPSH. One Owner from New

**2006 PORSCHE 997 C4S MANUAL BASALT BLACK 9000 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 BASALT BLACK 25,000 MILES**
Full Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Chrono pack, Telephone, Multifunction steering wheel, Heated sports seats, Sound package plus, Park assist, Rear wiper, Red brake Callipers, 19" Carrera Sport alloy wheels, One owner from new, Full Porsche Service History

**2007 PORSCHE 997 TURBO MANUAL GT SILVER 37000 MILES**
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White Dials, Telephone module, BOSE Sound system, Sunroof, Chrono pack, Sports Mode. Memory Seats, Xenon Lights, Full Climate Control, Rear Wiper, 19" Turbo Alloy Wheels, One Owner from New

**2005 PORSCHE 997 C2S MANUAL SLATE GREY 22,000 MILES**
Full black leather interior, Porsche Communication Module, Porsche Stability Management System, Onboard computer, Telephone Module, Multifunction Steering wheel, 6 CD Changer, Xenon lights, White dials, Sunroof, 19" alloy wheels, Full Porsche Service History

**2008 PORSCHE 997 C2 MANUAL BASALT BLACK 8,000 MILES**
Full black leather interior, Porsche Communication Module, Porsche Stability Management System, Onboard computer, Telephone Module, Sports heated seats, Sunroof, Climate control, 19" Sports Design alloy wheels

**2005 PORSCHE 997 C2 MANUAL MIDNIGHT BLUE 29,000 MILES**
Midnight Blue Metallic coachwork, Sand Beige Leather interior, Manual, Porsche Communication Module (Satellite Navigation), Porsche Stability Management system, Multifunction Steering wheel, Telephone Module, CD Changer, Sports seats, Top tinted Windscreen, Park Assist, 19" Alloy wheels, Full Porsche Service History

## PORSCHE 996 / GT3 / GT2 / TURBO / C4S / C2 / C4

**2003 PORSCHE 996 GT2 MKII MANUAL BASALT BLACK 31000 MILES**
Black leather interior, Climate control, Small aluminium pack, Bucket seats, Full Porsche Service History

**2003 PORSCHE 996 GT3 MKII ARCTIC SILVER 12000 MILES**
Black leather interior, Porsche Stability Management System, Computer, Climate control, Sports seats, Aluminium Pack, White dials, Xenon lights, 18" alloy wheels, Full Porsche Service History.

**2003 PORSCHE 996 GT3 MKII BASALT BLACK 30000 MILES**
Black leather interior, Porsche Ceramic Composite brakes, Porsche Stability Management System, Computer, Climate control, Sports seats, Aluminium Pack, White dials, Xenon lights, 18" alloy wheels, Full Porsche Service History.

**2005 PORSCHE 996 TURBO CABRIOLET MANUAL MIDNIGHT BLUE 34000 MILES**
Full black leather interior, Porsche Communication Module, Porsche Stability Management System, Park Assist, Cruise control, Full electric sports seats, Climate control, Ceramic brakes, Xenon lights, Full Porsche Service History

**2003 PORSCHE 996 TURBO TIPTRONIC MIDNIGHT BLUE 42,000 MILES**
Black leather interior, Porsche Communication Module, Computer, Climate control, Sunroof, BOSE Sound system, Heated memory sports seats, Xenon lights, White dials, 18" Black Turbo alloy wheels, 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

**2005 PORSCHE 996 C4S TIPTRONIC ARCTIC SILVER 8000 MILES**
Full black leather interior, Porsche communication module, Porsche Stability Management System, Computer, Cruise control, White dials, Carbon pack, Park assist, Xenon lights, BOSE Sound system, CD Changer, Full Porsche Service History, 1 previous owner

**2003 PORSCHE 996 C4S MANUAL SEAL GREY 30000 MILES**
Full black leather interior, Porsche Stability Management System, Computer, White dials, Heated electric Sports seats, CD Changer, Sunroof, Xenon lights, 18" Turbo alloy wheels, Rear Wiper. Full Porsche Service History

**2003 PORSCHE 996 TARGA MANUAL SEAL GREY 17000 MILES**
Full Black leather interior, Porsche Stability Management system, BOSE sound system, 6 CD Changer, Self Dimming Mirror, Rear wiper, Xenon Lights, Climate control, 18" GT3 Alloy wheels, Mint Condition, FPSH. One Owner from new

**2002 PORSCHE 996 C4 COUPE TIPTRONIC ARCTIC SILVER 43000 MILES**
Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone Module, Computer, CD changer, Heated seats, White dials, Sunroof, Aluminium pack, Xenon lights, 18" GT3 Alloy wheels.

**2002 PORSCHE 996 C4 COUPE MANUAL BASALT BLACK 43000 MILES**
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Porsche radio with single CD changer, Computer, Cruise control, Heated memory seats, Xenon lights, Park assist, Rear wiper, 18" alloy wheels, Full Porsche Service History

**1999 PORSCHE 996 C4 GT3 BODYKIT MANUAL SPEED YELLOW 33,000 MILES**
Grey leather interior with yellow stitching, Porsche Stability management System, Original Porsche radio with single CD changer, GT3 Bodykit, Sports exhaust, Climate control, 18" Turbo alloy wheels, Full Porsche Service History

## PORSCHE 993 / TURBO / C2S / C4S / C2 / C4 / TARGA

**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.

**1998 PORSCHE 993 C4S COUPE MANUAL MIDNIGHT BLUE 53000 MILES**
Dark grey leather interior, Sports seats, Climate control, 18" Turbo alloy wheels, 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.

**1997 PORSCHE 993 C2S COUPE MANUAL OCEAN BLUE 71000 MILES**
Marble Grey leather, Climate control, Sports seats, Rear wiper, 18" Turbo alloy wheels, Sunroof, Full Porsche Service History

**1995 PORSCHE 993 C4 COUPE MANUAL IRIS BLUE 60000 MILES**
Grey leather interior, Sports seats, Sunroof, Radio with one CD changer, Tracker system Immobiliser, 17" Cup Alloy wheels, Full 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

**1994 PORSCHE 993 C2 COUPE MANUAL MIDNIGHT BLUE 60000 MILES**
Marble grey leather interior with blue leather dash, Sports seats, Rear wiper, Climate control, Sunroof, 17" Alloy wheels, 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

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**2005 PORSCHE 987 3.2S BOXSTER MANUAL SEAL GREY 18,000 MILES**
Black leather interior, Porsche Stability Management System, Computer, White dials, Porsche radio with single CD changer, Climate control, Park Assist, 18" Alloy wheels, Full Porsche Service History

**2008 PORSCHE 987 3.4S BOXSTER TIPTRONIC BASALT BLACK 13000 MILES**
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White dials, Wind visor, Electric heated seats, Climate control, Park Assist, 19" Turbo Alloy wheels. As new

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**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

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## Models from 1970 +

**2008 FERRARI F612 SCAGLIETTI HGTC PACK BLACK 2000 MILES**
Black leather interior, HGTC pack, Daytona electric/memory seats, Sports mode, Front and rear park assist, Satellite Navigation, CD Changer, Telephone module, BOSE, Xenons, Climate control, 19" alloys with ceramic brakes

**2007 F430 SPIDER ROSSA 4000 MILES**
Crema leather interior, Original Ferrari stereo with Satellite navigation, CD Changer, Carbon pack, Yellow rev counter, Launch control, Climate control, Electric Daytona seats, Bi-xenons, Yellow brake calipers, 19" alloys

**2004 FERRARI 360 SPIDER MANUAL NERO 11000 MILES**
Nero Daytona with Black Hood, Crema Leather with Crema roll over hoops and Crema Leather Dash, Daytona seats, Yellow calipers, Navigation track tracker system, CD changer, Embossed head rests, Full Ferrari service history

**2003 FERRARI 360 SPIDER MANUAL ROSSA 19000 MILES**
Rossa with black hood, Nero leather with nero roll over hoops and nero leather dash, Daytona seats, Red brake calipers. Challenge grills, Full Ferrari Service History

**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.

**1998 FERRARI 550 MARANELLO GRIGIO SILVER 42000 MILES**
Full black leather interior, Manual, Electric Daytona seats, Climate control, 18" alloy wheels, Full Ferrari Service History

**1995 FERRARI 355 SPIDER GIALLO YELLOW 26000 MILES**
Full black leather interior, Manual, Electric sports seats, Climate control, Sports suspension, 18" alloys, Full Ferrari Service History. Superb example that has been meticulously maintained from new

**1991 FERRARI TESTAROSSA ROSSA 6000 MILES**
Crema leather interior, Manual, Climate control, Electric windows, CD Changer, 18" alloys wheels, Full Ferrari Service History

**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.

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**1991 AC COBRA LIGHTWEIGHT METALLIC BLACK 5000 MILES**
Black Leather, 1 of 26 RHD Lightweights.

**1991 AC COBRA LIGHTWEIGHT SPEED YELLOW 9000 MILES**
Black Leather, 1 of 26, RHD, Lightweight's, Ex- Rod Stewart.

**1969 JAGUAR E-TYPE 4.2 SERIES 2 V12 ROADSTER AUTO CARMEN RED 10,000 MILES**
Carmen Red paintwork, immaculate black leather interior with red piping, Black hardtop, extensive service history, wire wheels. Immaculate condition throughout. Very careful previous owner.

**1969 JAGUAR E-TYPE 4.2 SERIES 2 ROADSTER MANUAL PRIMROSE YELLOW 83,000 MILES**
Primrose yellow paintwork, black leather interior, extensive service history, one owner over last 10 years. Very original car, excellent condition throughout, and runs superbly.

**1967 JAGUAR E-TYPE 4.2 SERIES 1 1/2 ROADSTER METALLIC SILVER 55000 MILES**
Black Leather, Fully Restored To Concourse Condition, Works Factory Hardtop.

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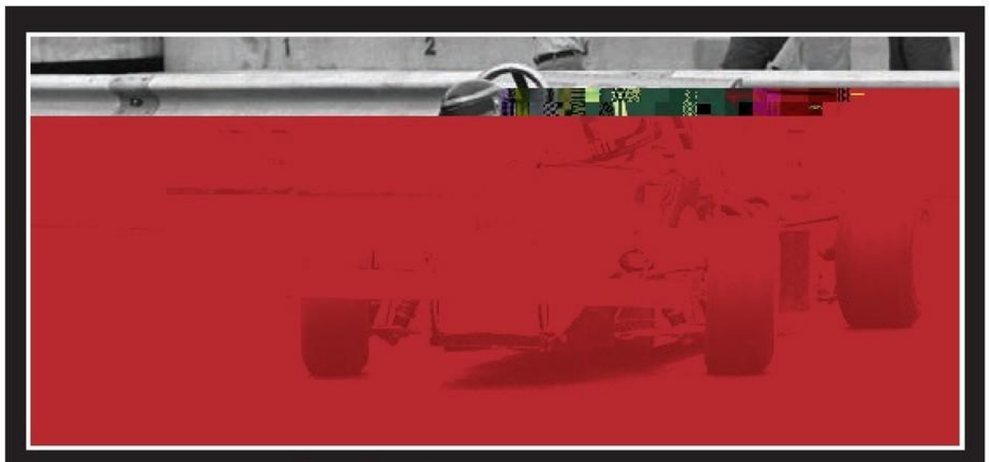
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*This left-hand drive SLR was sold new in 2005 to the previous owner.*
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*Always kept garaged, the car has covered a mere 4,500 miles from new.*
*Presented in immaculate condition throughout.*



**1963 Bentley S3 Continental 'Flying Spur' Saloon**
*Coachwork by H J Mulliner. This Bentley Continental features the elegant, H J Mulliner-designed, 'Flying Spur' four-door coachwork and is one of only 86 S3 models complete in this style. Fully restored, again to highest order. New leather, new carpets. Air conditioning also fitted. Beautiful instrumentation, superb order. Chrome work is in excellent order (except tailpipe, which is due to be re-chromed), no dents, marks or pitting evident. Overall an exceptional car, subject to an extensive restoration, offered in lovely condition, ready to use*



**1984 Rolls-Royce Phantom VI**
*Blue with light blue interior, piped light blue, beautiful dashboard, superbly fitted out. 21,000 miles, superb history. A glorious example of these special cars.*



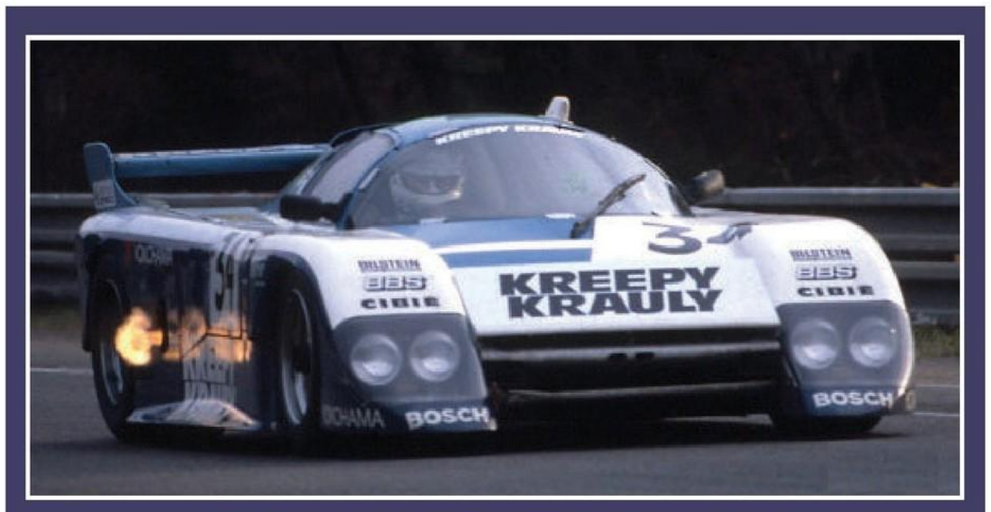
**2001 Bentley Arnage 'Red Label' Saloon**
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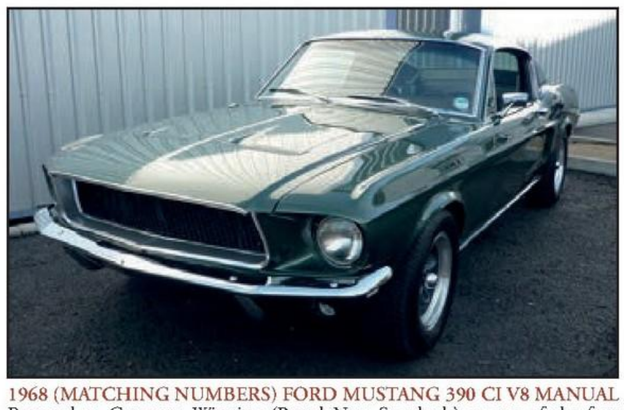
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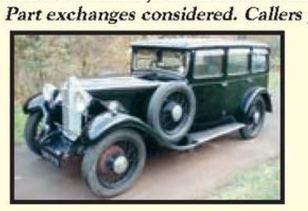
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It's the idea of a finite resource that sets a value. Buy land they're not making any more of it, gold prices are high because it's scarce, oil is running out so it's getting more expensive and so are our energy costs (actually oil and gas prices have dropped but not electricity). Buy Bugattis they aren't making them any more either, if you don't count the VW super car of the same name. One of my friends has a theory that you know we're in trouble financially when Ferrari Daytonas make £250,000. Why? Because if they all came on the market there isn't enough money around to buy them, there are just too many. This seems like the same problem as the gold standard, which is why in pursuit of political objectives and fiscal easing it was dropped. With a constantly increasing stock market what happens when people want their money. It seems to me we all own notional money, sort of virtual wealth, stocks, shares or pensions that only increase if they are never translated into cold hard cash, because that finite resource is tied up paying bonuses. When we do want the cash it's called a run on a bank (Government bail out, we pay), selling shares cause markets to fall, that's when we are reminded, "investments can go down as well as up" pensions suffer (Government bail out, we pay). If resources are finite perhaps some things should just be between the people and the government cut out the middleman, trouble is then the government wouldn't have anyone else to blame but they might be worth their expenses.

Of all the finite resources the most precious and elusive is time, "No time to wait till her mouth can, enrich that smile her eyes began, a poor life this if, full of care, we have no time to stand and stare". I've had precious little time this year to stand and stare. Work, and yes I do consider Goodwood work, has really got in the way. No sign of recession in the Bugatti world, cars going up in value, parts sales to far flung shores still strong, (probably the weak pound), in fact we have been expanding in order to maximise the time the cars spend with their owners not sitting in the workshop! We've even made a dedicated servicing and tuning workshop so that restoration can be the straightforward job it should be. The service and tuning workshop is also open to other marques we've got a Bentley coming next week for an overdrive! I've had to write a specific risk assessment just because of the manual handling challenge this represents.

Finally, though, I've had a couple of weekends to sit back and reflect on the year, Spa was brilliant especially as I was only there for the few hours needed to practice and race. The rest of the time was spent in Brussels soaking up some culture along with the best white wine I've ever had the pleasure to imbibe. And then there was Wales, my first trial this year; if you don't count the slightly surreal MCC Lands End trial where the fact I don't drink caffeine led to some strange moments where I could have sworn the rocks were moving. No, THIS was the first trial this year, and other than an absent Brescia it couldn't have been better. The weather and scenery were stunning; the B&B in a pub had the best steaks (Welsh Black) and really good company. The model A didn't miss a beat, not in the 100 miles before the start or on the trial, the crew, Gillian and Sarah, performed faultlessly and Humbug didn't break either! In fact Humbug with charming Irish passengers, well one was charming at least, nearly won the short wheelbase class. We won the modified long wheelbase class by the way.

While on the trial I noticed a lot of protest banners against a proposed wind farm in the area. I live in Oxfordshire and it has some stunning views but I have lived in London that has some stunning concrete. Natural beauty is also a finite resource, why do we always want to build on it, when will we just accept Hydroelectric and Nuclear power are the only way forward? Not perfect but neither are hydrocarbons, the other alternatives wind farms etc: well it doesn't add up. With electric cars finally becoming a practical reality we will have to get the power from somewhere or accept that perhaps we can't all travel as a right. Our tenure as dominant species is finite and climate change is making us all face up to this, I'm just glad in the short time I'm here I got to sit on a Welsh hillside, drinking sloe Gin and watching the sunset before the geniuses in charge spend our next £100,000,000,000. **Tim**

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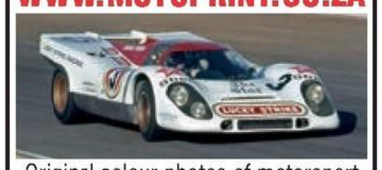



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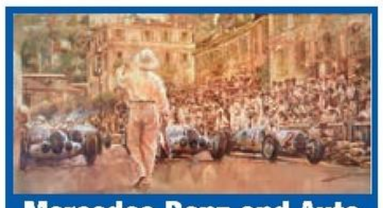
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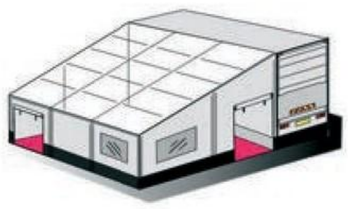
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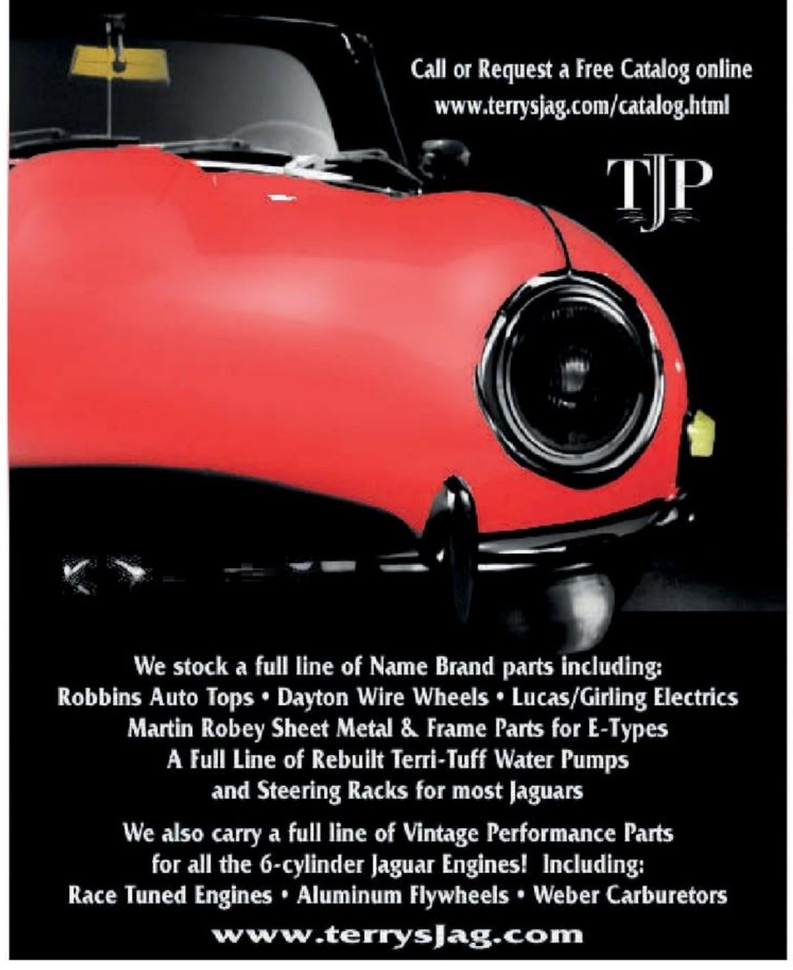
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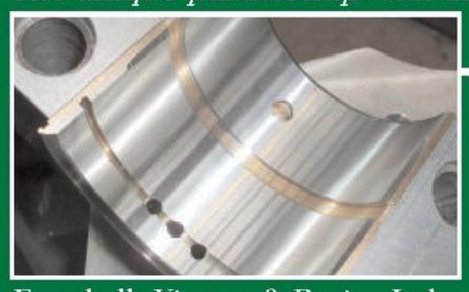
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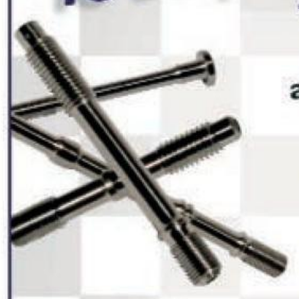
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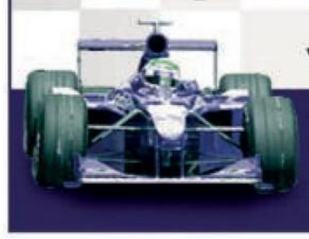
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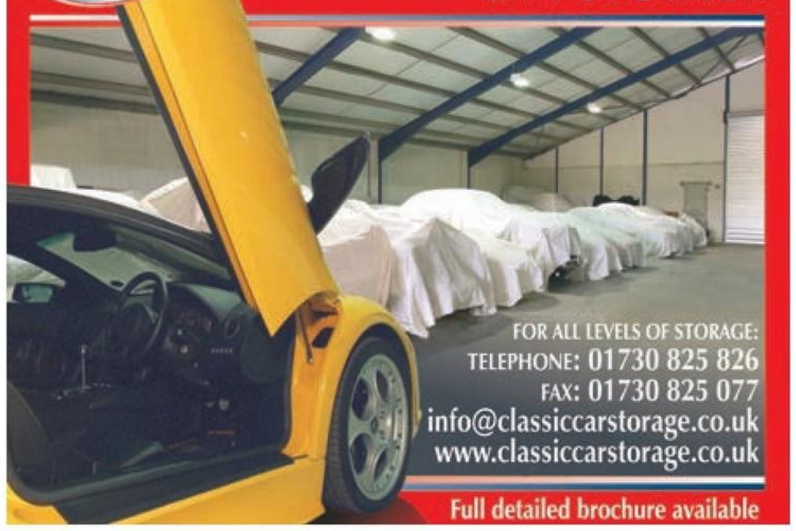


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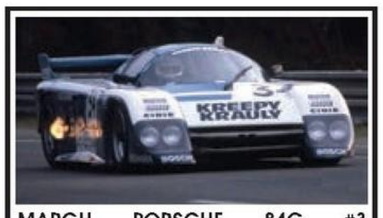
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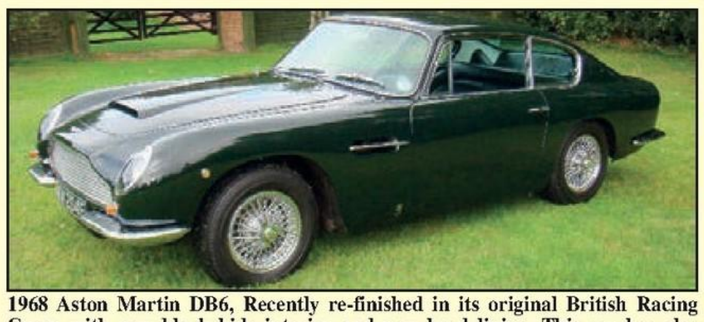
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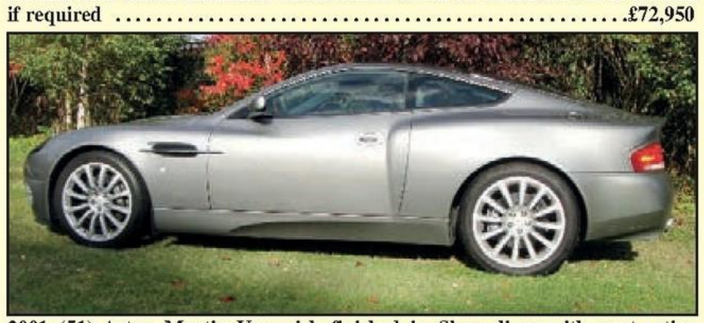
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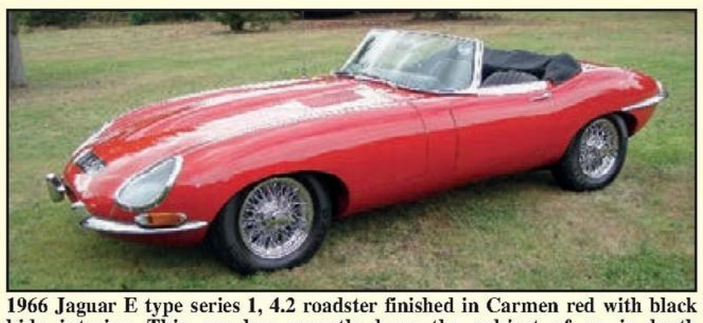
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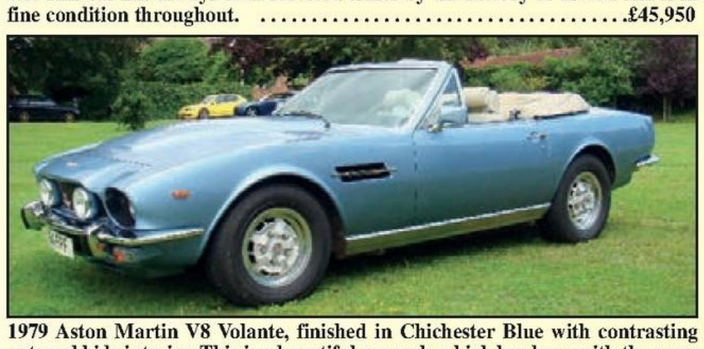
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1981 Aston Martin V8 Volante finished in Buckingham Green with tan hide interior piped green. In 2004 this car was stripped to a bare shell and completely rebuilt and sensibly upgraded. It has the benefit of a more modern automatic transmission and the suspension has and steering has been modified to give a very positive feel. A real driver's car for long continental trips. Please enquire for more details.



1966 Jaguar E type series 1, 4.2 roadster finished in Carmen red with black hide interior. This car has recently been the subject of an in-depth refurbishment and is stunning throughout. Undoubtedly one of the best examples currently on the market and bound to appreciate .....£75,000



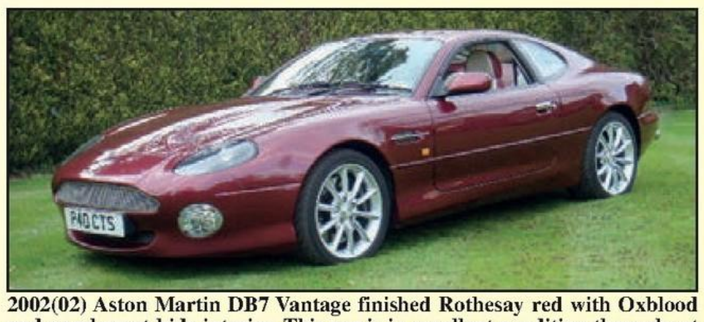
1979 Aston Martin V8 Volante, finished in Chichester Blue with contrasting oatmeal hide interior. This is a beautiful example which has been with the same caring owner for the last 22 years. The car has always been garaged and sparingly used and is now very competitively priced .....£49,950



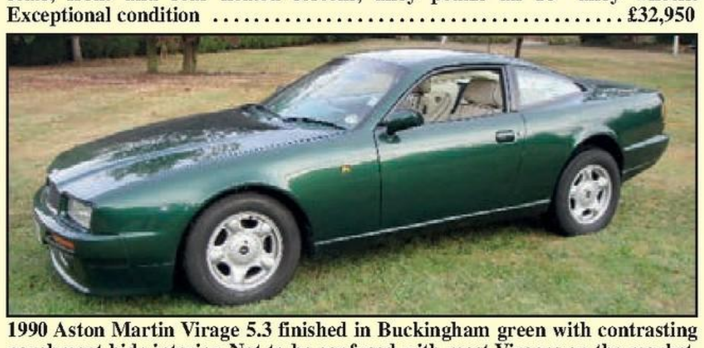
2003 Aston Martin DB7 Vantage. A superb one owner example finished in Tungsten silver with contrasting Charcoal & Ivory interior. The car has a full Aston Martin service history with JCT 600 and is fitted with electric heated seats, front and rear heated screens, alloy pedals an 18" alloy wheels. Exceptional condition .....£32,950



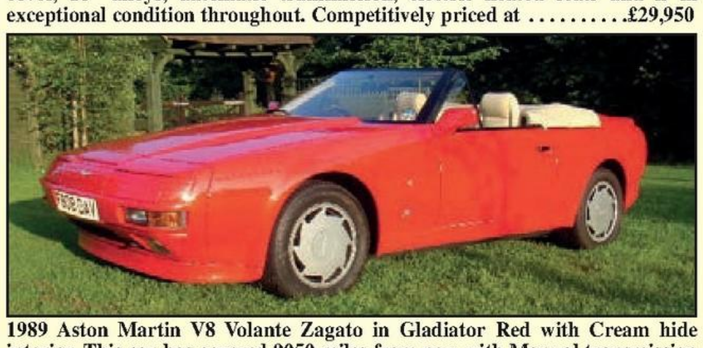
1999 Aston Martin DB7 Vantage finished in Mendip Blue with contrasting Pacific blue & Parchment hide interior and walnut facings. This is a two owner car with a full service history. It comes with a matching blue mohair tonneau cover, 18" alloys, automatic transmission, electric heated seats and is in exceptional condition throughout. Competitively priced at .....£29,950



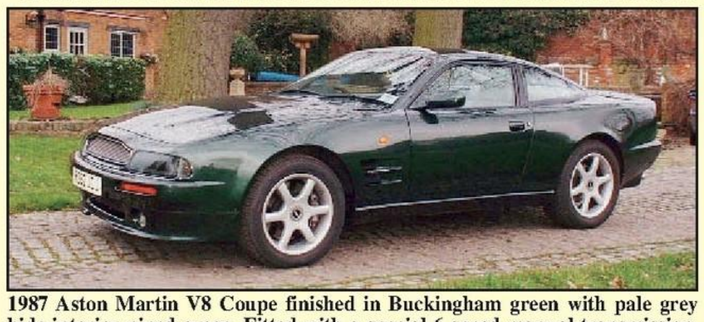
2002(02) Aston Martin DB7 Vantage finished Rothesay red with Oxblood and parchment hide interior. This car is in excellent condition throughout with numerous extras including touchtronic transmission, alloy pedals and mesh grills and all other usual refinements. Very sensibly priced at .....£29,950



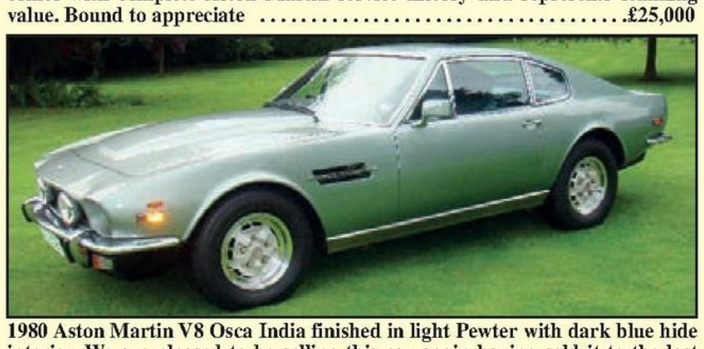
1990 Aston Martin Virage 5.3 finished in Buckingham green with contrasting parchment hide interior. Not to be confused with most Virages on the market, this one has had only 3 owners and has covered only 34,000 miles from new. It comes with complete Aston Martin service history and represents stunning value. Bound to appreciate .....£25,000



1989 Aston Martin V8 Volante Zagato in Gladiator Red with Cream hide interior. This car has covered 9050 miles from new with Manual transmission and has recently been serviced with invoices to show. Exterior paintwork is superb and mechanically, the car starts and runs fine. Complete service history from Newport Pagnell. Please enquire for full specification .....£79,950



1987 Aston Martin V8 Coupe finished in Buckingham green with pale grey hide interior piped green. Fitted with a special 6 speed manual transmission, "18" , five spoke alloys, Air conditioning, red callipers, mesh grille, electric heated seats etc, this car represents extraordinary value having cost in excess of £140,000 when new .....£34,950



1980 Aston Martin V8 Osca India finished in light Pewter with dark blue hide interior. We are pleased to be selling this car again having sold it to the last owner 5 years ago. Since taking it in p/x, we have carried out a major service and completely rebuilt the front suspension and the car drives beautifully. Sensibly priced at .....£39,950.



1970 Mercedes 230SL Pagoda top. A very pretty example of this timeless desirable German classic; whilst this car started life as a 230, it was upgraded some 5 years ago with a 280 engine, greatly enhancing the power and top speed of the car. Finished in Ivory with contrasting tan leather interior and a chocolate brown soft top as well as the Pagoda hard top. This car has been sparingly used but well maintained and is competitively offered for sale at .....£23,950



1976 Aston Martin V8 Srs III, finished in Chichester blue with tan hide interior. This is a very nice, well maintained car with a comprehensive history file including many previous MoT certificates to confirm the mileage of just 60,000. New sills have recently been fitted to this car which is offered for sale very competitively at only .....£27,950.

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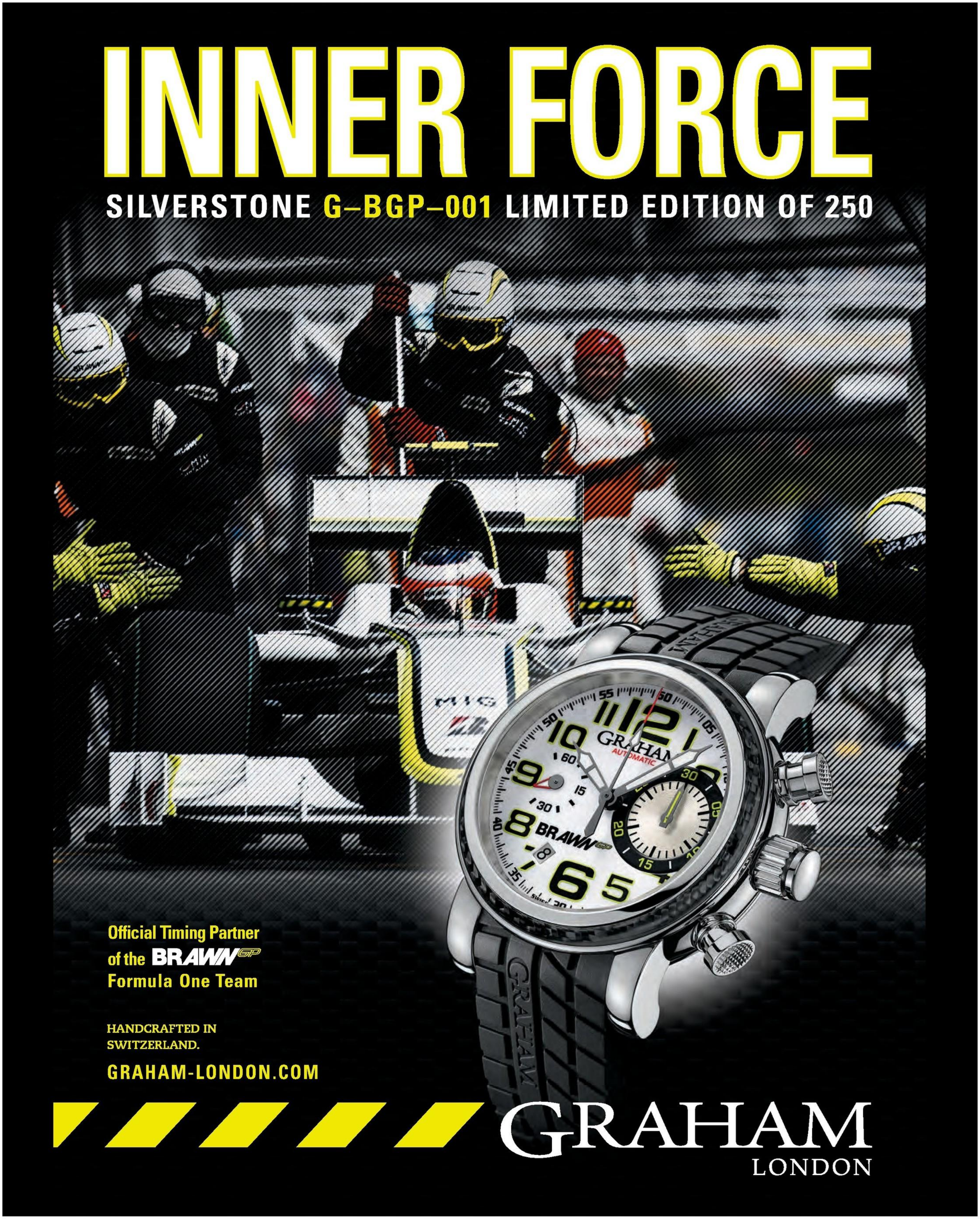

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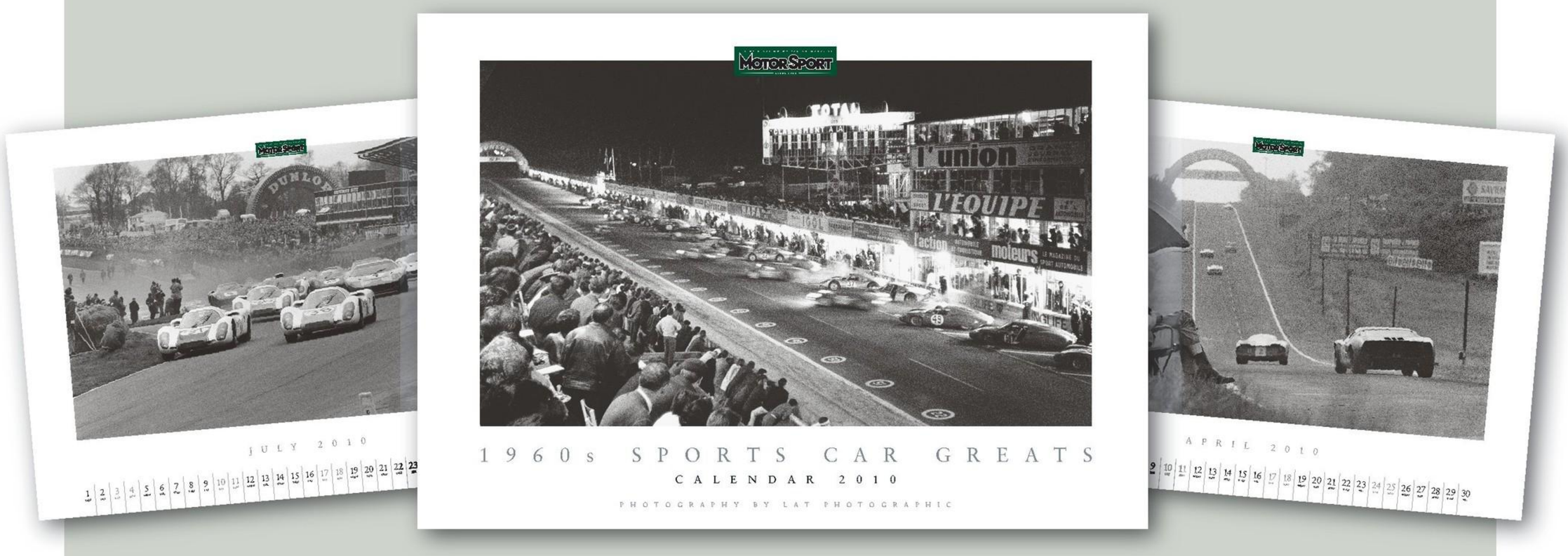
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