MOTORSPORT

JULY 2008 VOL.84 NO.7

THE ORIGINAL MOTOR RACING MAGAZINE

MOTORSPORT

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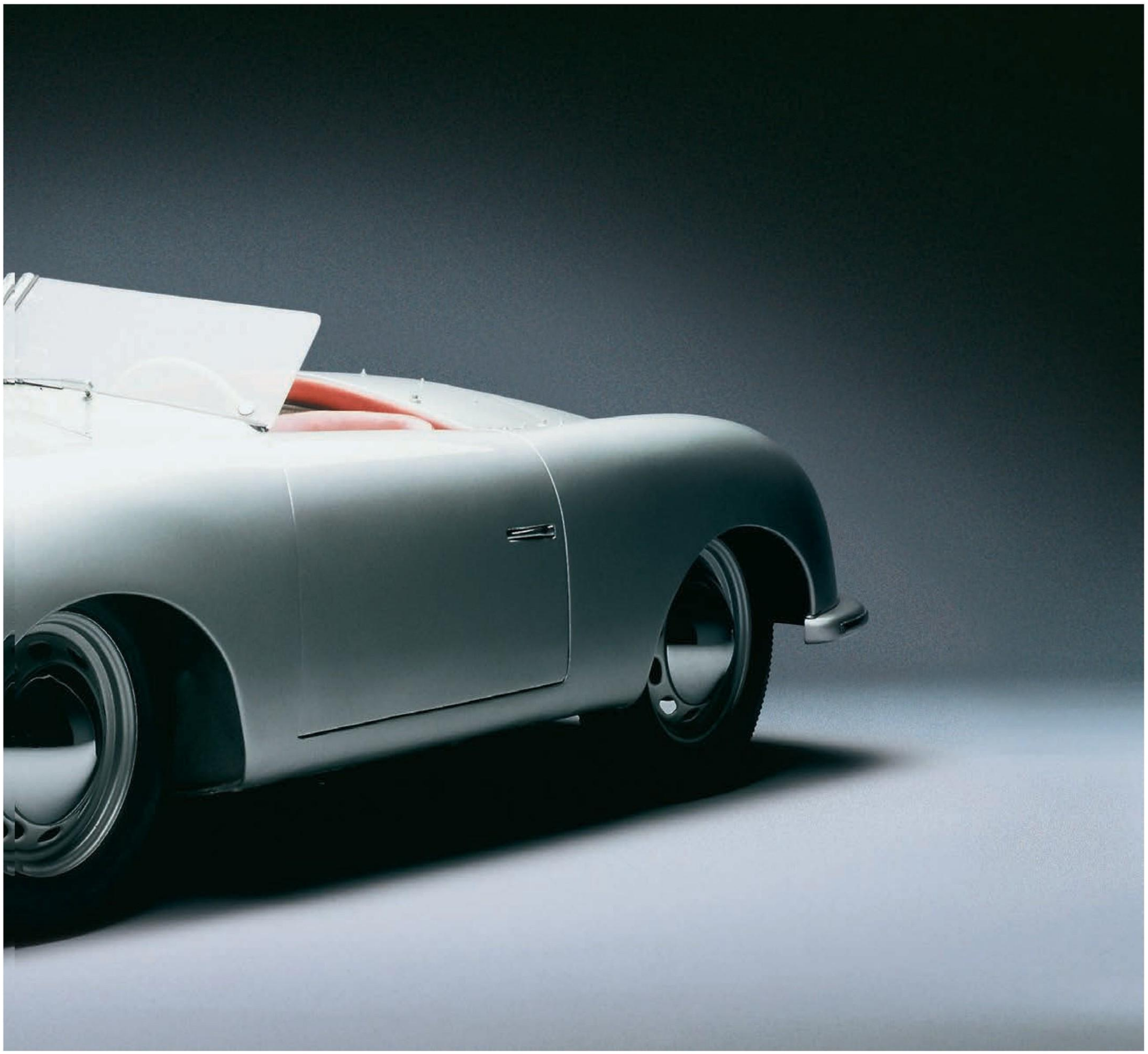
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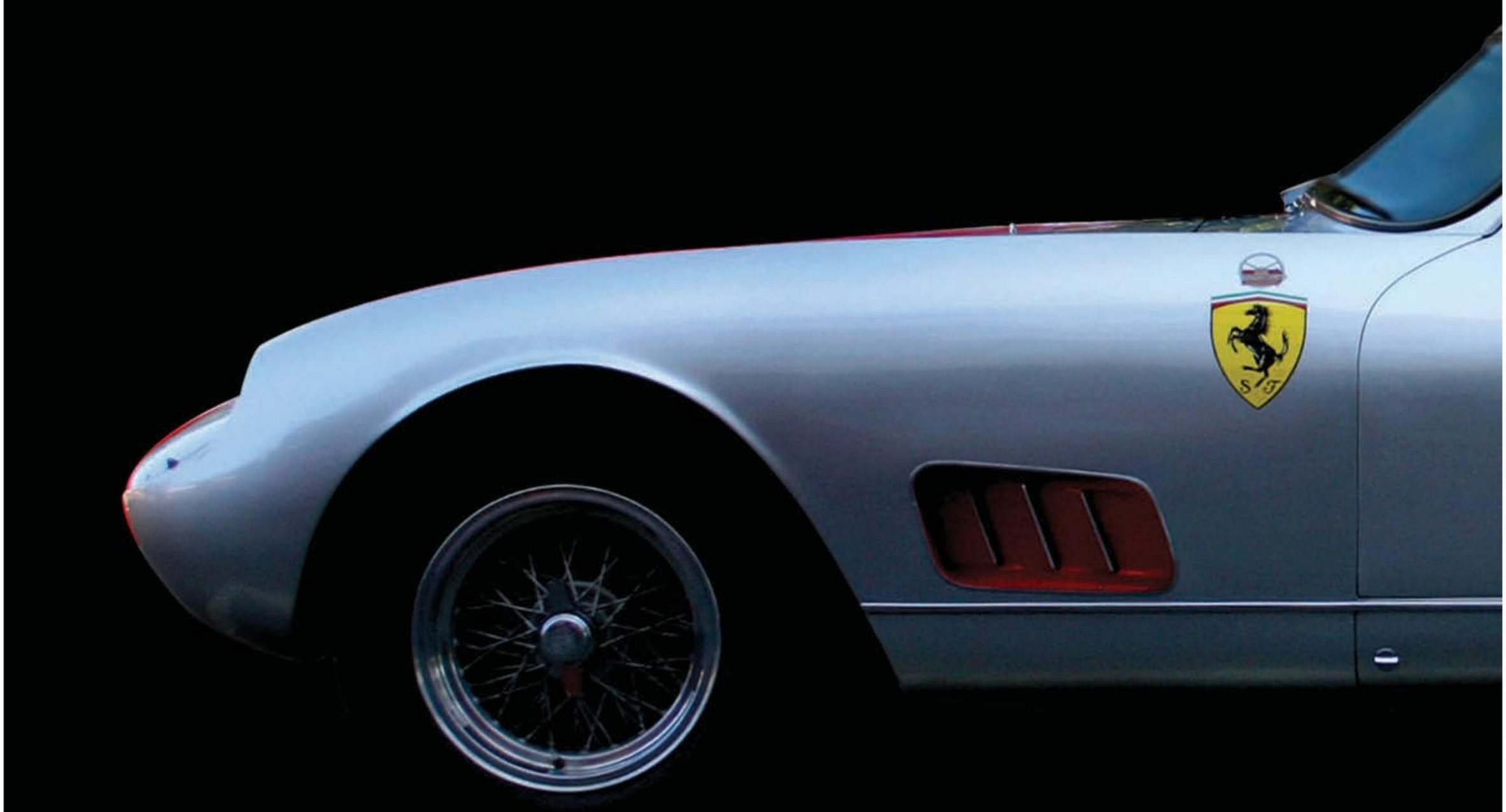
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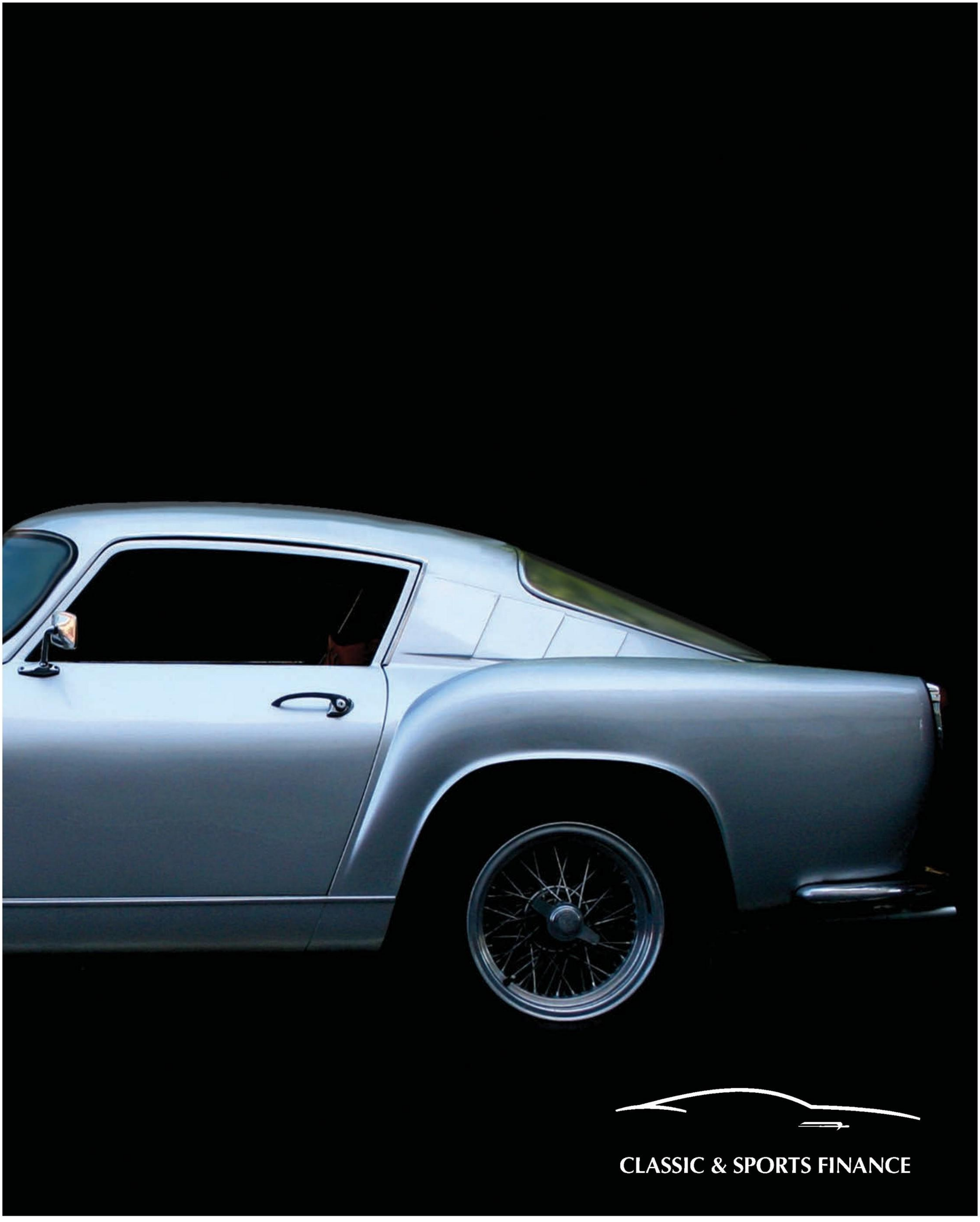
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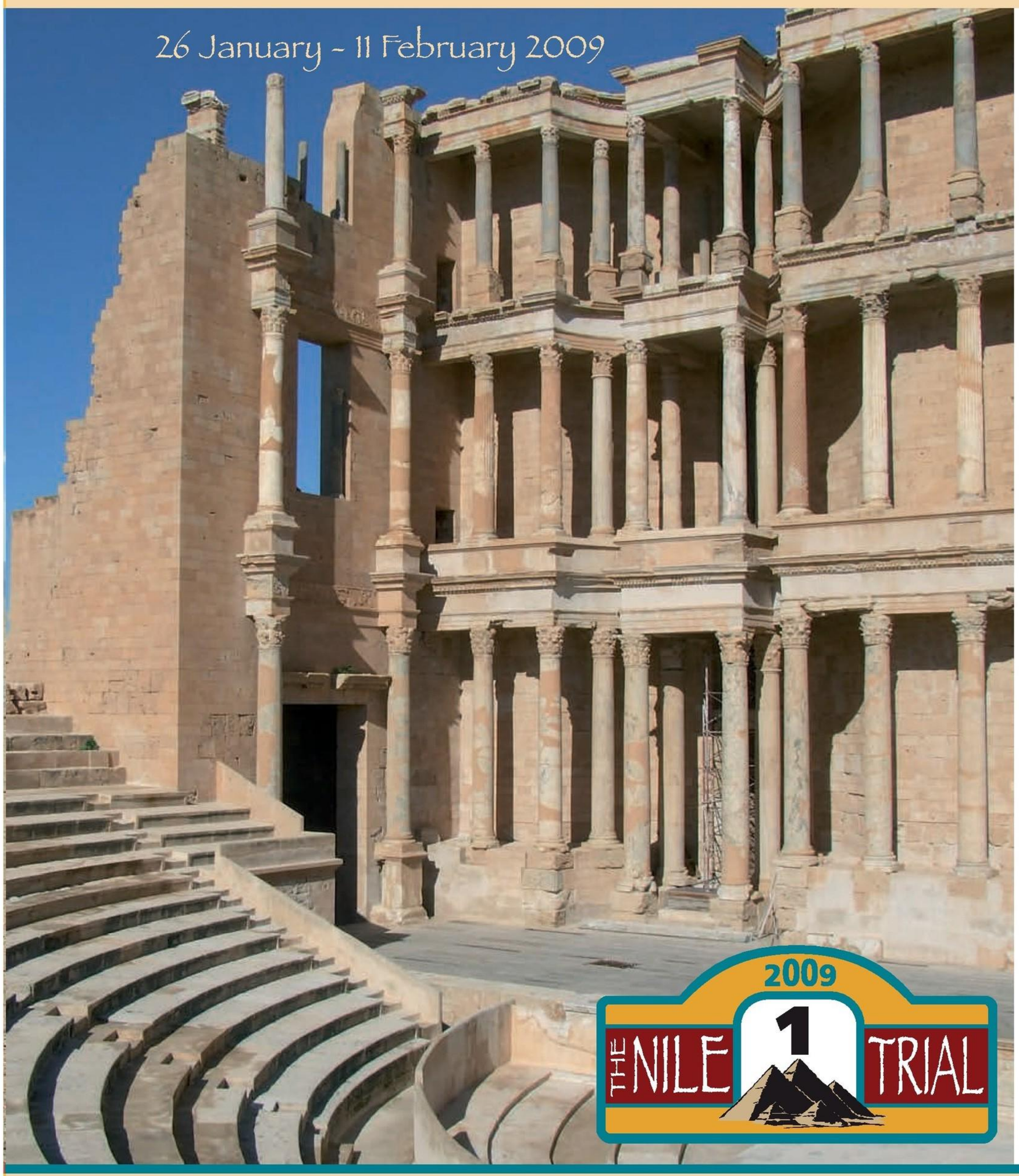
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THE ORIGINAL MOTOR RACING MAGAZINE

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Cover image: Michelin

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ANDREW BENSON
When a young Andrew broke the story that Damon Hill was going to lose his Williams drive, he experienced the worst type of pressure for a journalist. But when he was proved right, Andrew won the respect of the whole F1 paddock. Now a news editor for *BBC Sport Online*, he speaks to Hill, Frank Williams and Patrick Head to reflect on those heady days in the mid-90s. No-one is better qualified to tell this story – and it's a real treat.



ADAM COOPER
This month our Grand Prix news man brings us an early insight into one of the most anticipated new races of the year: the Singapore GP. Adam paid a visit to the city to find out how preparations are coming along for F1's first night race. As you can read on p86, he was impressed by what he saw. It's going to be spectacular, and if you can find your way to Singapore in September we reckon you won't be disappointed.



HOWDEN GANLEY
It's not every day that we get ex-Grand Prix drivers writing articles for us. But Howden is not the usual retired pedaller. As a former mechanic and founder of sports car constructor Tiga, there has always been a lot more to him than simply 35 GP starts. So perhaps we should not have been that surprised when he offered us a story on 1950s racer Lance Macklin – another man who was much more than just a racing driver.

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EIGHTY-FIFTH YEAR OF PUBLICATION

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ROBIN MILLER

Two offerings from the prolific Mr Miller this month. First up on p82, we have a concise – and incisive – summary of what made CART so great, and why it all went so wrong. Then on p98 Robin heads further back in time to talk to the oldest living Indy 500 winner, Jim Rathmann, about his victory 50 years ago in the second 'Race of Two Worlds' – when F1 met Indycars at Monza.



DOUG NYE

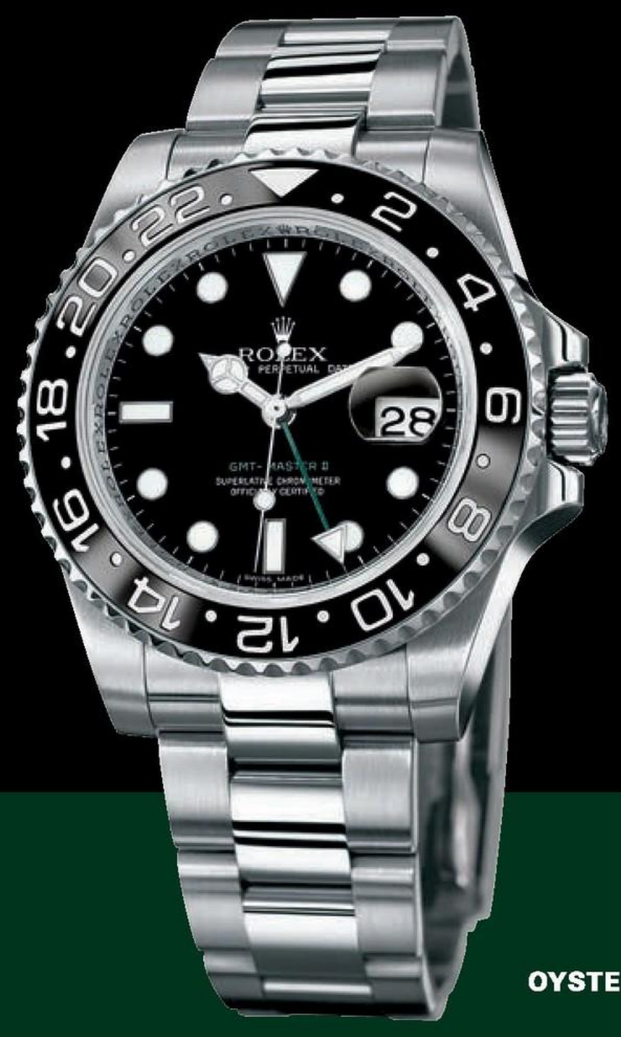
Not content with adding a page to Doug's regular space in the magazine this month, we also bring you his personal guide to the wonderful cars to look out for at the forthcoming Goodwood Festival of Speed. Doug is a consultant to Lord March's team, so who better to give us an insight into the gems that should not be missed in the paddocks and on the hill in Sussex this July?



SIMON TAYLOR

Hot on the heels of his trips to Australia and New Zealand to see Frank Gardner, Alan Jones and Chris Amon (all in the name of work, of course), Simon headed off for France to take ex-Lotus boss Peter Warr to lunch. As usual, the stories flowed. Then after filing his story to *Motor Sport*, he jetted off to Monaco for one of the best historic race meetings of the year. It's a hard life...

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Matters of Moment



The sound of silence

Before you go any further, please be warned: there's a quote in this issue that might seriously damage your health. It could cause choking, stammering and fitful bouts of rage. It could also result in damage to your copy of the magazine because the temptation to hurl it right across the room might be too powerful to subdue.

Actually, perhaps it's best to get it out of the way now, before you go any further (those with high blood pressure please look away). The quote is from our sports car cover story, and is attributed to Audi's head of engineering Ulrich Baretzky. This is what he says. Ready? Here it is: "I see no reason for racing to be noisy, to be deafening on the ears, and the new generation of fans will come to this way of thinking."

Have you calmed down yet? Okay, let's put those words into some perspective. They come from a man with a clear agenda, who is responsible for Audi's incredible V12 turbo-diesel which has won the Le Mans 24 Hours for the past two years. Of course he's going to say noise doesn't matter – his engine doesn't make any.

For some, the Audi R10 and its similarly powered rival, the Peugeot 908, are anathema to motor racing. Sound is as important to the sensory overload of our sport as vision – perhaps more so. And yet… the image of the phantom Audis and Peugeots wafting through the Porsche Curves last year, with only the spookily audible scrub of Michelin rubber proving they were in contact with the earth, still got to me. It was incredible.

Now, before you go throwing your issue at the wall again, let me explain. Herr Baretzky's 'silent vision of the future' is a step too far. Le Mans has always been, and always should be, about technical advancement, about breaking new ground – about diversity. So while the turbo-diesels are a welcome new chapter to sports car history, they shouldn't necessarily define the direction of where to go next. As Baretzky adds, alternative fuels will power future Le Mans racers in the years to come because there is a justified environmental demand. But does it always have to be at the expense of wonderfully loud noise?

The rule-makers at the ACO are keeping to the spirit of Le Mans by welcoming new technology (even if some argue it could be doing a lot more). But as it is widely accepted that the imminent death of the petrol engine has been grossly exaggerated, the good old-fashioned noisy brigade shouldn't be relegated to fighting for best-of-the-rest honours in an unofficial fifth class. But that's exactly what faces the new Lola-Aston Martin, the Pescarolos and the ORECA Courages. What a shame.

But the ACO wants more manufacturers and with diesel being in vogue, that's reflected in the regs. Until customer teams can get their hands on diesel power, privateers won't have a shot at overall victory. Instead, Le Mans in 2008 is the domain of the silent minority.

Then again, it must be said that's no bad thing. Thanks to Audi and Peugeot this year we have a great summer of sports car racing to look forward to. Le Mans should be a cracker.

Racing noise also came to mind at the A1GP season finale at Brands Hatch, a track that has been dogged by 'neighbours from hell' decibel rows for years. But it wasn't the locals whose homes back on to the Grand Prix loop I had in mind (although I did spot a few watching 'illegally' from the woods). Rather, I was thinking about what A1GP could be in danger of losing.

We might disapprove of one-make racing in principle, but the realities of today leave it as the most viable option for single-seater racing below Formula 1. A1GP isn't to everyone's taste, but the Zytek V8s sounded fantastic round the back at Brands. The crackling rim-shots on the overrun took me back to my DFV-powered childhood.

But with the welcome news of a new Ferrari 430 GT-powered car for its next season, A1GP is heading for a new era. Just as with Le Mans, change is good, but only as long as the spirit of what made it work in the first place is not lost. The Ferrari V8 has a lot to live up to.

Damien Smith

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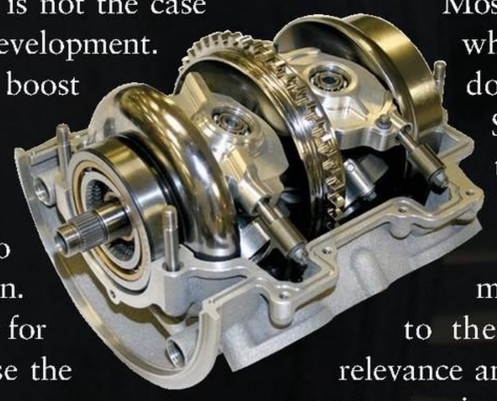
Bernard Asset

KERS doubts surface

FORMULA 1 TEAMS HAVE ASKED THE FIA to slow down a proposed expansion of Kinetic Energy Recovery Systems after the technology is introduced to the sport in 2009.

FIA president Max Mosley has championed KERS on the basis that it will force manufacturers to spend money on something that has relevance to road car technology, which is not the case with aerodynamic or engine development. Mosley also sees it as a major boost to the sport's green credibility.

However, it has an extra role to play in improving the show, since drivers will have access to the equivalent of a boost button. Together with aero changes due for 2009, it is expected to increase the chances of overtaking.



As of next season teams are allowed to draw 60kW from one axle, which will make available 400kJ of energy per lap. This will be the equivalent of a boost or 'push to pass' button which will give a driver an extra 80bhp for around 6.7 seconds per lap.

In mid-April Mosley sent teams a letter outlining plans to make KERS a more significant element in car performance in the coming years. Mosley proposed that the limit be doubled by 2011, the third season that KERS technology will be in use, with a further extension – involving both axles – from 2013, when a new engine formula is also being introduced. In addition Mosley has proposed the use of heat recovery from 2011, directly feeding the powertrain rather than as a boost button, and exhaust energy recovery from 2013.

Mosley's letter fired up some teams which had already expressed doubts about KERS. At the Spanish GP team principals and technical directors met with F1 supremo Bernie Ecclestone to discuss the matter, and several made it clear they were opposed to the technology, questioning its relevance and criticising the massive extra expense at a time of economic uncertainty.

To varying degrees Ferrari, Renault and McLaren expressed opposition, and Ron Dennis was particularly vocal about cost implications.

While some called for a complete overturn of the rules it was decided that F1 was too far down the KERS road to turn back. Those who are keen on KERS – notably BMW and Honda – felt the critics were worried that they were lagging behind on R&D, and had their own motives for abandoning KERS. Honda has already run a prototype system in an F1 chassis.



LAT

Barrichello tops Patrese's record

RUBENS BARRICHELLO CELEBRATED HIS 257TH Grand Prix in Turkey, establishing a new record for the greatest number of starts.

Riccardo Patrese, who established the previous record when he competed in his last race at Adelaide in 1993 (which was also Barrichello's 16th start) was on hand to join in the celebrations. Patrese is now working as a commentator for Italian TV.

There had been considerable debate about exactly when Barrichello would set a new mark, due to inconsistencies in how starts are tallied. After discussing the matter with Honda's PR department the Brazilian decided to include three 'suspect' races in his tally, namely the 1998 Belgian GP when he failed to take the restart after a crash, and the Spanish and French GPs of 2002, when in both cases his car failed to leave the grid to start the formation lap.

Many historians feel that none of those races should technically count, but it's worth noting that Patrese's total of 256 includes Belgium 1981, when he too failed to take a restart after a crash on the grid.

On track Barrichello had a low-key weekend in Turkey, outqualifying his team-mate Jenson Button in 12th, but finishing out of the points in 14th place.

Should Max go?

Your views on Mosley's future, from the *Motor Sport* website

"With his actions being made public they have caused embarrassment to all motor sport bodies worldwide, and he has brought the sport into disrepute far beyond anything any other team is suppose to have done."
JOCK HIDDLESTON

"Mr Mosley needs to step down. He has claimed the moral high ground and has now let us all down with his 'private activity'. If you are going to play you have to pay, and I think it is time Mr Mosley paid with his job."
LES WHITE

"He should have gone immediately. You have only to ask how long Ron (Dennis) would have been allowed to stay if he were in Max's place..."
PAUL MARTIN

"The argument that all this somehow does not count, because his privacy has been invaded, is nothing short of hilarious."
ALEŠ NORSKÝ

"What people do behind closed doors is their affair, but as this is now in the public domain, he has no option but to resign."
GRAHAM STANTON

"Max Mosley has adopted a 'holier than thou' stance with regard to the reputation of the sport. Should he not be held to the same high standard? If he is concerned about the sport's reputation and its future, he has but one option."
MARC BROSSMER

"It's his own affair, but motor sport is our affair and I would appreciate Max Mosley not being involved in it."
JONATHAN MOORHOUSE

"He's served in his post well over the years, but his judgement in the recent past has been severely flawed."
NEIL STRETTON

"Its time the black flag was brought out to end Max's race... time to head for the pits..."
GREG FELTHAM

"Are we saying that if Kimi's 'For Your Eyes Only' London affair had been taped and published, he should have been kicked out of F1? What should be said of Innes Ireland, or James Hunt? Isn't the person causing the damage the one who ordered this exposure? Max should stay."
FILIPE AMOROSO

"I am sure Mr Mosley will make a decision that reflects the best interests of the FIA in particular and motor sport in general. The FIA would have been negligent to allow a man who did not have these qualities to remain in office. And the FIA is an honourable organisation."
'THEROSWELLITE'

IN BRIEF

■ Team principals discussed the Mosley scandal with Bernie Ecclestone at the Spanish GP. A majority was in favour of a joint letter expressing the teams' displeasure, but Ferrari, Red Bull and Toro Rosso said they could not sign without conferring with Luca di Montezemolo and Dietrich Mateschitz. The FIA General Assembly meets on June 3 to decide Mosley's fate.



■ Force India owner Vijay Mallya and A1GP boss Tony Texeira got into a war of words after the latter criticised Mallya for not employing Indian drivers and creating a bad impression in his country by running at the back of the F1 grid. Mallya replied that he would rather compete against the best in the world than in a second-division series.

■ Heikki Kovalainen's massive Spanish GP accident has led to calls for the wider introduction of barriers constructed by TechPro, which have already been tried out at Monza. The tyre barrier incorporates a 4mm steel layer, which should stop a car's nose penetrating the traditional rubber conveyor belt, as happened to Kovalainen.

■ GP2 driver Bruno Senna had a lucky escape when he struck a stray dog during the Sunday morning race in Turkey. There was a safety car period after a second dog got onto the track. Emergency measures were taken to prevent a recurrence in the afternoon's GP. The FIA is investigating the incident, and sanctions could follow.

■ A small Scottish company called YourF1.com has claimed that Honda Racing's Earthcar concept was taken from proposals it put forward in a meeting with Honda in January 2003. The company says the matter cannot be resolved out of court and a possible claim of £4.2 million has been estimated.

■ Michael Schumacher has launched a new official website, www.michael-schumacher.de, which will manage the seven-time World Champion's "web presence". It will carry the latest news about the German and include a review of his career.



LAT

No more Super Aguri

SUPER AGURI CLOSED ITS DOORS on May 6, just a few days before it was due to compete in the Turkish GP. The collapse of the team part-way through its third season left Takuma Sato and Anthony Davidson without drives, and trimmed the F1 entry list to just 20 cars for the first time since 2005.

In essence the team collapsed after Aguri Suzuki failed to find any substantial sponsorship. The team is believed to have been $US90 million in debut, with Honda sources suggesting that "around 95 per cent" of that was owed to the Japanese manufacturer, which had continually bailed Suzuki out and had allowed bills to go unpaid while new backers were sought.

In March the team had announced a buyout by the Magma Group, headed by former Ford Europe boss Martin Leach. The deal was backed by finance from Dubai International Capital, a holding company owned by that country's government. However, DIC changed its mind at a late stage.

A last-minute rescue bid by the Weigl Group was deemed unsuitable by Honda when it became apparent that the German engineering concern did not have sufficient finance to bankroll a takeover, pay the debts and run the team.

Suzuki was keen to place the blame for the team's failure on Nick Fry, an allegation that the Honda Racing boss refuted.

"I think that many other companies would have called a halt to things a year or more ago," said Fry. "Since the end of last season Honda has given Aguri the space and the time to look for alternative partners."

Stars come out for ball

THE GRAND PRIX BALL IS DUE TO TAKE PLACE THE NIGHT BEFORE THE British Grand Prix on July 5, and many of the drivers (Jarno Trulli, David Coulthard and Giancarlo Fisichella have been confirmed so far) are due to attend the event at Stowe House.

The annual party includes a champagne reception, gourmet dinner, a charity auction, appearances by Belinda Carlisle, George Benson, Eddie & The Robbers (featuring Eddie Jordan), and other special guests and DJs from around the world.

One of the highlights in past years has been the 'Dodgem car challenge' whereby members of the public share a dodgem with an F1 driver or celebrity and have to make sure a jug of water, which they are conveniently carrying, returns after play as full as possible. During the day there is also a charity cricket match in which Bunbury Cricket Club will take on the Eddie Jordan XI team.

Nigel Roebuck



REFLECTIONS
– Lord March's memories of Goodwood
– The strategy behind Hamilton's "best race"
– Why Bernie wants more points for winners

The Speedway Motel. For years, before I finally went to Indianapolis for the first time in 1981, there was such an evocative quality about that name, and it's a certainty that no hostelry on earth presents quite the same view. Take a back room there, look out of the window, and before you is the back of gigantic, looming stands on the outside of turn one. You are literally on the spot.

The place opened in 1963, which coincided with the first venture of Team Lotus to the Indy 500. Jimmy Clark, Colin Chapman, timekeeper Cyril Aubrey and journalist Jabby Crombac crammed into one room. "We didn't know the form," remembered the lamented Crombac, in his beautifully quaint '50s English, "so we booked too late to get more than one room. Colin and Jimmy had the beds, Cyril had a sort of cot, and I was on the floor…"

In spite of his team's ad hoc sleeping arrangements, the immortal Clark, it will be remembered, led a chunk of his first 500, and finished a close second to Parnelli Jones.

It was in the Speedway Motel, too, in a scene from the movie *Winning*, that Paul Newman found his wife in bed with Robert Wagner. Led to much trouble, that did, and my friend Donald Davidson, who knows more Indianapolis folklore than any man alive, tells me that fact has often been stranger than fiction. There is, he says, a book to be written about the Speedway Motel, and I have often implored him to write it.

In the autumn of 1964, after playing Indianapolis in the course of an early US tour, the Beatles were whisked out of town and installed in a couple of rooms at the motel, the thinking being that the screaming girls and paparazzi would not think of looking for them there.

You couldn't fault the logic of the plan, for the Speedway Motel was never a ritzy place, as I know from having several times stayed there, but, oh, what tales those walls could tell.



Lord March shares his favourite Festival anecdotes with Nigel Roebuck in the library at Goodwood House

John Colley

Nigel Roebuck

It's still there to this day, but sadly – and unfathomably – a few years ago someone had the idea of renaming it, so that it now rejoices in the title of 'The Brickyard Crossing Golf Resort and Inn'. Yes, I'm aware that the Speedway houses a championship-class golf course named 'Brickyard Crossing', but surely the place is better known for staging the most famous motor race on earth. Still, what do I know?

Lord March, I fancy, is most unlikely to make a change to the name of Goodwood House, yet after 15 years of the Festival of Speed, and 10 of the Revival Meeting, a most impressive list of racing's great and good have stayed there, as Charles's visitors' book attests. Although Indy's Speedway Motel and Goodwood House have about as much in common as Gordon Brown and *mea culpa*, the one did spawn thoughts of the other.



"Well, it's true," Charles smiled, "that we've had some... interesting moments over the years, I must say. After the Festival one year, we went into a room which had been used by a well-known F1 driver. There was a large orchid at the end of the bed, and as we looked at it, we realised there was a tiny thong, G-string sort of thing, hanging in it! Clearly, it had been removed with some speed, and hurled away, and it was still lodged in the flower. I imagine they hadn't been able to find it afterwards..."

> "There was a large orchid at the end of the bed with a G-string sort of thing hanging in it!"

As I skimmed through the guestbook, among the messages of goodwill I saw on one page the imprint of red lips, pursed as if for a kiss, and noted the name of the signatory: Debbie Harry. His Lordship burst out laughing.

"Oh, that was 2005. We'd tried to book Blondie for the Saturday night party at the Festival, but nothing could be done because they were on tour. Bryan Ferry, who lives near here, very kindly said he'd do it, but a couple of days beforehand I got a call from his manager, to say that Bryan had a bad throat, and his doctor had told him not to sing. At lunchtime on the Friday they finally had to call it off, but very kindly lent us all his kit, which we set up, even though he wasn't going to be able to play.

"That caused a real panic – this was the day before, after all! Then James Parker, the house manager, checked Debbie Harry's website, and found that a gig in Holland, scheduled for the Saturday night, had been cancelled. I rang her agent in LA, and asked if we could do a deal – which was done in about 10 minutes! And so we had Blondie here on the Saturday night...

"At the first Festival, I remember looking out and seeing a Rocket parked under a tree by the house, where it shouldn't have been. I said, 'Who the hell's parked there?', and they told me it was George Harrison! We got to know him, and one day Gordon Murray brought George in for tea. He played a harp, and then started playing the piano. I said to my daughter, who was then about eight, 'If you go next door you'll find George Harrison playing the piano'. Of course she said, 'Don't be stupid'..."

Whenever I am asked which race, were I able to attend only one a year, I would choose, my answer is swift: Monza, without any doubt at all. But my affection for Goodwood and its two annual events is such that nor would I countenance missing either the Festival of Speed or the Revival Meeting.

Of the two, Charles said, the Festival weekend is the more intense, and definitely the more demanding for all who work at Goodwood. "For one thing, the preparation time is much longer; for another, at the Revival everyone's doing the same thing all the time, and attention is very focused on the track. After both, though, one does feel pretty drained."

The two events, perennially sold out well ahead of time, have proved a highly successful commercial venture for Lord March, but be in no doubt that here beats the heart of a true enthusiast, who loves to gossip about motor racing, past and present.

"I always adored motor racing when I was a boy, and one of the greatest pleasures of putting these events on is meeting, and getting to know, people who had long been heroes of mine. Mario Andretti, for example, who drove that gorgeous Lotus 79. He was here in '98 – Rick Mears and Danny Sullivan were here, as well, and they all brought their wives, and stayed in the house. It was a very wet year, unfortunately, and the wives tended to stay in quite a lot. They ended up doing the puzzles – there's always been a jigsaw puzzle out on the table in the large library, and it's always used a lot in the week of the Festival.

"Well, we got to Saturday evening, and the girls thought they were about to finish the puzzle. It was going to be a very big moment – but the last piece was missing! There was a sort of general air of disappointment, I remember. Then, next morning, after breakfast, everybody was in the large library, and suddenly Mario comes in: 'Ah, the puzzle! We'll just finish it now', and he pops in the last piece! Of course he'd removed it days earlier, because he – being the racing driver, and ultra-competitive – had to win...

"We've been very lucky with American drivers over the years. Dan Gurney, for example, was such a big hero of mine –



Jenks rode with Moss in Mercedes-Benz 300SLR up the hill in 1995 – one of the Festival's more poignant moments. Below left: March was thrilled to get Chaparral 2F on site



obviously I can remember Dan racing at Goodwood in the old days, in the Daytona Cobra and so on, and he's always had such charisma, hasn't he? Getting him here was a really big thing, but when he and his wife Evi came for the first time they were exhausted – long flight from Los Angeles, and everything. We left them in their room, and they didn't appear for about 36 hours – we were sending food up, and beginning to wonder if Dan was really there! Eventually he appeared, though, and we were to become great friends.

"The thing was, we had the '67 Eagle here, too, and I've always thought it was about the most beautiful racing car ever built. I remember having a bath on the Sunday, before the prizegiving... my bathroom looks out over the hill, and there was Dan going up in the Eagle... One of those moments you don't forget.

"It was great, too, to have Richard Petty staying in the house in '06. The big man himself. The King. I'd been trying for years and years to get Richard to the festival, and every time he'd write me an absolutely charming letter, saying he was sorry he couldn't make it this year, but he would the next. When he finally did have the weekend free, he duly said yes, and that really was a milestone for me.

"I'll admit that I've got a bit of a thing about getting AJ Foyt here, because he's really the last racing 'institution' who hasn't been to Goodwood. Every time I've tried AJ, he's said, 'Why do I want to be there, boy?' Tony George has offered to fly him over in one of his private jets, and everything, but... so far it hasn't worked. I'll keep trying.

"Tom Sneva's coming this year, and he's a new one – hasn't been here before. I've been trying to persuade Mario to come back again, but I don't think he can do it this year. Paul Newman's a possibility, which would be just great, of course. I know he'd love it at Goodwood. I've developed a relationship with him on the phone: he'll ring me, at Christmas and things – but I've never met him!

"Apart from Foyt, the two I've been trying to get for ever are Rosberg and Prost. Alain's told me he's coming, actually, so let's hope. I've got to know him a little bit, and he's always very charming. He's fanatical about cycling these days, of course, and we've even tried to persuade him to ride his bike up the hill! As for Keke, I've phoned him countless times, and he always finishes the conversation the same way: 'Ring me next year...' Someone told me that if I could get Nico here, that would guarantee Keke's presence, so of course I spent hours trying to fix that, and then rang Keke to tell him, and he said, 'Oh, well, if my son's going, I don't want to cramp his style!'"

Any others? "Well, of course, there's always Schumacher..."

For someone like me, who has been around racing a year or three, the great attraction of the Festival of Speed is meeting up with old friends, many of whom, like Chris Amon, live on the other side of the world, and rarely venture to Europe any more.

At Goodwood you can revisit childhood dreams, that's the point. Charles always had a thing about Chaparrals, and was thrilled when Jim Hall agreed to come to the Festival. "I was able to drive the 2F, and I think only about half a dozen people have ever done that. Phil [Hill] raced it in its heyday, of course, and he drove it again here.

"One big moment I remember was on a wet Friday morning. You can walk straight out of the dining room, which is one of these round rooms, and I went out across the front, and a chap walked right into me, and sort of fell over. He said, 'Oh, gee, I'm so sorry – I've come all the way from Chicago, just to see the Chaparral!' I thought that was really great, and showed how rarely those cars were seen at that time. I've got Jim's hat, actually – he left me his Stetson, which now lives in my office, and I'm very proud of that.

"For years I tried to get Jacky Ickx to Goodwood, and he kept saying no, but when he finally did come, he loved it, and we've become great friends. There's a chap called Martin who drives for me, and has been a big family friend – when I was in London, as a student, he was my

Nigel Roebuck

dispatch rider. Well, he went to pick up Ickx from the airport one time, and as he got out of the car his back went! Anyway, he made contact with him, and Jacky said, 'Oh, you cannot possibly drive ze car' – so Martin was driven, in a big BMW, all the way from Heathrow to Goodwood by Jacky Ickx! Doesn't happen to many people…

"What's great about motor racing is that almost all the people involved in it are good to spend time with. There are very few people I've met that I… haven't taken to, let's say."

Nostalgia apart, a highlight of the Festival of Speed, of course, has been the attendance of contemporary F1 cars, driven over the years by such as Juan Pablo Montoya, Nick Heidfeld, Ralf Schumacher, Eddie Irvine and Martin Brundle. It was a very big moment, Charles said, when Ron Dennis agreed to send a car – the Peugeot-powered MP4/9, driven by Brundle – for the second Festival, in 1994.

"Ron was the first team owner to do that, and I've always been very grateful to him – it was fantastic to have a current car here. Later, of course, Luca [di Montezemolo] said he'd send a car, too. I remember sitting at Bologna airport, after my meeting with Luca, and thinking, 'Yeah!' Of course you always try to persuade people also to send the right driver, and we couldn't have Schumacher, but at least Ferrari agreed to send Eddie – who of course broke a driveshaft on the startline! Ferrari were breaking loads of driveshafts that summer, and I remember Luca on the phone, going *mad*…

"One year, in the early days, all the Ferrari mechanics went off clubbing – in Worthing, where the average age is about 80! I can't really remember all the details now, but… they were not here when needed, and in the end had to be extricated, and brought back! Of course these days they're all here at the party on Saturday evening, so we don't have that problem any more."

These days the current F1 cars are no longer timed up the hill, and Lord March thinks that probably Nick Heidfeld's record run, in a McLaren-Mercedes in 1999, has something to do with that. "Nick was the test driver at the time, and he was one of very few drivers of that calibre who spent all three days driving – now they tend to come in just for the day. Nick did Friday, Saturday, Sunday for three years, and eventually he did that unbelievable 41-second run. I didn't see it, unfortunately, but I *heard* it, and I knew something special was going on – I mean, that engine was *screaming*, all the way up the hill! Mind you, Rod Millen's Pike's Peak car is still only just off that pace…"

One of my abiding memories of the Festival of Speed, I must say, is seeing Stirling Moss and Denis Jenkinson climb the hill in 1995, in the number 722 Mercedes-Benz 300SLR. Normally Jenks was not a great one for reunions and the like, but this one, only a year before his death, was different, and briefly revived for him that wonderful May Day in 1955. There were tears in his eyes afterwards, I remember: "Now I can die happy," he said.

Charles and I were talking in a favourite room of his, part library and part study, and it was here that DSJ came for a cup of tea after that run up the hill.

"It was terribly emotional. Jenks was so frail by then, and after they'd gone up the hill a lot of people were crying. We virtually carried him in here, laid him on the sofa, and gave him tea. Mind you, he might have been frail, but, being Jenks, he had to go on about it not being the *actual* Mille Miglia car! I'll never forget that day. One of the absolute milestones, without a doubt…"

He didn't win the Turkish Grand Prix, but he did succeed in splitting the Ferraris – in itself quite some task at the moment – and Lewis Hamilton reckoned his drive at Istanbul to be the best of his career to date.

In after only 16 laps for his first stop, Hamilton was stationary for just 6.4 seconds, which meant not much fuel had been taken, which in turn suggested a three-stop strategy, relatively uncommon these days. There were many occasions, in the Schumacher-Brawn era, on which unorthodox strategies brought Ferrari a victory the team would not otherwise have had, and immediately one thought of this in the Istanbul race: had McLaren concluded that a three-stopper might be the only way to put one over on Ferrari? In a lighter car, after all, Hamilton quickly ran down Felipe Massa, and put a typically brave pass on him.

Over the radio, though, Massa's race engineer Rob Smedley told his boy there was no need to panic, and that was a smart thing to do for it is not unknown for Felipe to falter in moments of stress. And sure enough, when Lewis – after another 16 laps – dashed in for his second ultra-quick stop (6.2sec this time), the race duly came back to Massa and Ferrari. Hamilton's third stop (after only 11 laps) required but 5.9sec, and if Massa were now out of range, he was at least able to keep Kimi Räikkönen at bay to the flag.

Had the three-stop strategy been a gamble that didn't quite come off? Lewis momentarily hesitated before offering the true explanation: based on what had happened in Turkey the year before, Bridgestone had advised McLaren, on safety grounds, that he should come in thrice.

In 2007 Hamilton, like everyone else, was on a two-stopper, and on lap 43 (with 23 laps on that particular set of Bridgestones) was about to come in for the final time. Immediately after the dauntingly quick left-handed turn eight, he put the brakes on for the next corner – and saw his right front tyre disintegrate.

Now run in May, rather than August, the Turkish Grand Prix this time around – 14 degrees, rather than 35 – might have been thought a rather different proposition, and for some it was so, Ferrari one of a number of teams finding it difficult in practice to get sufficient heat into their front tyres.

On a McLaren, though, Bridgestones tend to run higher up the temperature range, and even in the springtime chill Hamilton's MP4-23 was giving cause for concern. Hence the advice from the tyre supplier.

"Although we obviously didn't advertise the fact," said Martin Whitmarsh, "we were concerned about it on the Saturday. It particularly affected Lewis, and fundamentally what caused the problem was turn eight. Our chassis generates a lot



Hamilton pulled off a brave pass on Massa in Turkey, but had to settle for second (below). Team-mate Kovalainen "could have won" but for a clash with Räikkönen





of front-end grip, and Lewis runs a slightly different set-up from Heikki [Kovalainen], which puts more load on his front tyres. He was *very* quick and aggressive through turn eight, and although he changed his line and style through there on Saturday, still we were concerned. Last year we had a chunking problem with the right front tyre; this time it was sidewall delamination, due to the high vertical loads we're generating through a corner like that. Bridgestone acknowledged the problem, but they're good, strong, partners, and we're working with them to make sure we don't have any recurrence."

It was hardly surprising that Hamilton looked elated after the race, for in the circumstances second place – and the trimming of Räikkönen's championship lead by two points – was better than he might have dared to envisage. Twenty-four hours earlier, though, Lewis had appeared a touch preoccupied, for as in Malaysia he had been out-qualified by his team-mate – and on both occasions Kovalainen had more fuel on board.

True enough, Kovalainen had set his time on the softer Bridgestones, whereas Hamilton had used hard, but this was only because – thanks to the drivers' different styles and set-ups – he could get along with them, whereas Lewis could not. Thus, Heikki was able to work with a traditional two-stop strategy in Turkey, and that, combined with the fact that he was on the front row, and fuelled up to go further than Massa in the first segment of the race, pointed towards an excellent shot at his first Grand Prix victory.

As it was, contact with Räikkönen on the first lap resulted in a rear puncture, which put him out of the picture immediately. Without it, Whitmarsh reckoned, Kovalainen would have won.

Grand Prix drivers are made of strong stuff, as we know, but Heikki's performance in Istanbul was the more impressive for coming only a fortnight after his 26*g* accident in Barcelona. It's a fact that he was not McLaren's first choice to replace Fernando Alonso, but the team has every reason to be happy with him. Uncomplicated and apolitical in a way top drivers rarely are, Kovalainen fits in perfectly, as happy with the McLaren environment as he was sometimes disconcerted by that at Renault.

It's true that his F1 career did not get away to the smoothest of starts, and true, too, that his confidence was in no way boosted by acerbic comments from Flavio Briatore, but how strange are the ways of team principals sometimes: young Nelson Piquet's early showings, after all, have been lamentable, but from Flav there has been not a critical public word.

By mid-season in 2007 Kovalainen had come to terms with a Renault which did not enjoy a good relationship with its Bridgestone tyres, and begun, as had been widely anticipated, to assert himself over team-mate Giancarlo Fisichella. But what really marked Heikki out, both as a fighter and as one who didn't falter in treacherous conditions, was his second place in the rains of Fuji, where he held off a charging Räikkönen in the closing laps. I shall be surprised if Kovalainen doesn't win at least one race this season.

It was in Turkey, too, that Riccardo Patrese's long-held record of 256 Grand Prix starts was broken, and it was satisfyingly appropriate that this should have been by Rubens Barrichello, in many ways Patrese's counterpart in the current era.

There have always been drivers of this kind in F1, men not routinely at the »»

Nigel Roebuck

very top level, yet well capable of greatness on a given day. I remember, for example, Patrese's victory in Mexico in 1991, one of many Grands Prix that year in which he outpaced Williams team-mate Nigel Mansell in both qualifying and race. Similarly, when Barrichello partnered Schumacher at Ferrari, there were quite a few occasions on which Rubens was plainly quicker, as at Silverstone in '03.

As well as that, Patrese and Barrichello both fall into that category which Martin Brundle defines as 'proper blokes'. To put it another way, remember John Hogan's immortal line: "If you're going to sit next to a Grand Prix driver on a flight from London to Sydney, for Christ's sake choose a number two – that way you might get to talk about something other than him..."

I wouldn't classify either Riccardo or Rubens as strictly a number two, putting them rather on a mezzanine level somewhere, but it's pleasing that at least one record is in the hands of other than a rarefied superstar. Both Patrese and Barrichello raced in F1 for 15 years because they loved what they were doing, and wished for no other life. Raise a glass to the pair of them, say I.



LAT

"Patrese and Barrichello both fall into that category which Martin Brundle defines as 'proper blokes'"

Bernie Ecclestone recently said that he would like to see the scoring system of the World Championship revised, so that the driver with the most wins in a season automatically takes the title, with 'place' points coming into the equation only in the event of a tie.

In one way, the idea has a certain appeal, for I've always had a preference for drivers who go out and seize a race, rather than those who carefully stash points in a deposit account. The only problem with Bernie's plan is that it would effectively rule out those very rare drivers who – often by the plain superiority of their driving ability – win the title in less than the most competitive car, as, notably, did Alain Prost in 1986.

Still, I spent an idle hour reviewing every World Championship since the title's inception, and examining how the Ecclestone formula might have changed the course of history.

Less than you might think, actually. We have had 58 World Championships, and, had Bernie's rule been applied, only eight would have gone to a driver other than the one in the record books. Taking them in order, in 1958 Stirling Moss, rather than Mike Hawthorn, would have been World Champion; in '67 it would have been Jimmy Clark (Denny Hulme), in '77 Mario Andretti (Niki Lauda), in '79 Alan Jones (Jody Scheckter), in '82 Didier Pironi (Keke Rosberg), in '83 Prost (Nelson Piquet), in '84, Prost (Lauda), in '86 Mansell (Prost) and in '87 Mansell (Piquet).

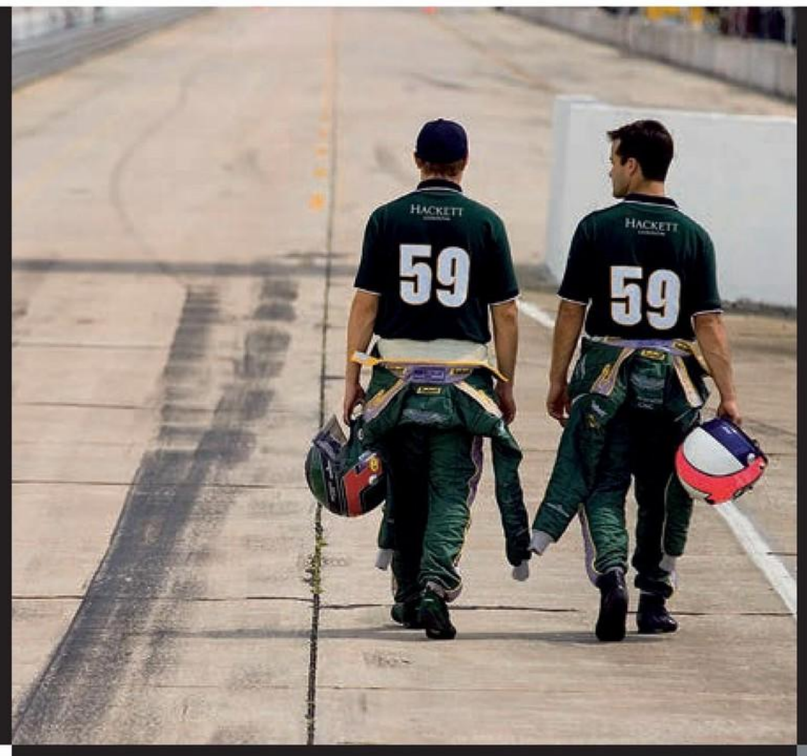
Over the years the scoring system has changed many times. For years it was 8-6-4-3-2-1 (plus a point for the fastest lap), but in the '60s the winner's score was increased to nine, and then, in 1991, to 10. This indeed put more of a premium on winning, but the downside was that to-the-wire World Championships became almost a thing of the past, particularly when Michael Schumacher and Ferrari got into their unstoppable stride.

Hence, for 2003, the system was revamped once more, now paying points down to eighth place, rather than sixth, but greatly diminishing the value of winning: 10-8-6-5-4-3-2-1. Thus we went off to Suzuka for the final round of that year's World Championship, with Kimi Räikkönen challenging Schumacher for the title, even though he had won but one race, to Michael's six.

To me, it would have been a nonsense if Kimi had become World Champion in those circumstances, but the objects of the FIA's exercise, in changing the system, were to offer the smaller teams some opportunity of scoring points here and there, and, more importantly, to keep the outcome of the World Championship alive as long as possible.

In both respects, you would have to say that the governing body's aims have been met, but still it's easy to sympathise with Ecclestone's contention that winning a race should carry a bigger point bonus. At the moment, after all, the difference between first and second – two points – is the same as that between second and third, just as it was 50 years ago, when we had the absurdity of Hawthorn, with one victory, winning the World Championship from Moss (four wins) and Tony Brooks (three). Shades of what could have happened, between Räikkönen and Schumacher, five years ago.

A couple of years ago I asked Ecclestone if he were happy with the current points system. "No, I'm not," he said at once. "It doesn't seem right to me – I really think there should be more emphasis on winning. All those years ago I was the one who changed the points system, from 9-6-4 to 10-6-4, and for just that reason. With the system as it is now, you could »»





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easily win the championship without ever winning a race, and that can't be right.

"If you ask me," Bernie went on, "we've devalued the World Championship because we seem to have adopted a very communist society in Formula 1. That silly, one-by-one, qualifying thing came about because people like [Flavio] Briatore were arguing that the little teams weren't getting on TV, and that if we had single-car qualifying, at least they'd get seen for one and a half minutes.

"All right, in one way they had a point. But we're not running races for people – who can't perform – to get television coverage, OK? Same thing with the race points. They said, 'Well, it's nice if we can say to our sponsor that we've got two points, from finishing eighth in two races'. I said, 'Well, it's much better if you get a point for being sixth – and 10 for winning'. They said, 'But we're not going to win'. I said, 'Well, if you're not going to win – and your sponsor knows you're not going to win – then he must accept the fact that he's not going to see any points. I mean, no points and three points – what's the bloody difference? It seems crazy to me – but that's democracy for you..."

Well, I asked, seeking to phrase the question delicately, if you were against this points system, who – in a position of authority – was for it?

"Well, Max [Mosley] was promoting it. And you know something about our meetings, with all the teams? When they've gone on for three hours, people want to leave, so in the end they vote for anything. So what happens is that the controversial things get left to the end – and then people don't seem as if they can be bothered to continue..."

Did I detect a note of waning patience with such meetings?

"Yeah, probably. In the good old days we got more things done. Most people used to rely on me, hoping I'd got things right. Now everybody wants to be in charge..."

It seems unlikely that Bernie will ever get his way with the 'winner takes all' plan, but you never know. After all, for years he expressed dissatisfaction with the format of qualifying, and long ago told me of his plans for the system we have now.

"This one-by-one thing sent people to sleep, but if you have a free-for-all, like qualifying always used to be, no-one goes out until the last few minutes, when the track's got quicker – for the first half an hour nothing happened, which was bad for TV. Basically, what I wanted was cars on the track for the full hour, so we came up with this idea of three separate segments, with people getting dropped, so only the 10 fastest compete for the first 10 grid positions, and on a relatively uncluttered track. Now I think that'll be exciting – it'll be like a golfer not making the cut. I think it'll work."

By common consent, it *has* worked, even if some tweaking has been necessary. The 'fuel burning laps' of last year were a bit of an absurdity, but they were duly removed, making the last segment very concentrated indeed. Given that the top 10 cars now go to the grid with the fuel remaining in their tanks at the end of qualifying, it might have been anticipated, surely, that drivers not on a banzai lap would tool round, intent on saving as much juice as possible – and that this would be potentially lethal for those going for it. It was terrifying to watch Heidfeld and Alonso needing to slalom between the McLarens at Sepang, and brought to my mind, I must say, the circumstances in which Gilles Villeneuve lost his life at Zolder all those years ago.

A little tweaking was necessary, and by the time of Bahrain the problem had been addressed to some degree, by requiring drivers to complete their 'fuel saving' laps in a minimum time. It was yet another rule, yet another source of possible penalty for a driver, but in the circumstances something of the kind was necessary. Every solution spawns a new problem, though, and the drivers, mindful of the 'minimum time' requirement on their slow laps, must surely now be more reluctant to back off, so as to allow a clear track to a driver on a hot lap. Little is simple in F1, but then you knew that, didn't you? Ⓜ

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LAT

Moss (leading) scored more wins than Hawthorn in '58, but the latter became Britain's first World Champion

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Peugeot: Audi still car to beat

AUDI IS STILL FAVOURITE TO WIN THIS year's Le Mans 24 Hours, according to Peugeot team manager Serge Saulnier.

"We are starting with the assumption that we will be chasing Audi," said Saulnier, whose team has beaten Audi in each of the first three Le Mans Series races in Europe this year. "The LMS and Le Mans are two entirely different things.

"The circuit at Le Mans is very different to all others and we can be sure that the Audi will be competitive in qualifying and the race."

Saulnier's comments came after the Audi R10 TDi appeared to edge closer to the Peugeot 908 HDi in the final LMS race before Le Mans at Spa in May. Despite this, Audi driver Allan McNish believes the balance is still in the French manufacturer's favour.

"I don't think you are still favourite when you get beaten in three successive races," he said. "We have known for some time that they have the performance and now they seem to have the reliability. It is Peugeot's race to lose."

Audi was closer to Peugeot's race pace at Spa. A rear-end bodywork modification offered some improvement but was "not significant", according to McNish. "It's more a case of pushing the boundaries of the car's set-up to the absolute limit," he said.

Le Mans this year will be a straight fight between Audi and Peugeot, the only two manufacturers running in the LMP1 prototype division. Their petrol-powered privateer rivals argue that the regulations are stacked in favour of the diesels, leaving them little chance.

ORECA boss Hugues de Chaunac, whose Courage-based chassis notched up its first LMS podium at Spa, believes it is unrealistic for a petrol-powered car to make it onto the podium.

"Our target is to be in the top five," he said. "We cannot expect more than that."

R10 successor on the cards

AUDI HAS ADMITTED THAT IT HAS STARTED WORK ON A SUCCESSOR to its double Le Mans-winning R10 TDi turbo-diesel. But Audi Sport boss Wolfgang Ullrich says a decision to push the green light on the car will only be made straight after June's Le Mans 24 Hours, which would still allow it to hit the track before Christmas.

Ullrich said design work had started on an R10 successor, but this did not mean the decision to approve a new car was a formality, adding that Audi may continue with the R10 into 2009. It seems certain that the new prototype would be diesel-powered. Rumours suggest the German manufacturer would follow Peugeot's lead and build a coupé, but Ullrich has repeatedly highlighted the benefits of open-top cars (see p52).

GM scraps evo car plan

THE GENERAL MOTORS BRAND, which has raced at Le Mans since 2000, and its long-term motor sport partner Pratt & Miller have abandoned plans to build a car to the evo prototype formula announced at Le Mans last year. It is unclear how far the project had got, but a wind tunnel programme had been undertaken.

The official reason for the decision is financial, according to GM's road-racing chief Steve Wesoloski. The Le Mans organisers' decision to back away from its proposals for a closed-top evo class in favour of a future for "real prototypes" was also a factor.

GM, which has a contract with Pratt & Miller to the end of 2010, will continue to race its Corvette C6.R GT1 next year.



Heinz-Harald Frentzen's place in the Aston Martin Racing Le Mans squad has finally been firmed up. Left to right: Karl Wendlinger and Andrea Piccini join Frentzen in the 007 DBR9, while Darren Turner, Antonio García and David Brabham drive 009.

No fix for prototype flips, say engineers

THE PROBLEM THAT HAS RESULTED IN four sports-prototypes going airborne in high-speed accidents so far this season will not go away.

That's the view of a majority of leading sports car designers and engineers. They argue that when the wrong set of circumstances come together the latest aerodynamic rules, which have been mandatory since 2006, cannot prevent prototypes from taking off.

The head of engineering at British racing car constructor Lola, Julian Cooper, described the problem as like "holding a piece of paper in the wind".

"The problem is these sports cars have a large plan area," he said. "It doesn't matter what shape the underfloor is."

Creation's Jamie Campbell-Walter and ORECA driver Stephane Ortelli's cars flipped after snapping sideways at Monza due to suspension and rear-wing failure respectively. Ortelli broke his ankle while Campbell-Walter's back injuries have put him out of Le Mans.



New A1GP is Ferrari lookalike

A1GP APPEARS TO BE STICKING TO its promise that its new 'Powered by Ferrari' chassis will resemble the car Michael Schumacher used to win the 2004 Formula 1 World Championship (inset).

The first image of the new Ferrari-engined single-seater, which will come on stream for this winter's A1GP World Cup of Motorsport, clearly follows the styling of the F2004.

Officially, the new car is based on the Ferrari F1 car. In reality, it is a lookalike: the needs of a one-make series and the use of an engine derived from the 430 supercar's V8 dictate that.

The second-generation A1GP chassis is being designed by John Travis, who was previously responsible for Champ Cars at Lola and Penske and most recently the Epsilon-Euskadi Le Mans prototype. Rory Byrne, who headed up the design team on all of Schumacher's title-winning Ferraris, is a project consultant.

As *Motor Sport* went to press the car was scheduled to run for the first time in the hands of former Grand Prix contestant John Watson, who is now part of the A1GP commentary team.

A1GP boss Tony Texeira said he was "happy with the progress made so far" and "pleased to say we are on schedule".

The design and build of the car is being undertaken at premises in Bognor Regis in West Sussex. Only the engines will be made by Ferrari.

A date for the car's official launch has yet to be set.



Alpina returns to racing

AFTER A 20-YEAR ABSENCE, ALPINA HAS ANNOUNCED ITS RETURN to international motor sport. The German manufacturer, which is best known for its high-performance versions of BMWs, is going to race a car based on the BMW Alpina B6S (above) in the FIA GT3 Championship as well as major endurance events.

Alpina boss Andreas Bovensiepen thinks it has the potential to challenge many of the series' front-runners. "The BMW 6 Series, especially with the massive torque of the 4.4-litre V8 Alpina engine from the B6S, provides the ideal basis to challenge Ferrari, Lamborghini and Aston Martin," he said.

When Alpina last raced, drivers such as Niki Lauda, Jacky Ickx, Hans Stuck and Dieter Quester won numerous European Touring Car Championships and Nürburgring 24 Hour races for the marque, as well as the Spa 24 Hours in 1970.

Palmer revamps track day

PALMER SPORT HAS UPDATED MUCH OF ITS TRACK DAY LINE-UP and has added a new slicks and wings single-seater, which is powered by a 300bhp Jaguar V6. We visited the track day enterprise at Bedford Aerodrome earlier this year and can testify to the fact that the mix of Clio Cup cars, Porsche 911s, Jaguar XKRs, Caterhams, Palmer Jaguar JP1s and single-seaters make for the best track day around.

The day includes time in all of the above with expert tuition. However, there is not a single moment when the instructor isn't trying to push you that bit harder – a truly unique and knackering day, and one not to be missed. – *EF*

Stretton makes Le Mans bid

AMANDA STRETTON WILL become the first British woman to compete in the Le Mans 24 Hours this month since Juliette Slaughter raced a Lola T294 in 1978.



Stretton is teaming up with her husband Bob Berridge in Chamberlain-Synergy Motorsport's LMP1 category Lola B06/10.

"We went to Snetterton and I had a benchmark time to get down to, and it went very well," said Stretton (left).

The last British female to make a Le Mans bid was Davina Galica, in 1991. But her Spice was crashed in qualifying by another driver and did not make the race.

IN BRIEF

■ The remaining assets of Champ Car are due to be auctioned off on June 3 in Indianapolis. Gallivan Auctioneers of Indiana has been charged with the liquidation. The sale will include pace cars, race car transporters, race cars, shop equipment, and scoring and timing equipment.

■ Arthur W 'Art' Graham III, the director of timing and scoring for the Indianapolis 500 from 1978-97, died on Sunday May 11 aged 67. Graham was employed by IBM for 30 years and introduced many of the timing procedures now used in American single-seater racing.

■ Veteran Newman/Haas crewman Davey Evans was murdered in Indianapolis on May 3, the night before practice began for the Indy 500. British-born Evans had worked for Carl Haas since 1970 when Jackie Stewart and Peter Revson raced Lolas in Can-Am. Three men were detained by police in connection with Evans's death.

■ Ex-DTM driver Alex Margaritis will make his Le Mans 24 Hours debut in the Vitaphone-entered Aston Martin DBR9. The car will be run by the British Strakka Racing team and the 23-year-old will be teamed with its regular drivers Peter Hardman and Nick Leventis.

■ Porsche specialist Sascha Maassen will team up with former Le Mans winner John Nielsen and Casper Elgaard in the Team Essex Porsche RS Spyder in this year's 24 Hours.

■ The classic mid-Wales stages, Hafren, Myherin and Sweet Lamb, look set to form part of the route for this year's Rally GB for the first time since 2000. The stages have been re-introduced in an attempt to boost the spectacle for fans. The final route for the December rally is due to be made public on June 4.

■ An event exclusively for vehicles that don't use fossil fuels took place at Santa Pod Raceway for the first time on April 25. A mix of alternative fuel and electric vehicles battled it out on the drag strip, with a bio-ethanol Triumph Daytona 675 bike heading the table at the end of the day with a top speed of 128mph in 10.8 seconds.

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Surtees backs Chinese bike





MOTOR SPORT LEGEND JOHN Surtees has put his name behind the first Chinese factory to enter Grand Prix motorcycling. Surtees, 74, the only man to win motorcycle and Formula 1 car world titles, is team patron of the Maxtra 125 GP project, backed by the Grand River Group which manufactures three million motorcycles annually and aims eventually to contest motorcycle's premier class, MotoGP.

The Maxtra 125 two-stroke's chassis is designed and manufactured by British company Harris Performance, while its engine is the work of Dutch two-stroke engineer Jan Witteveen, one of the main men behind the success of Italian marque Aprilia. The team is managed by Garry Taylor, who ran Suzuki's premier-class GP team for two decades, winning the 1993 crown with Kevin Schwantz and the 2000 title with Kenny Roberts Jr.

"The people involved in the project have a wealth of experience," Surtees said. "There is no point in talking about a totally Chinese-built machine at this moment, so we are creating this working co-operation in order to draw the information and technology to be competitive in 2009."

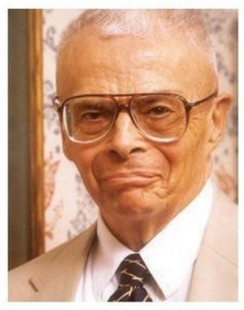
When the Maxtra makes its debut next year it will be exactly 50 years since Honda became the first Japanese factory to contest motorcycle Grands Prix. Honda's 1959 arrival triggered many a snigger in the European paddocks. "Many of the European establishment laughed," added Surtees. "But they didn't laugh for very long."

China currently produces about 18 million motorcycles per year, slightly more than half the global total. *Mat Oxley*

Obituaries

Cameron Argetsinger

The man who created the Watkins Glen race track has died, aged 87. In 1948 as a young law student and racing enthusiast he persuaded the sleepy town in New York State to allow a road race to run through its streets; it soon became an institution. With its bridges and level-crossing it was known as a highly scenic circuit, but safety concerns caused Argetsinger to create a purpose-built track nearby in 1956. In 1961 he ran his first US Grand Prix, and it remained a favourite for 20 years. Despite going broke in the 1980s, The Glen recovered to become a premier circuit once again, and single-seater racing has recently returned there.



Argetsinger went on to become the president of the US bar association, and later was president of the Motor Racing Research Centre at Watkins Glen.

Chuck Daigh

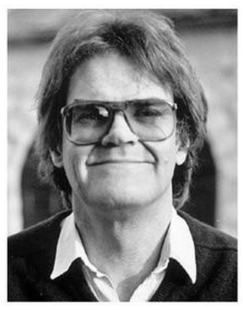
This sports car, Le Mans and Grand Prix driver has died, aged 85. A skilled engine builder, he moved into stock cars in the 1950s, building cars for the Carrera PanAmericana and NASCAR racing, and had success driving a Kurtis. Joining Lance Reventlow's Scarab outfit he both engineered and competed, bringing several victories for the US team's sports cars.



Number one driver through the team's disastrous 1959/60 F1 project, he also drove for Cooper in the 1960 British GP. He had several wins in sports car events, racing in Ferrari, Chaparral and Lotus, made three attempts to qualify for Indy, and shared a Maserati T61 with Masten Gregory at Le Mans in 1960. In recent years he rebuilt several of the Scarab desmo engines and was working on a Bonneville record car.

Max Boxstrom

Designer and wheel maker Max Boxstrom has died, aged 64. Perhaps best known for founding, with Mike Knight, the Dymag wheels firm, whose magnesium rims were used by F1, Indy and sports-racing teams, he had previously designed single-seaters, including the Nemo F3 and the successful Martini F2 design, and worked on early Williams suspension.



He returned to racing car design with the Ecosse C2 sports cars which took the C2 championship in 1986, before creating the promising Aston Martin AMR1 sports-prototype in 1987, which he described as "a Formula 1 car with a roof". He later designed a new road car for Bristol Cars and ran the Calloway Corvette Le Mans team. A keen sailor, he also designed an ocean-going yacht.

Newsfeed

IRL Pacific Coast Motorsports, the former Champ Car team, will start competing in the IRL IndyCar Series from the Indianapolis 500 onwards, with driver Mario Dominguez. ■ Dan Wheldon took advantage of a well-timed pitstop during a caution period to win the Indy 300 at Kansas Speedway.

GP2 The Renault World Series Champion Alvaro Parente won on his debut in the season-opening feature race at Barcelona.

NASCAR Ex-Formula 1 driver Scott Speed won his first ARCA series race, and his first race since 2004, at Kansas Speedway. ■ Dario Franchitti fractured his left ankle after a front tyre blew in the Nationwide Series race at Talladega Speedway. He was replaced by veteran Ken Schrader for the Sprint Cup race at Richmond. ■ Juan Pablo Montoya came home second, behind Kyle Busch, in the Sprint Cup race at Talladega. Tony Stewart won his third race of 2008 in the Nationwide event after leading 80 of the 117 laps.

LE MANS Team Modena, which is racing an Aston Martin DBR9 this year, has added ex-F1 driver Christian Fittipaldi to its line-up of Jos Menten and Terry Borcheller.

A1GP Series chairman Tony Texeira, who expressed interest in owning a Formula 1 team to promote the World Cup of Motorsport, has decided that there is little point in buying into F1 following the outlawing of customer cars. ■ Team Switzerland's Neel Jani secured the 2007/08 title with a fourth place in the sprint race at Brands Hatch, which Robbie Kerr won, moving Team GBR from fourth in the standings to third, one point behind New Zealand. ■ Narain Karthikeyan gave Team India its second A1GP win with victory in the feature race at Brands. Karthikeyan won earlier in the season in China.

BTCC Jason Plato became the first person to win in a diesel-powered car in the BTCC at Donington Park. Vauxhall's Fabrizio Giovanardi won race two, while Plato's SEAT team-mate Darren Turner scored his first victory of the season in the third and final race of the weekend.

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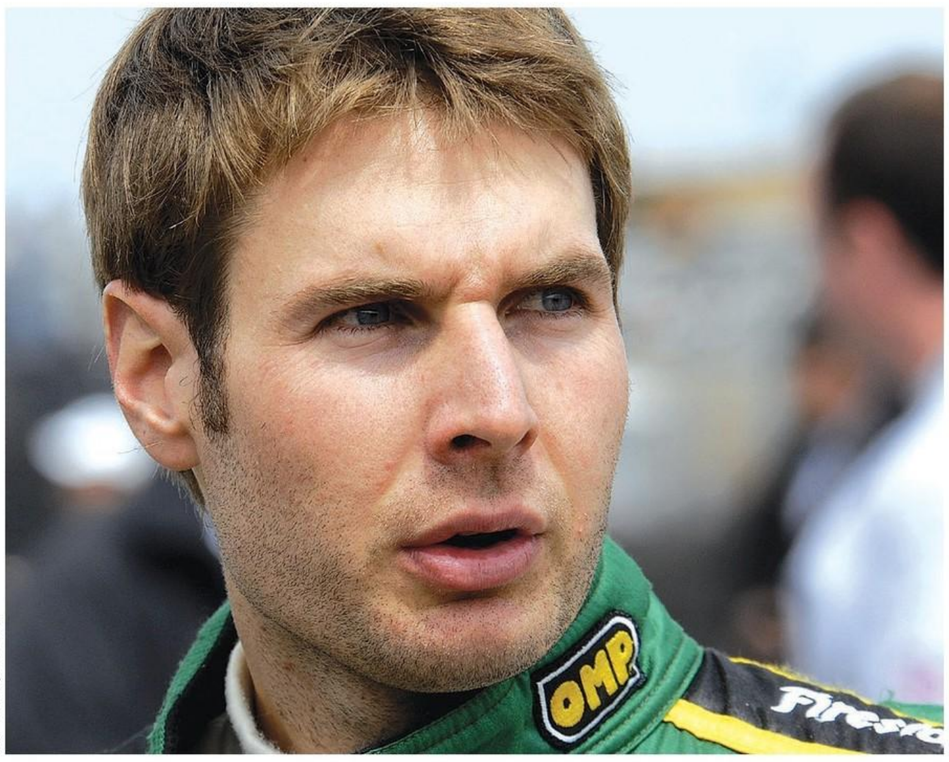
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THE US SCENE

GOODBYE TO TURBO POWER

As the Champ Cars pulled into the pits at the end of this year's Long Beach GP and the whine from their turbo Cosworth engines fell silent, a 40-year era in American racing came to an end. Turbocharged engines have defined Indycar racing since the mid-1960s and helped make the cars number among the most powerful and spectacular on earth. The turbo's signature high-pitched whine helped provide Indycar racing with an identity and a slightly mythical image of being among the most demanding cars to drive and race.

Now the turbo has vanished from the scene and many fans at this year's Long Beach Champ Car swansong expressed their hopes that the turbo will return when the IRL launches its new formula in 2010 or 2011. In the paddock and garage area the feeling was virtually unanimous that turbocharged engines and big horsepower must be a feature of the new formula if it is to inspire emotions and attract fans, engine manufacturers and car builders to what everyone hopes will be a new start to the deeply damaged world of Indycar racing.

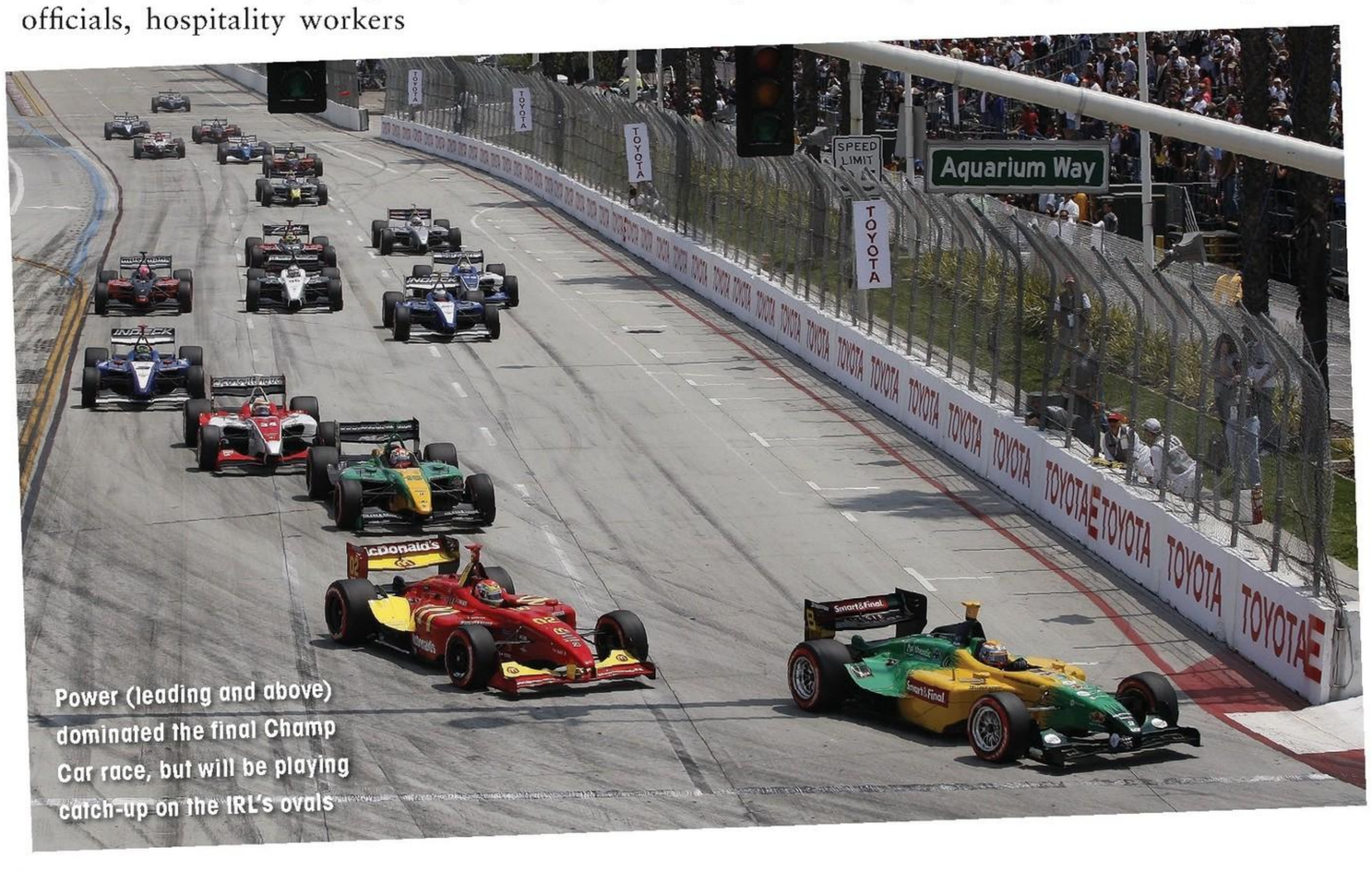
Indeed, a massive diaspora has taken place from IRL and Champ Car over the past four or five years as drivers, engineers, crewmen, officials, hospitality workers et al have either left the sport or moved on to the ALMS, Grand-Am or NASCAR. This past winter's late and messy unification added to this spread as many more people from Champ Car teams, the Champ Car organisation and Cosworth USA were at Long Beach to work their last race before losing their jobs. There were many sad faces and some tears.

Of course, the parlous state of Indycar racing can also be measured by the ridiculous fact that neither Paul Tracy nor Alex Tagliani have rides in this year's unified IRL series. Tracy and Tagliani raced at Long Beach, and despite not having sat in a race car in six months both of them qualified among the first three rows of the grid. But at the time of writing, neither had any prospects for the rest of the year. We can only hope that unification ultimately will lead to a healing of the numerous wounds and to a commercial rebirth of Indycar racing so that the best drivers can be employed to drive the best cars.

For the next year or two, the IRL's much less powerful Indycar will race at Long Beach. The IRL car is about 150hp down and also makes less downforce than a Champ Car, so it is sure to be four or five seconds a lap slower than the most recent Champ Cars and about the same speed as the ALMS cars which race on Saturday at Long Beach these days. Throughout the weekend at Long Beach the drivers waxed lyrical about the pleasure of driving a Champ Car versus an IRL car. Pole winner Justin Wilson led the IRL race at St Petersburg two weeks earlier aboard a Dallara-Honda and was delighted to be back in a Champ Car one last time.

"It's great!" Justin grinned after the first practice session. "It's such a pleasure to drive. The first lap out I couldn't resist giving the throttle a couple of extra pushes, just to enjoy the horsepower and response from the engine. And of course, the car makes more downforce than the IRL car and is beautifully balanced. I really will miss driving these cars."

The Long Beach race was won convincingly by Aussie Will Power who led all the way, save during pitstops. Power beat Wilson into the first turn and ran unchallenged at the front after Wilson's engine blew. But Power is deeply aware that most of the rest of the season – the ovals in particular – will be very difficult for the former Champ Car teams.



Power (leading and above) dominated the final Champ Car race, but will be playing catch-up on the IRL's ovals

Oval tracks – especially in a car that is severely restricted in horsepower so that the driver is flat on the throttle all the way around – are all about engineering and set-up, and the existing IRL teams have years of testing, wind tunnel time and experience in dialling in the current Indycar to suit each oval. Power believes the better ex-Champ Car teams will have made some useful progress during the month of May at Indianapolis, but he doesn't expect to be able to qualify in the front half of the field on any ovals this year.

"I'm not going to say we're going to be up there, but we're definitely going to close the gap," Power said. "At the end of the year, it would be nice to be cracking around the top 12, top 10, once we get all the bits we need and I get used to the ovals. Maybe the shorter ovals also will help us because those tracks are not all about rolling speed. It's not all about having a really good aero package and all the stuff those guys have."



By the time you read this column this year's Indy 500 will have been run and we will have discovered if teams like Newman/Haas/Lanigan with Wilson and Graham Rahal, and KV Racing with Power and Oriol Servia made any impression over the course of the long month of May. The theory going into the month was that the existing IRL teams would dominate at Indianapolis.

Of course, all this emphasises the point that to get Indycar racing back to what it once was the IRL must create a car and engine package for 2010 or 2011 that is not only much more aesthetically pleasing than today's clunky Dallara-Honda but is also a truly spectacular challenge to drivers and teams, and is properly raceable on each of the oval, road course and street circuits.



CAN DANICA WIN HELP SAVE THE IRL?

After Danica Patrick finally scored her first IRL victory over a fuel-starved field at Motegi in Japan, many people were hoping the flyweight young lady would repeat the feat at Indianapolis. Danica's breakthrough win was the result of clean driving and keen fuel-saving which enabled her to stay on track while others either dived for the pits and a splash of fuel or desperately backed off the throttle to try to make the finish.

Patrick (above, with Hélio Castroneves), the IRL's most popular driver, flew home for a press conference after the Long Beach GP, then embarked on a media blitz to promote this year's unified Indy 500. But some sobering perspective on the matter was provided by Mike Bartelli, president of sports marketing agency Millsport.

"Her platform is a fraction of the size of Dale Earnhardt Jr and Jeff Gordon, and that impairs her," he told *USA Today*. "For someone to be a marketing phenomenon as an athlete, they have to be in a highly visible arena, and she's not. The question is whether her win can help Indycar."

It will be interesting to see if Patrick can improve her performance on road courses and street circuits. She has yet to show she can run near the front at these tracks and was well off the pace at St Petersburg.



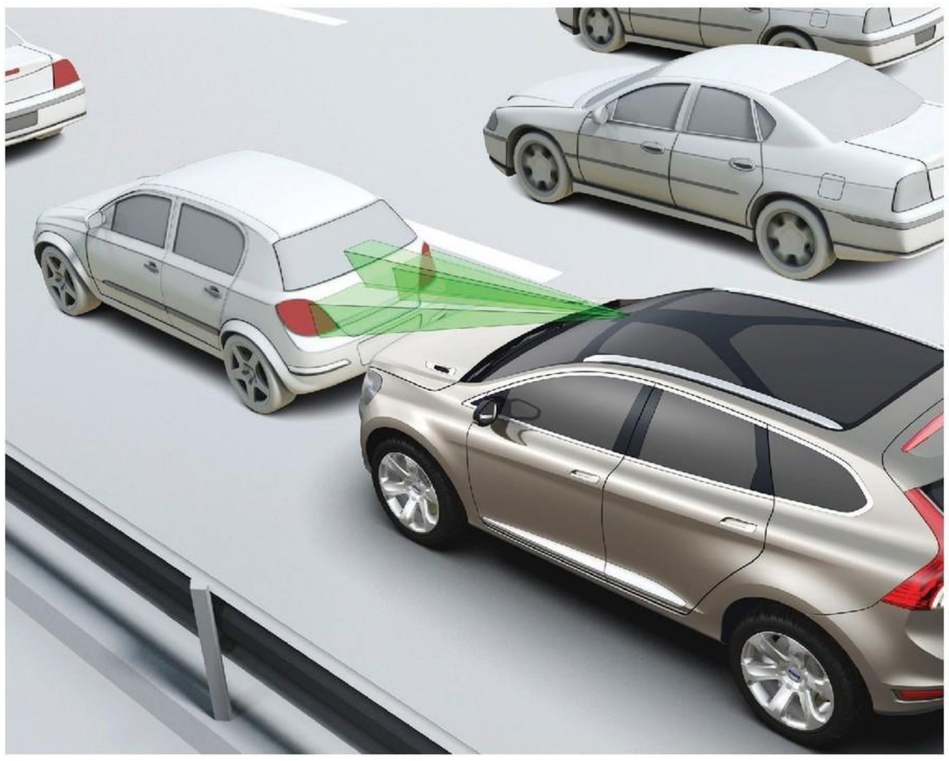
SWISS TEEN FOLLOWS PATRICK'S LEAD

As Patrick flew into Long Beach from Japan she learned that another young woman, 19-year-old Swiss Simona de Silvestro, had joined the club of female open-wheel race winners by scoring an excellent victory in Long Beach's season-opening Atlantic Championship race. De Silvestro becomes the second woman to win an Atlantic race: Katherine Legge also won the Long Beach Atlantic race in 2005 and went on to win two more races that year.

De Silvestro (above) ran the American Atlantic series for the first time last year, finishing 19th in the championship. Her best race was at St Jovite where she came home seventh. But at Long Beach this year de Silvestro qualified second and took the lead midway through the race when pole winner Jonathan Bomarito ran into gearbox trouble. De Silvestro went on to beat American Alan Sciuto and Canadian Kevin Lacroix, while Bomarito recovered to finish fifth behind Jonathan Summerton.

Then to cap a great month for women racers, Ashley Force, daughter of drag racing legend John Force, became the first female to win an NHRA event. She beat her old man in the Funny Car class in Atlanta.

Andrew Frankel



ROAD CARS

BLACK BOX VS COMMON SENSE?

Car engineers are a particular bunch – believe me, I've met a few. They live in a world outside our own, where language has evolved to such a level that the usual supporting structures you and I call sentences have been dismantled and compressed into acronyms of often impenetrable depth and complexity. I once sat down to interview a Bentley engineer about the electrical systems used on the Continental GT and found myself having to admit shamefully that I had no idea what a chumsel was. I'd presumed it was some super-trick slice of electronic wizardry whose purpose I was never going to understand let alone its function. As it turned out, a chumsel is nothing more or less than a humble brake light. A Central High-Mounted Stop Light, to be precise.

But they have to be this way, simply to exist in the world of modern car design. Some of the technologies at their disposal simply beggar belief: other engineers in Crewe told me Bentley possessed one instrument sensitive enough to detect in an Olympic-size swimming pool the sodium content of a teaspoon of salt poured into it, another that could weigh a fingerprint and a third that could calculate to within the weight of one feather the force required to tear a telephone directory in two.

Even back in 1996 when BMW launched the E38 generation of the 750i, it came to market with more computer processing power than that which had taken man to the moon in 1969; which means that most modern cars would make an Apollo spacecraft look about as sophisticated as an abacus.

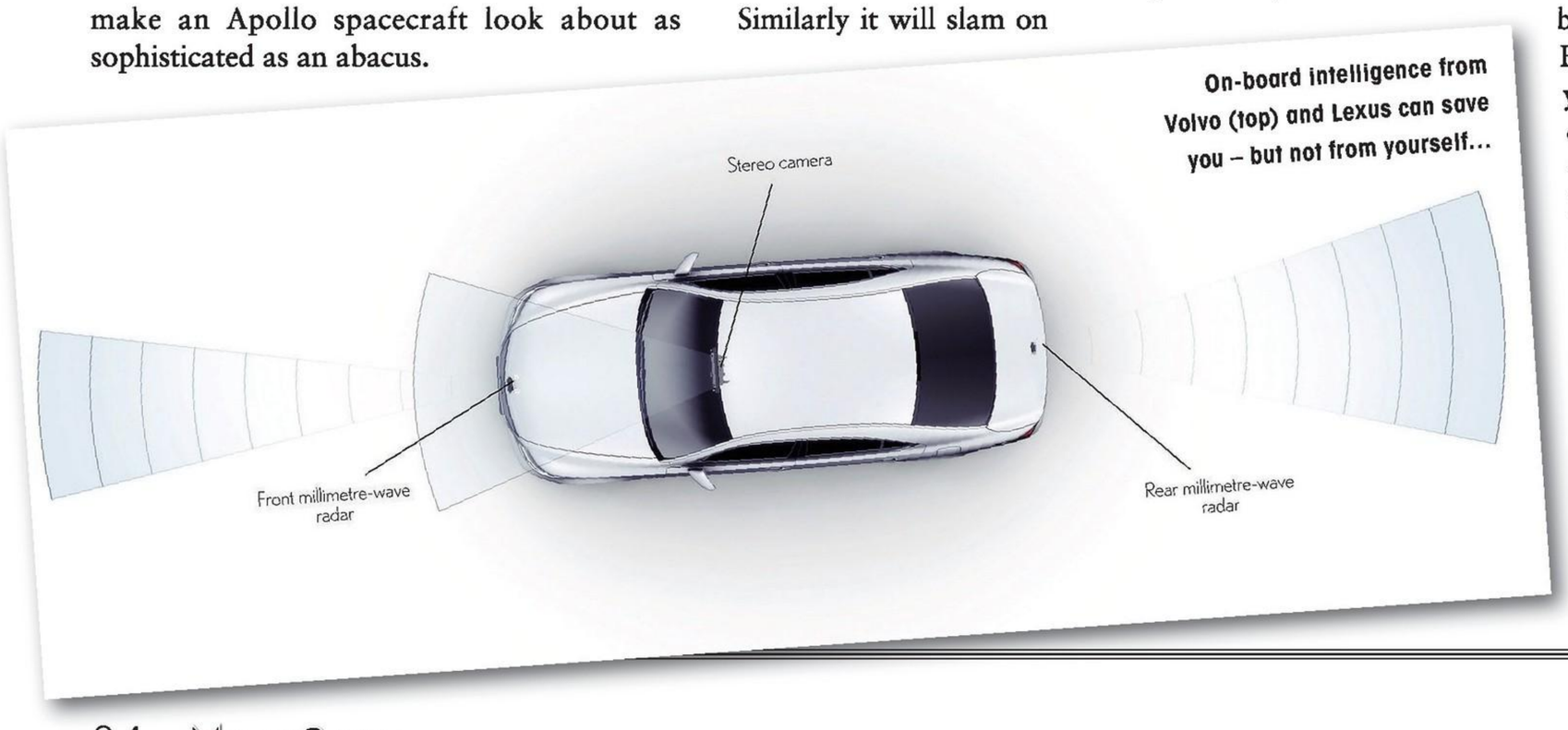
I've just been driving a new Honda Accord and although it is not a car I'd usually choose to dwell upon for a page such as this, I think I should share with you that, thanks to a combination of radar, sensors and cameras, this otherwise entirely unremarkable mass-produced family saloon will maintain an even distance to the car in front on the motorway and can steer itself should you start to drift out of your lane; – and all without the smallest input from you. Similarly it will slam on the brakes if you're about to ram the car in front so that even if a crash is not avoided, its consequences can be radically mitigated.

This level of attention goes down to the smallest detail, as the following example shows: because the satellite navigation knows precisely where you are, the direction in which you are travelling, the time of day and the time of year, it can give the climate control a precise fix on the location of the sun relative to the vehicle so that the air-conditioning can, in turn, fine tune the flow of fresh air around the car to minimise the effects of solar heat soak.

Objectively this is staggeringly impressive. The only question is whether it actually makes a blind bit of difference in the real world. In 1988 BMW introduced the E34 Five Series whose ventilation controls consisted of a fan, a temperature dial and three sliders directing the air flow in whatever quantities you chose to, respectively, the windscreen, your face or your feet. Two decades later, I've yet to come across another system that works so well, largely because it left it up to you. The increasing presumption of modern car makers is that you can't even be trusted to execute such simple tasks as choosing how you'd like the air distributed, let alone doing something as difficult and dangerous as driving a car in a straight line along a motorway.

Where will it all end? This autumn Volvo will launch its new XC60 SUV which, if you're in town and so long as the road is dry and the driver stays within the speed limit, should be almost impossible to crash into another car because it will see the danger before you and bring you to a halt before impact. Buy a Lexus LS460 today and as you look at the little plastic box on the steering column and wonder what its purpose might be, it will be looking right back at you, making sure you've not nodded off. If you have, it will sound alarms, flash lights and even nudge the brakes to shake you from your reverie.

Eventually the ongoing proliferation of systems such as these and their yet more clever and sophisticated descendants will make poorer



On-board intelligence from Volvo (top) and Lexus can save you – but not from yourself...

drivers of their users. They will become ever more reliant on these virtual safety nets, ever more inclined to drive when unfit to do so through fatigue and who knows what other factors, because they enjoy the subliminal reassurance that their car is more clever than they are, quicker to see and react to danger and better at knowing precisely what action to take. All of which may be true.

But it's not really the point. You don't find airline pilots pressing the Autoland button and putting their feet up on finals just because they can – nine out of ten times the most sophisticated of aircraft will be landed manually, and for a **very good reason.**



Safety must begin at source, which means that responsibility lies with the person behind the wheel, not the ECU under the bonnet.

I'm not advocating the blanket removal of primary or secondary safety systems, but it is interesting to ponder what would happen if, instead of blundering around in a car that teaches you that your recklessness need have no consequences, a large hand leapt out of the dashboard to deliver the sturdy smack around the chops you undoubtedly deserve. And while we're on the subject, rather than simply alleviating the symptoms of our lack of road discipline, would it not be better to address the cause – namely a driving test for which no experience of driving in the dark, in bad weather or on a motorway is required?

Years ago, another motoring journalist once opined that if you wanted to make cars really safe, each one should have a sharpened spike fitted to the steering wheel and pointing directly at the driver's chest. He knew then what we seem increasingly to be forgetting now: on its own, a car can't hurt, maim or kill anyone. The responsibility for that did, does and always will lie with ourselves. In the long term, cars which contrive to help us duck that responsibility will do us no favours.



VAUXHALL VXR8

Ever feel totally out of step with those around you? For months I've been reading eulogies about Vauxhall's 6-litre V8-powered, Holden-derived VXR8 saloon, but for various reasons had failed to cross paths with one. Now I wish I hadn't bothered. It's reasonably comfortable and quite attractive but that's about it on the plus side. It's dreadfully cheap on the inside, handles with little more than basic competence and, most shocking of all, doesn't even feel that quick despite its alleged 411bhp. And while others say it's cheap at £35,000, a BMW 335i is cheaper still and if you'd driven both, you'd know how absurd that situation is. I note that a new 6.2-litre engine with another 14bhp is to be introduced, but suspect it will take more than that to make a silk purse out of this particular pig's ear.



AUDI TT TDI

The reality gap is growing. From Audi's blurb on the launch of its new TT TDi, I was surprised to learn that Audi was the first manufacturer "to break the 400kph land speed record" and the first "to win Le Mans three times back to back". It goes on to state that the TT TDi is the world's first diesel-powered sports car.

The first two claims can be argued on technicalities. Auto Union – of which Audi was then one of four elements – did in 1937 set the first Class B record above 400km/h, even if by then the actual LSR was held by Malcolm Campbell at over 300mph. Perhaps Audi would argue that Bluebird's constructors, Thomson & Taylor, were not a 'manufacturer'. In the second, Porsche and Ferrari's string of consecutive Le Mans wins (six and seven of them, respectively, compared to Audi's current four) were not all as works teams. And dare I mention Bentley and Matra? But the first diesel sports car? I think not. Why is a TT a sports car in a way that the pre-existing BMW 123d Coupé or Alfa Brera 2.4 JTDm are not? Both have more power than the TT, higher top speeds and similarly uninhabitable rear cabins.

The silly thing is that the TT TDi is a fine example of its kind and does not need this kind of ham-fisted assistance. It's not a sports car any more than the aforementioned BMW or Alfa – it's not even a particularly sporting car. But it is good looking, well built, fast and frugal, and demands very little of its driver. What more could any prospective buyer of a compact Audi coupé desire?

Letters

Don't print this letter

Sir,

At last, somebody says it as it is. I agreed with every word of your piece on Max Mosley (June issue) and I'm sure that you will have very many letters and e-mails of support for your point of view from many of your readers.

However, please do not allow any of this correspondence to take up space in the Letters section. History will decide on the relative merits or otherwise of this FIA president and the subject has had plenty of attention throughout the press already.

Many thanks for the increasingly brilliant magazine.

Richard Watkinson, by e-mail

Minimum on Max, please

Sir,

Max Mosley has many enemies in F1 and they are milking the current situation and creating as much adverse publicity as possible. In Damien Smith's editorial he states that the publicity is bad for F1 and Max should stand down. However, you then print over eight pages on the subject, thereby increasing the media coverage.

If you really cared about motor sport you'd give it minimum coverage, as the dailies are currently, and it would all soon be forgotten.

Peter Briggs, Oxted, Surrey

Hmm. We took a stand about the future of the most influential man in motor sport because we couldn't care less? If you say so – Ed

No-one tells it like Frank

Sir,

I enjoyed immensely Simon Taylor's *Lunch With… Frank Gardner* in the March issue. I have long been impressed with his engineering and driving skills, and his turn of phrase.

I remember at a race meeting somewhere in New Zealand there was a stream running near the pits and the organisers set up primitive toilets over the stream! Frank and one of his mechanics had completed some repairs to a car and tipped the used cleaning solvent into the stream, upstream of the loos. A toilet occupant decided to have a quiet smoke and dropped his match into the stream just as the solvent arrived borne along on the waters. The ignition of the aforesaid hydrocarbons caused a scream and a most irate giant of a Maori burst out of the door. Frank distracted the victim with quick diversionary talk and he and the mechanic made their escape.

In Australia, he was running, I think, the BMW saloon car team and one of his drivers was well in the lead. Frank described it thus: "He's just strokin' it along and all the needles on the gauges are hangin' in the right places."

Another gem occurred when Frank was doing some guest commentating at a race meeting at Amaroo Park, a now-defunct circuit west of Sydney. The rain had ceased but the circuit was still wet and the next event was a one-make race for 1950s Holden sedans. Frank described their wet-weather roadholding as "being as surefooted as a leper in a swamp"!

Long life to you, Frank Gardner.

Peter Ward, Green Point, NSW, Australia

Irwin's underground past

Sir,

I was a contemporary of Chris Irwin (*The Motor Sport Month*, June issue) at Stagenhoe Park prep school in the '50s. He will remember he had a slower lifestyle in those days – as official school mole catcher!

Colin Marsh, Isleworth, Middx

Size wasn't everything

Sir,

I was most interested in Bill Boddy's article on Prescott, which states that the reason the VSCC did not purchase the estate was a lack of funds (May issue).

In 1938 the VSCC was run by a committee mostly based in the City of London: Cecil Clutton, estate agent; Anthony Heal, whose family own the famous store; Forrest Lycett, tea importer, and Lawrence Pomeroy, technical editor of *The Motor*. All these gentlemen owned large cars: GP Itala, TT Sunbeam, 8-litre Bentley and Prince Henry respectively, and were hardly short of funds.

It's not that I wish to dispute anything Bill, the greatest authority on the history of motor sport, has to say, but when Forrest Lycett, my godfather, first took me to Prescott as a schoolboy in September 1946 he told me his version of the story, later confirmed by Peter Hull. It was that the reason was not money but that the hill as it was then was not suitable for the large cars the committee all owned.

He did quietly eat his words once the hill was improved, but I think he preferred Shelsley.

M L Brewer, Stoke Poges, Bucks

I stand by what I wrote. Tom Rolt found the place but the VSCC could not afford it, so told the Bugatti OC of it. Sonia Rolt, whom I know well, wrote in the VSCC Golden Jubilee book, "A deputation and me and Forrest Lycett went to look at the drive and concluded that it was too hot a potato for the VSCC club to handle, so we introduced it to the Bugatti OC". – WB

Laguna, not Riverside

Sir,

I was a bit taken aback when I saw the photo in the Roger Penske article (April issue) which purports to be the start of the sports car race at "Riverside in '64". What startled me was that car No19 was said to be the King Cobra Cooper of Parnelli Jones, when it is clearly a Lotus 19 – the Ford-powered Dan Gurney 'Pacesetter' version in fact.

The relevant issue of *Competition Press* includes an almost identical photo (taken a lap later I guess) on the cover. However, this photo included the start/finish banner which says "Monterey Grand Prix" – that is, it is the Laguna Seca race which was won by Roger Penske in the No66 Chaparral.

George Webster, Oakville, Ontario, Canada

Use technology wisely

Sir,

Tiff Needell's letter (May issue) was excellent because it emphasised a common-sense approach to using technology. Advanced technology has always been important in racing. In addition technological development for competition has benefited road cars. And it is crucial that racing leads the way in using alternative sources of energy.

Nevertheless, the use of technology in racing should be wisely employed. Smaller teams will seldom have the advantages of their well-funded rivals, but they should at least have some chance.

David Krall, Marina, California, USA

LETTERS TO THE EDITOR

Write to: Motor Sport, 26-30 Old Church Street, Chelsea, London SW3 5BY, UK
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Letters

Sensory deprivation

Sir,

At a stroke you have ruined the only excuse I had for keeping my 58-year collection of *Motor Sport* magazines on display. My wife has seen your Digital *Motor Sport* offer and now expects me to remove the magazines and replace them with a couple of discs!

No longer will I be able to turn away from the computer and open up an annual, smell the slightly musty pages and read a random selection from that year.

I am sure it will be easier to find things in a digitised format but there is no substitute for picking up a volume and reading forgotten articles and snippets that you would not normally find, e.g. July 1953 'Le Mans Shorts': "The Jaguars ran on limited trade plates, painted permanently on the cars..."

Keep up the excellent work – the magazine is improving all the time. But God forbid that the magazine becomes a digital download!

RP Wood, Dodleston, Cheshire

Fangio's first

Sir,

Further to Bill Boddy's thoughtful article *Can Hamilton beat Fangio?* (March issue), Fangio did win first time out in Formula 1 – in an Alfetta 158 – in the San Remo GP, a non-championship race run on April 16 1950, a few weeks prior to the start of the inaugural Formula 1 season, his first, not his second season as quoted by WB.

Clarrie Mitchell, Melbourne, Australia

Attractive cars will attract fans

Sir,

I have read with interest the comments in recent issues on the future of Indycar racing and the changes needed in order to improve competition in the series. There is one point I would like to address: aesthetics. As a motor racing fan for over 35 years, I believe appearance is important to attract crowds in this and other sports, and in my opinion the IRL Dallaras are probably the ugliest single-seaters ever made (yes, I do remember the Trojan). Compared to other current racing cars, only the spec Grand-Am model is more unattractive and the A1GP Lola follows the Dallaras closely. The IRL could look into that and probably ask Dallara to find inspiration in the Le Mans Series prototypes. Those cars really look fabulous – the beauty of the new Epsilon Euskadi is astonishing.

Motor Sport has become the perfect racing magazine, with the new blend of history and current issues. Don't change it!

Luis Galvao, Brasilia, Brazil

Bert, Brands and Chapman

Sir,

I spent many days marshalling at Brands Hatch in the early '50s, and like David Venables (*Letters*, May issue) remember well the iron control of Bert Lamkin. I wanted desperately to get near the racing cars and so always volunteered to marshal at the entrance gate to the pits before the old tunnel, which gave me the opportunity to escape into the general paddock and volunteer my services to anyone who looked as though they would accept me. At one time I pumped up the rear tyres for a fellow called Chapman. My first Austin Seven conversion wouldn't pull the skin off a rice pudding, but Colin sketched for me the de-siamesed inlets which did make a difference.

As I remember it the old tunnel went under the embankment and then into a short lay-by to join the track. Bert controlled the movements, allowing the next race entrants to go through the tunnel direct out onto the track when it was clear. No-one was allowed to disobey!

As David says, Bert controlled everything, including me, and I didn't get to go through the tunnel much, but I do remember it as being very small, and not possible when the cars were going through it.

Happy days; the BRSCC was great at that time and fortunately after my National Service the VSCC allowed me to play with old cars at the races for the next 30 years.

Mike Head, Otford, Kent

Tributes a credit to Clark

Sir,

Thank you for the May issue covering the life and career of Jim Clark. I know that I'm only one of many for whom he was our first motor racing hero. I was also at Brands Hatch that day, and can so clearly recall the silence and the shock that fell over the crowd as the dreadful news came in.

As your writers said, Jim Clark was an impressive role model as a man and it is that aspect of his character which has burnished his reputation over the last 40 years. The contrasting behaviours of one or two of our more recent F1 stars is absolute.

I was fortunate to attend the recent Jim Clark Film Festival at Whitney, Oxfordshire, organised by Michael Oliver and Gary Critcher. To see all the archive film, some never shown before, was a treat, but to have the drivers who were his team-mates and the mechanics who set up his cars there to give their personal recollections was priceless. Sir Jackie Stewart, who could not be there, sent a tribute by letter; after it was read out at the Saturday night dinner, there were lumps in many a throat.

The speaker panel comprised Jim's 1959 Le Mans co-driver and saloon, sports and GT car star Sir John Whitmore; Jack Sears, who partnered Jim in the works Lotus saloon car team; former Lotus designer Len Terry (who conceived the 1965 Indy-winning Lotus 38 as well as the gorgeous Eagle F1 car); Clark's mentor and owner of the cars that Jim first raced, Ian Scott Watson; Clark's former mechanic Bob Dance and Lotus team photographer Peter Darley.

It is a true measure of the regard that motor racing fans have for the man that, 40 years on from his shocking death in the spring of 1968, this event was a total sell-out. I met two Americans (separately) who had flown across the Atlantic to be there, which speaks volumes, doesn't it?

As to Jim's abilities in the car, I was fortunate to speak one-on-one to both Jack Sears and Sir John Whitmore at the close of dinner. Jack confirmed that the two saloon cars in the Lotus team were identical in specification and set-up: "I usually tested the set-ups on both our cars, Jimmy didn't do very much of our testing, so I can confirm that the cars were the same. It was just that Jimmy was a little bit better than the rest of us."

And from Sir John: "When you followed Jimmy around the circuit, you could see what he did. And then, because you were both driving the same type of car, (Lotus Cortina saloons) you could eventually work out *how* he did it."

I hope that both of Jimmy's former partners will not mind me quoting them. In my view, their honesty does them great credit – and confirms that the reputation of Jim Clark, 40 years on, shines as brightly as ever.

Andy Burrows, Chesham, Bucks

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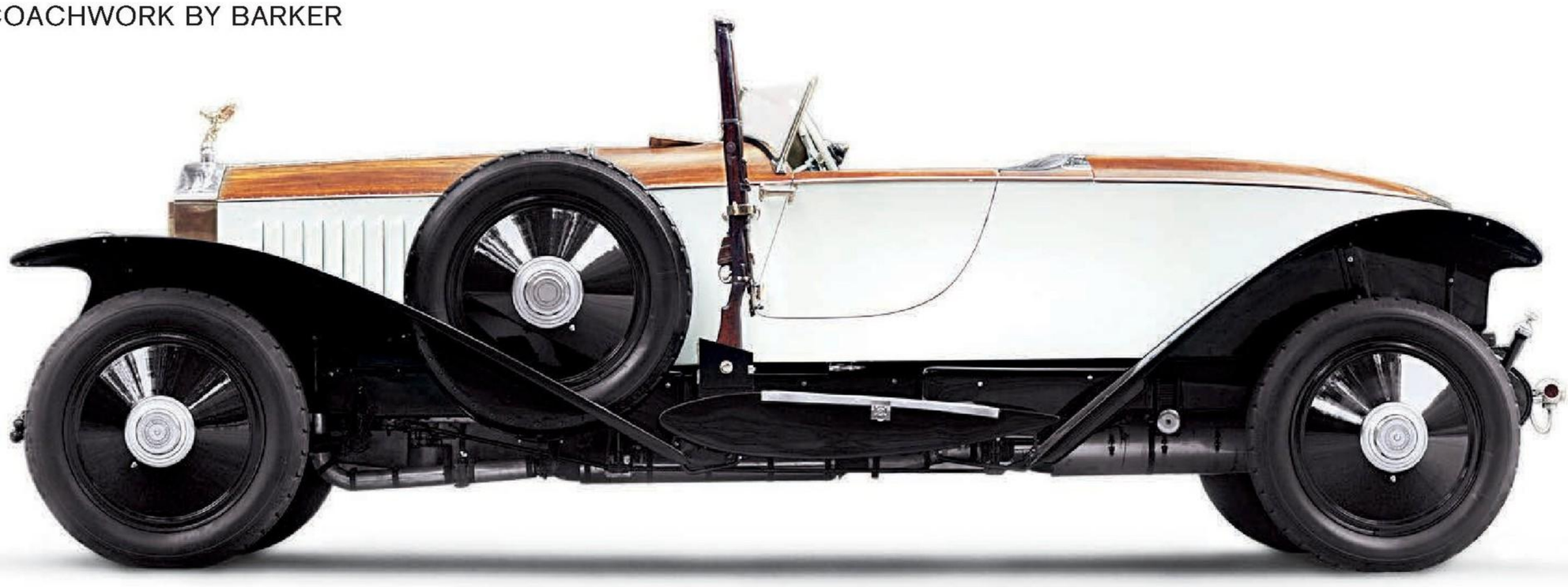
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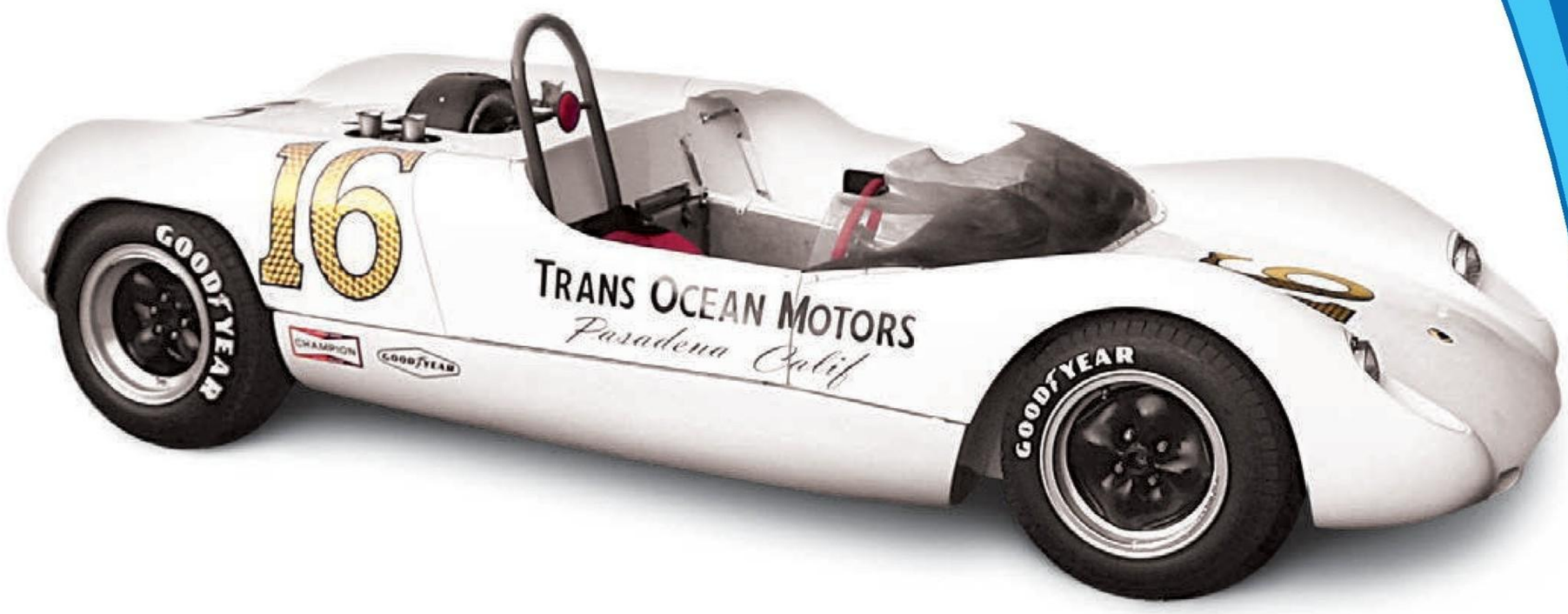
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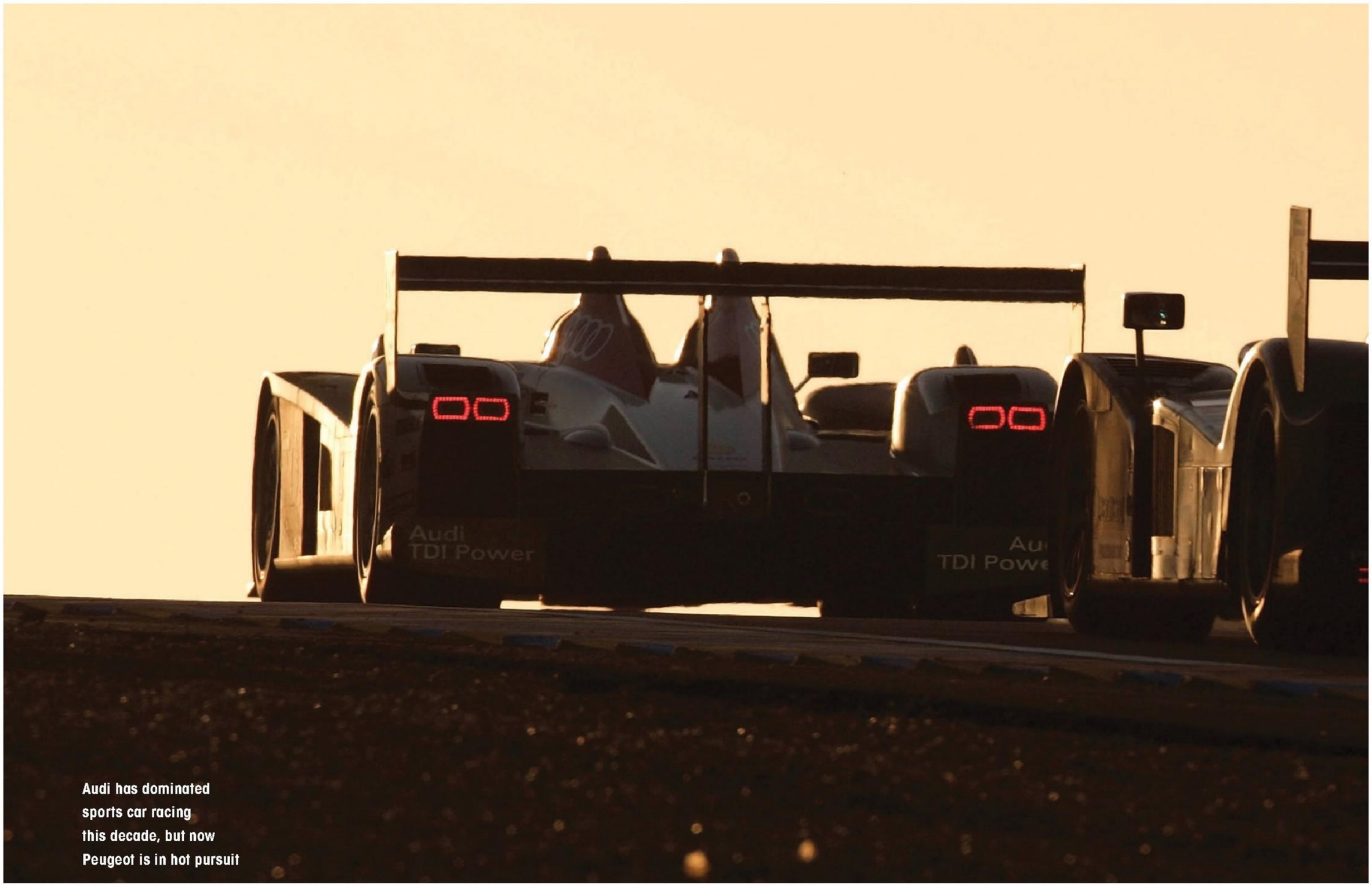

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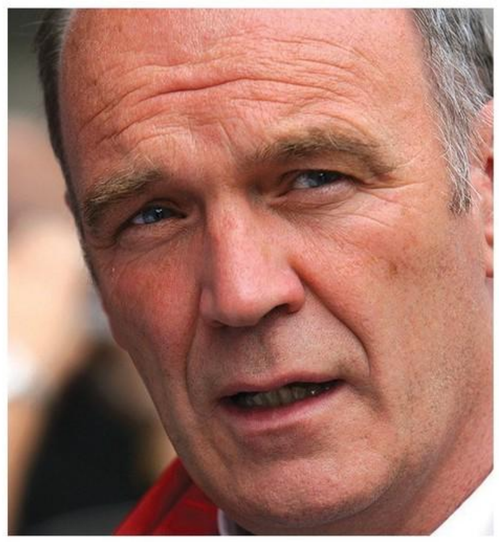
The big battle in sports car racing this year is between two teams with the quietest cars on the grid. Audi and Peugeot are competing to see who has the best turbo-diesel – and the main prize is, of course, Le Mans

BY ROB WIDDOWS

Peugeot



Audi has dominated sports car racing this decade, but now Peugeot is in hot pursuit



"Peugeot is our main rival, but our development is ongoing"

WOLFGANG ULLRICH

Might this really be the best sports car battle in years? Four races into the season, and with the Le Mans 24 Hours ahead of us, we can categorically answer that question. The answer is yes.

Finally, after the best part of a decade of dominance, Audi is vulnerable. It's bad enough for the men from Ingolstadt to find they are beatable in the American Le Mans Series, by a second division prototype no less, built by arch-rival Porsche. But now Audi's grip on the European scene is slipping, too. Peugeot is gunning for its crown, on equal terms in both cars and drivers. It's the duel of the diesels, and a battle that will be fought most fiercely at Le Mans this month, then rage on into the summer at the Nürburgring and Silverstone.

Audi R10 TDi versus Peugeot 908 HDi has already delivered on its promise in the 1000km Le Mans Series races held so far. The score so far is Peugeot 3 – Audi 0. Le Mans is next – and it might just be the race of the year.

The Sebring 12 Hours, the opening round of the American Le Mans Series in March, is traditionally the best form guide we have for Le Mans. Twelve hours at the bumpy Florida airfield is considered tougher on machinery than 24 at Le Mans. On this occasion, the single Peugeot was mighty quick, if fragile. But the biggest surprise was that the Audis did not run in their usual clockwork fashion, and the feeling was they lacked pure speed over a single lap. As that 3-0 score suggests, the European-based Le Mans Series races since haven't exactly gone to plan for Audi either. The German giant is on the back foot heading into the all-important Vingt-Quatre Heures du Mans.

At Sebring, the Audis suffered broken front suspension, a failing turbocharger and overheated front brake discs. None of this had ever happened before. The single Peugeot was hobbled by hydraulic leaks in the paddle-shift system, wheelbearing failures and a broken hydraulic pump. Then, at Barcelona, Audi had an alternator belt failure and slow punctures, while Peugeot went on to a convincing win. Monza was blighted by a controversial Audi-Peugeot clash that led to a win for the French, and there was another collision at Spa, too, where Jacques Villeneuve scored his first major race win for 11 years.

But in terms of Le Mans, what have we really learnt? Conclusions for the unique challenge of



the 24 Hours are always hard to reach. Here's an example: back at Sebring, Peugeot experimented with double-stinting its Michelin tyres on the notoriously rough and abrasive circuit. The R10 traditionally does but a single stint on a set of Michelins over this kind of surface. Bad news for Audi? Except that at Le Mans, the R10 can run as many as three consecutive 40-minute stints on a single set, keeping the driver on board, and only stopping for fuel during that two-hour period.

What is not in doubt is the outright speed of the Peugeot. At Sebring the car was consistently quicker than the Audi over a stint and comfortably fastest in qualifying. Speed is no advantage without endurance, but don't forget that these days sports car races are sprints – from flag to flag – even at La Sarthe. Incredible, yes, but true. They are racing, not enduring.

So perhaps this is the single most important piece of evidence we have ahead of Le Mans. On pure pace, Peugeot has a clear edge.

These two modern giants of sports car racing have both chosen the turbo-diesel route, but their approaches to the sport are more contrasting. Perhaps it comes from the cultural differences: the German team is military in its approach and organisation, while the French squad is more flamboyant, more adventurous in its quest for speed, unmistakably Gallic in atmosphere. Both are totally committed, totally focused in the modern way, but refreshingly different in style. As are their leaders.

In the silver corner is Dr Wolfgang Ullrich, the vastly experienced ringmaster at Audi Sport. Here is a highly qualified engineer, professorial and a much respected man within the team. He has no intention of letting his rivals get any closer than they came in Florida.

"Well, it's true to say I was very surprised by the problems we had with the cars," he says. "We know Sebring is tough and if it doesn't break there, then it's not going to break. But it did. Never before have we had failures with the front brake discs – they are not designed to be changed during a race, and there will be a full investigation into what caused the problems. Same for the suspension, but this is why we do Sebring – it is a very important preparation for Le Mans, the most important.

"To be confident in motor racing is dangerous and we must never underestimate our opposition. Sure they will be our main competitor at Le Mans, but our development is an ongoing story. There are always new things on the car and we are committed to racing



"This is a year to prove ourselves. We expect to beat Audi"

SERGE SAULNIER



Aston Martin

CLASS: GT1

It's seconds out, round four in the no-holds-barred Aston Martin versus Chevrolet slugfest. The Prodrive-run Aston DBR9 (above) finally notched up a maiden GT1 win at Le Mans last year, a race which witnessed the first retirement at La Sarthe for a factory Chevy Corvette. The American team, run by Pratt & Miller, is out for revenge in a class that has a habit of providing the best racing in the place. And the fact that the Astons carry the famous blue-and-orange of Gulf Oil can only add to the spectacle.

Chevrolet returns with an unchanged roster of drivers, which boasts talents such as Oliver Gavin, Olivier Beretta and Jan Magnussen. Aston has four changes to its line-up, yet all the newcomers are experienced DBR9 racers with one exception. And he happens to be a certain Heinz-Harald Frentzen.

Aston had the narrowest of performance advantages last year and led most of the way, though Chevrolet was always waiting a lap behind to pick up the pieces. The chase of the two DBR9s was led by the Corvette of Magnussen, Johnny O'Connell and Ron Fellows, which is not always the fastest of the two C6.Rs. One contention is that the sister car driven by Gavin, Beretta and Max Papis, which went out early with a propshaft failure, might have been able to put the winning Aston of David Brabham, Darren Turner and Rickard Rydell under greater pressure.

Gavin believes so. "We would have been there or thereabouts; we felt comfortable," he says. "We're confident going into this year's race and have a few things up our sleeves."

There are six other GT1 cars in the field. The Team Modena Aston and the best of the two Luc Alphand Aventures Corvettes should lead the chase of the factory cars, while the Larbre Saleen S7R has the potential to challenge in qualifying in the hands of GT star Christophe Bouchut. A podium for any of the above would be a big result, but that will only happen if there are problems at Prodrive and Pratt & Miller.

That's something you can never discount at Le Mans. Don't forget Aston driver Johnny Herbert threw away a potential win last year with a splitter-damaging off.

"You can make bold statements about what is going to happen at Le Mans," says Gavin, "but any plans you make usually go out of the window the moment the race starts." *GW*

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"Audi Sport and Audi road car development is not separated – we share our information and we learn together. What we find on the track we pass on to our road car engineers, simple as that. We are always looking to win the toughest and the most prestigious races, and they are the most exciting, which is why Le Mans is so important for us. And, you know, Audi has passion. If you want to be successful in motor racing and you have no passion, then you will not succeed, end of story."

In the red-white-and-blue corner is Serge Saulnier, ruling the roost at Peugeot Sport. Urbane, charming and very much an ambassador, he nonetheless has a steely will to take Peugeot back to the rostrum again at Le Mans following the two Group C wins in 1992 and '93, but this time with diesel power.

"Last year was a training year," he says, "everything was new and very challenging with the diesel engine, you know? But this is a year to prove ourselves. We expect a great battle with Audi and we expect to beat them, not every time, but most importantly at Le Mans. We have learnt many things testing at Paul Ricard but a simulation is not a race, so it's important for us to race before Le Mans.

"You can simulate as much as you want, but we have needed to test the car against the Audi, to find reliability, to prepare for the 24 Hours, even though the car will be in a different specification in June. We needed to know, for example, about the effects of the high temperatures on the engine, the gearbox on all our new developments. We have big improvements in the gearbox, the steering and the paddle-shift. As we have proved in the Le Mans Series in Europe last year, and this year too, we can win over 1000 kilometres but we do not yet know if we have both speed and reliability over 24 hours, and that is the

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important bit for us. To win at Le Mans, at home in France, that's our priority."

This really is a battle of the giants, two prize fighters dancing around each other, waiting to see who will land the killer punch in the *département de la Sarthe*. Neither is yet on the ropes, but equally neither has a clear advantage. Audi's recent record at Le Mans is perfect and impressive, but Peugeot is looming large in its silver mirrors. Nobody is more acutely aware of this than the drivers, all of whom know better than to count their chickens. Interestingly, there is not a lone superstar among them, save perhaps for Jacques Villeneuve's much vaunted second appearance with the French squad. From tyre fitter to team manager this is, above all else, a team effort.

In the red and silver suits we have the likes of Allan McNish, Dindo Capello and Tom Kristensen. In the blue and white suits are Stéphane Sarrazin, Nicolas Minassian, Pedro Lamy and Villeneuve.

"We have a real fight on our hands, no question," grins the ever-enthusiastic McNish, who shares with Capello. "We have seen that the Peugeot is very fast over a lap but the critical thing is do they have 24-hour reliability? It is quite agile in traffic, they can move the car around well, and they seem to have some new tricks in the downshifting into the corners. So, yes, it will be close, very close. When you follow them, you can see these things, but I think it's a more nervous car and that may tell over 24 hours. We are working hard on improving the R10 – we are good on strategy, good on pitstops, so I am confident.

"I'm not actually worried about the problems we had at Sebring – these have been investigated in very typical Audi fashion. They go away, they digest it, they examine it in absolutely minute detail and then they come up with a solution – a cast-iron 100 per cent solution. So I'm always confident that any problems will be solved in time for Le Mans. There's a lot more to winning Le Mans than just sheer pace over one lap and our race pace there has always been good. Peugeot do seem to have a little more top end speed than us but that's probably more a matter of aerodynamics than engine power. We are very close on how many laps we do on a tank of fuel – if anything, I think we can eke out a little more than them. We have better low-speed grip and traction and I'm sure we'll have reliability.

"But their driver line-up does not suggest they're going to Le Mans for a run around – they've learnt a lot since 2007, and they'll be there in June with an all-out attack. But so will we. It's going to be a major, major fight, and the three races in Europe have just ramped up the rivalry.

"Peugeot will have huge support on their home soil, and quite right too, but hopefully there'll be a few Brits out there supporting us. Sports car racing is on a real high right now, with more major manufacturers coming »»

CLASS: GT2

Porsche versus Ferrari is one of the most emotive battles in sports car racing. This time it is taking place down the grid, but that doesn't make it any less intense.

Porsche has developed a new version of its 997-shaped 911 GT3-RSR contender for 2008 in an attempt to get back on terms with the Ferrari 430 GT, which had the legs of the 911 on both sides of the Atlantic last year. The Italian manufacturer, meanwhile, is out to take a long overdue first win in the division we now know as GT2.

The 430 appears to have a narrow edge over the Porsche on a normal road course. Yet the Circuit de la Sarthe is no regular track: four long straights should swing the pendulum the other way.

Flying Lizards and Felbermayr-Proton, Porsche's factory representatives in the ALMS and LMS respectively, will lead the Stuttgart attack. Risi Competizione, GT2 class champions in the ALMS last year, and the British Virgo team, which emulated that feat in the LMS, will do likewise for Ferrari.

Le Mans regular Spyker provides the variety in GT2. It is back with a re-engineered and rebodied version of its Audi-engined GT2 contender. *GW*

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in, and the big teams are right up there on the level of Formula 1, no question."

Minassian, consistently one of the quickest men in the Peugeot suits, is also optimistic.

"Yes, the car feels good, like a real racing car," he says. "It's great to drive – you can really throw it around and you can be very accurate with it. We have the speed, but that's not enough to win at Le Mans. We have the closed car, of course, and maybe that is a tiny advantage in outright straightline speed, but we use our tyres well too, and that helps. We have had our learning year and now we can fight the Audi, this I know. I can't tell you about all the steps we have taken [the engineers from Velizy are quick to throw a large red cover over the back of the car every time it stops], but we still have to prove our reliability."

The only Peugeot driver not to have tasted the highs of Grand Prix racing, Minassian is more than happy to be in the new vanguard of sports car racing. "I love these cars and the racing is very competitive now. Also, it is more relaxed, I think, than Formula 1 – the fans are closer to us and there is a happy atmosphere. The team is good too, you know – we work well together and to win at Le Mans, for France, for Peugeot, would just be so fantastic. This is our goal, this is what we were preparing for at Sebring and what we worked towards in the following three races in Europe."

So far so good for Minassian, with wins at Barcelona and Spa, and the Audis hobbled by failures and slow punctures. But one swallow, not even a brace, does not make a summer, especially not in northern France. No, there's a long way to go before the winning car crosses the line at La Sarthe at three o'clock (it's an hour earlier these days) on the afternoon of Sunday June 15.

"Of course, we remain confident," says Dr Ullrich, "but we are very focused, working flat out to solve each and every problem. We are being chased harder by our friends from France but we know how to win and we study every detail. This is our way."

And it is very much the way of top engineering boffin Ulrich Baretzky, the architect of Audi's hitherto superior performance in the duel of the diesels. Baretzky's V12 TDi ➤➤➤

CLASS: LMP1

The whispering turbo-diesels will again make the headlines at Le Mans, but there will be a roaring battle for the honour of 'best of the rest' behind the Peugeots and Audis this year. A dramatic step up in the quality among the petrol-powered LMP1 prototypes should make for one of the best battles over the 24 Hours.

Le Mans legend Henri Pescarolo's eponymous team is bidding for a fourth consecutive podium in the big race. It has new funding courtesy of the creation of Group Pescarolo Automobiles, a tweaked version of the successful Judd-powered Pescarolo 01 and, in Emmanuel Collard and Romain Dumas, two of the best sports car drivers in the world. But all that might not be enough to maintain its position as top privateer.

The French ORECA squad will not be satisfied unless it wins the unofficial petrol class. Hugues de Chaunac's organisation has bought out Le Mans perennial Courage Competition and undertaken a chassis-up redesign of its LC70 chassis. Former Grand Prix winner Olivier Panis and GP2 and A1GP star Nicolas Lapierre head the driver line-up.

The Epsilon-Euskadi, the brainchild of former Benetton team manager Joan Villadelprat, is arguably the best-looking prototype on the grid, but Le Mans might be too early for this sleek Judd-powered coupé.

The same cannot be said of another coupé that has been making waves in the Le Mans Series. The new Aston Martin-engined Lola B08/60 run by Prodrive, Aston's motor sport partner, takes advantage of a rule designed to encourage production-based engines into LMP1. The car (above), entered under the Charouz Racing System banner, uses the GT1 V12 that powers the Aston DBR9 and with it gets a performance break that its petrol rivals reckon gives the Lola an advantage well in excess of 50bhp.

Throw in the new Dome S102 and the British Creation team's latest AIM-engined LMP1, and there are up to eight genuine contenders for petrol honours. *GW*

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RENAULT



LAT

CLASS: LMP2

The Porsche RS Spyder finally arrives at Le Mans. Not with a full factory team masterminded by Penske, but just as it was intended: as a privateer contender in the spirit of so many Porsches before it.

The two teams that turn out with RS Spyders start as immediate favourites for LMP2 honours in the 24 Hours. The LMP2 Porsche may be new to La Sarthe but it has gone through a series of long-distance simulations that should make it the car most likely to go the distance in a class renowned for its poor reliability.

Team Essex, put together by 1990 Le Mans winner John Nielsen and the Dutch Verschuur squad, which runs under the Van Merksteijn banner, has quickly got to grips with the Porsche. Each was an LMP2 winner in the Le Mans Series in the run-up to the 24 Hours.

The LMP2 version of the Lola coupé, the B08/80, fielded by the British Sebah team, and the two Zyteks, run out of France by Barazi Epsilon (above) and Trading Performance, have the potential to run the Porsche close over a lap. RML, meanwhile, is bidding for a hat-trick of LMP2 wins with the MG-badged version of the well-proven open-top Lola. *GW*

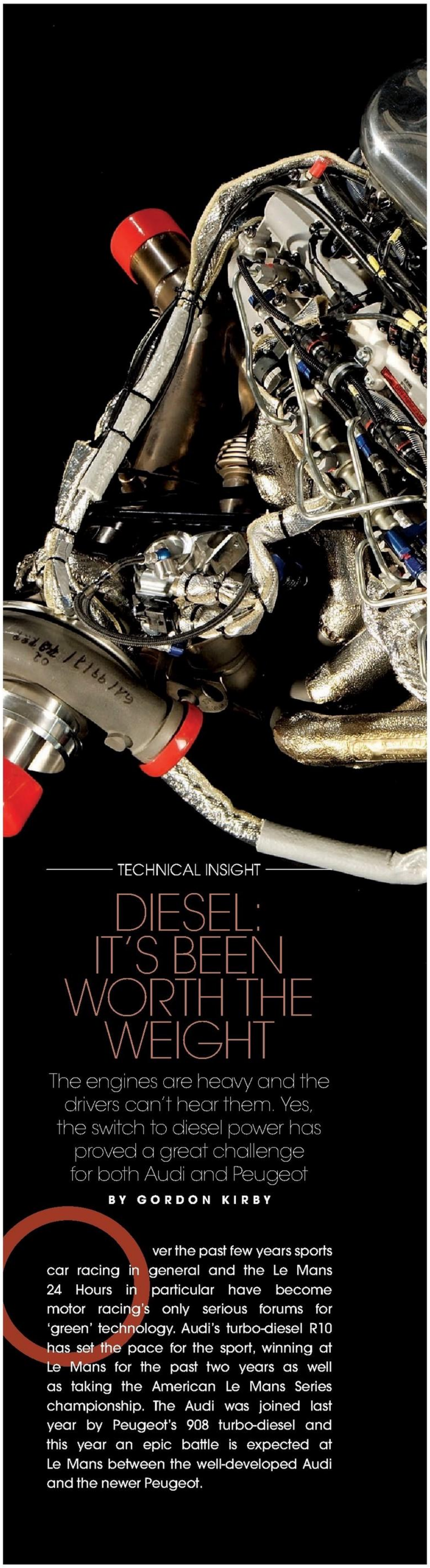
is a masterpiece of modern diesel engineering, the benchmark in its field.

"The build-up to Le Mans is a crucial time for us," he says, always happy to talk about his beloved engines. "We are gathering data all the time, at every test and race. There's a long way to go before the finish of the 24-hour race and our programme is not about setting fastest laps, but about reliability – that is of far more importance. We take nothing for granted. Racing and track testing are vital to our preparation – you simply cannot simulate everything on a dynamometer, or in the factory. The earlier in the year that we find our weak points, and they are few, then the earlier we can find the solutions. We are not looking for a trouble-free run in testing, we are looking for a trouble-free run in the races, especially at Le Mans, and we are always breaking new ground, discovering new things, developing new performance advantages.

"Diesel power for racing cars is a very exciting area and in future there will be other alternative fuels and technologies which will benefit our road cars in the way that the TDi has done. I see no reason for racing to be noisy, to be deafening on the ears, and the new generation of fans will come to this way of thinking. Our engines are clean, they are quiet, and they produce tremendous torque at low revs. Racing drivers, who are accustomed to very high-revving petrol engines, find this difficult at first – but they come to love the low-down power and flexibility of the turbocharged diesel technology. Motor racing is changing, and it has to change with the times. This year we have competition and this can only be good for our development."

Roll on Le Mans, then, and after that the Nürburgring and Silverstone. The consensus of opinion suggests a vintage battle at La Sarthe. It is always easier to hunt than be hunted, but only a fool would underestimate Audi. Its strength and experience counts for so much.

Enjoy le grand weekend *en France*, and happy camping, *mes amis*. May the best team win. Which reminds me – good luck to Aston Martin, too. But that's another story.



TECHNICAL INSIGHT

DIESEL: IT'S BEEN WORTH THE WEIGHT

The engines are heavy and the drivers can't hear them. Yes, the switch to diesel power has proved a great challenge for both Audi and Peugeot

BY GORDON KIRBY

Over the past few years sports car racing in general and the Le Mans 24 Hours in particular have become motor racing's only serious forums for 'green' technology. Audi's turbo-diesel R10 has set the pace for the sport, winning at Le Mans for the past two years as well as taking the American Le Mans Series championship. The Audi was joined last year by Peugeot's 908 turbo-diesel and this year an epic battle is expected at Le Mans between the well-developed Audi and the newer Peugeot.



The Peugeot started from pole on its debut at La Sarthe last year and the French car manufacturer hopes to have gathered enough experience and put sufficient development into its 908s to seriously challenge and defeat the R10s in June.

In recent years, of course, Audi has become the king of Le Mans, winning the race five times between 2000-2005 with its conventional turbocharged R8 as well as the past two years with the turbo-diesel R10 (plus once in 2003 with the sister Bentley EXP Speed 8).

Audi racing boss Dr Wolfgang Ullrich explains the genesis of his company's ground-breaking turbo-diesel. "After we had been so successful with the turbocharged engine we were looking for a new technology in sports car racing," he says. "The rulebook allowed us in 2005 to go with the diesel and as we are the company who invented the direct injection diesel for road cars, it was an interesting and challenging idea for us to go this direction in racing.

"It was not an easy decision because it didn't look very promising in the beginning and all our technical partners were quite reluctant to go that route. But after working on it, we found a good way to make the car competitive. Our target was to prove that the diesel today is something completely different from what has been in the minds of most people."

Audi's impressive 5.5-litre, twin turbo V12 produces more than 650bhp and Dr Ullrich says incorporating the big, heavy engine was no easy task. "The key factor is that the rulebook asks you to go for the biggest displacement and if you do that you should know that there will be some weight in the car because of the bigger engine. And weight is one of the most important factors in racing, so you have to find a solution to cope with that."

Allan McNish says he knew the first time he drove the R10 two years ago that he had a potent package in his hands. "It was exciting when it started because nobody else had done it and we had to find out whether we were good enough or not," he says. "I drove the car for the first time when we came to Sebring and my second lap was pretty much on a good R8 time. Right away, I knew we had something that was a developable package."

But the Scot says Audi is approaching the top of the R10's development curve: "It's a constant evolution and we're still going forward, but we're now coming up to the boundaries."

Peugeot, on the other hand, has plenty of room to improve. Team manager Serge Saulnier is a veteran team owner, former driver and mechanic who joined the company two years ago to steer its new Le Mans project. He says very little development was applied to the Peugeot last year because the team was fully occupied simply racing its new turbo-diesel. Now gains are being made.

Peugeot had considered building a lighter, open cockpit car before deciding a heavier coupé version was the best solution. "To build a diesel car is very challenging in terms of weight because of the heavy engine," says Saulnier. "The fact that we chose a closed car I would say gives you a very good compromise in terms of weight and on the rigidity of the tub. We didn't have any disadvantage in terms of the aerodynamics. I would say there is even a small aerodynamic advantage with the closed car."

> "When we started you couldn't hear the engine"
>
> ALLAN McNISH

After considerable debate at Audi, Dr Ullrich continues to believe an open cockpit is the way to go. "This has been an ongoing discussion since we've been doing sports cars," he says. "When we started we did a closed car, then we opted for an open car. The main decision came out of knowing that there's an aerodynamic disadvantage but we think it should work out because of the combination of the handling during the race, quicker and easier driver changes, the risk of being in trouble in rain conditions and so on."

McNish says it took a little while for he and his team-mates to get used to the physical nature of racing a car without any exhaust note. "It's past tense for us now, but when we first started you couldn't hear the engine," he says. "At 120mph the airflow over your helmet was noisier than the engine note out of the exhaust system and that meant downshifting was a problem. A lot of time was spent looking at the data display going into the apex of a corner to see if you had actually gone into the gear you wanted.

"But we've got used to that now and we've also as drivers adapted to how the car brakes, the way the engine brakes, and the way the power delivery comes on. We've changed our driving lines a bit, partly due to the weight and the weight distribution of the car, and also due to the power delivery. We've given a list of desires to the engine department and they've told us what they can do to try and improve it."

In contrast, Saulnier was surprised that none of Peugeot's drivers had any trouble adapting to the 908's lack of an exhaust note. "This year we have four new drivers for Le Mans," he says. "All of them tested the car at Paul Ricard in January and February during the simulations we did, and we were amazed how they coped with the car. Straight away, they were all able to drive the car hard, without any problem."

Peugeot had a tough time getting the best from its Michelin tyres at Le Mans last year, but Saulnier expects no such trouble this time. "We work very well with Michelin," he says. "We are all French and that is very good for the communication. In 2007 the tyres we used on the car had been developed by Audi the previous year. This year the tyres have been developed by Audi, but also by us. Maybe it's more of a compromise because Michelin is not going to give an advantage to one or another. I'm sure the tyres will be more suitable for both the Peugeot and the Audi than they were last year."

McNish has no doubts that Peugeot is ready for the job. "They had pole at Le Mans last year but they had a fluctuating pace through the race, and we didn't. But I'm pretty sure they've learned a lesson from that. I think we're going to have a big, hard fight."

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Goodwood Festival of Speed

PREVIEW 2008

As the organisers say, it's much more than just a hillclimb. The theme this year is 'Hawthorn to Hamilton – Britain's love affair with World Motor Sport'. In these pages, we present Doug Nye's spotter's guide to the star cars and go behind the scenes to bring you the 'making of' the world's greatest racing festival. See you on July 11-13.



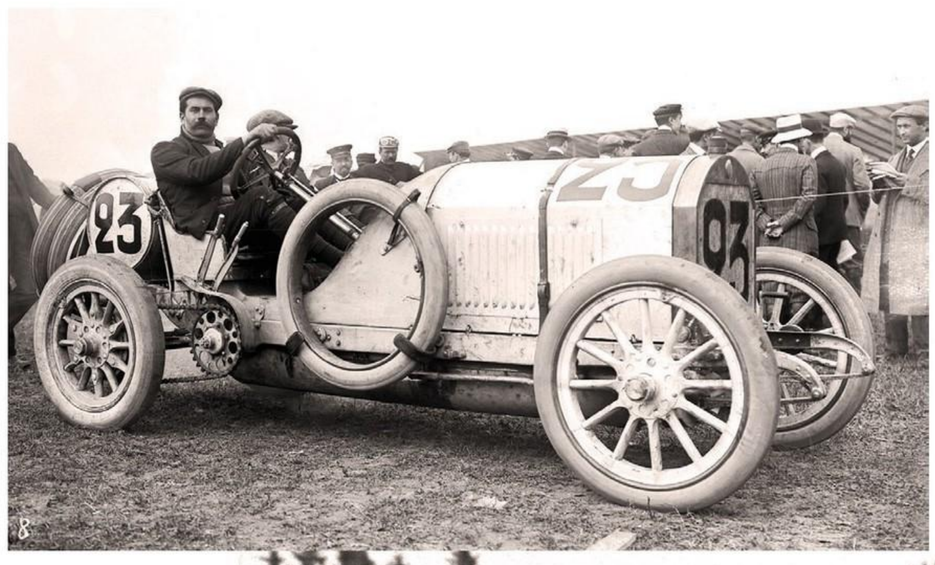
Personal best

There are more fantastic cars appearing at the Festival of Speed than we could possibly include on these pages, so instead we got Doug Nye to choose his favourites

The Goodwood Festival of Speed was just a twinkle in Charles March's eye when we met on Adrian Hamilton's inaugural Tour of the Loire back in 1992. With Robert Brooks and Michael Pearson we sat in a chateau hotel bar one evening, and talked about "some kind of hillclimb in front of Goodwood House". The notion of running it as a classic and historic car event – an antidote to modern Formula 1 by providing unrivalled public accessibility to cars and drivers alike – was born then. Typical of the people involved, there was much laughter. As the evening drew on, its volume increased, while the sense the others were making – I'm virtually teetotal – diminished. Today, 16 jam-packed years later, Lord March's Goodwood Festival of Speed is established as the world's most extraordinary jamboree – a motoring Woodstock. And since great competition cars are still the core of this annual international happening, the Editor asked me to preview a few of my potential favourites this year.

1908 GP BENZ AND MERCEDES

ONE hundred years of GP racing technology will be on display among all the other multiple anniversaries, jubilees, celebrations and show-boating which comprise this year's Festival. First on the list chronologically will be a fine entry of 1908 premier-Formula cars of the kind which contested the third *Grand Prix de l'Automobile Club de France* at Dieppe that year. The race was a disaster for the home industry as France's finest – represented at Goodwood by Panhard – were overshadowed by Germany's best, Christian Lautenschlager winning for Mercedes, with the sister Benz GP cars of Victor Hemery and René Hanriot (below) second and third. Willy Pöge's Mercedes finished fifth, Carl Jörns's Opel sixth, and Fritz Erle's Benz seventh. The only French finisher in the top seven was Victor Rigal's Clement-Bayard, fourth. The ACF would not run another full-blown GP until 1912. The Daimler-Benz Museum and US collector George Wingard will be fielding both ground-shaking Mercedes and Benz chain-drive '08 GP cars.



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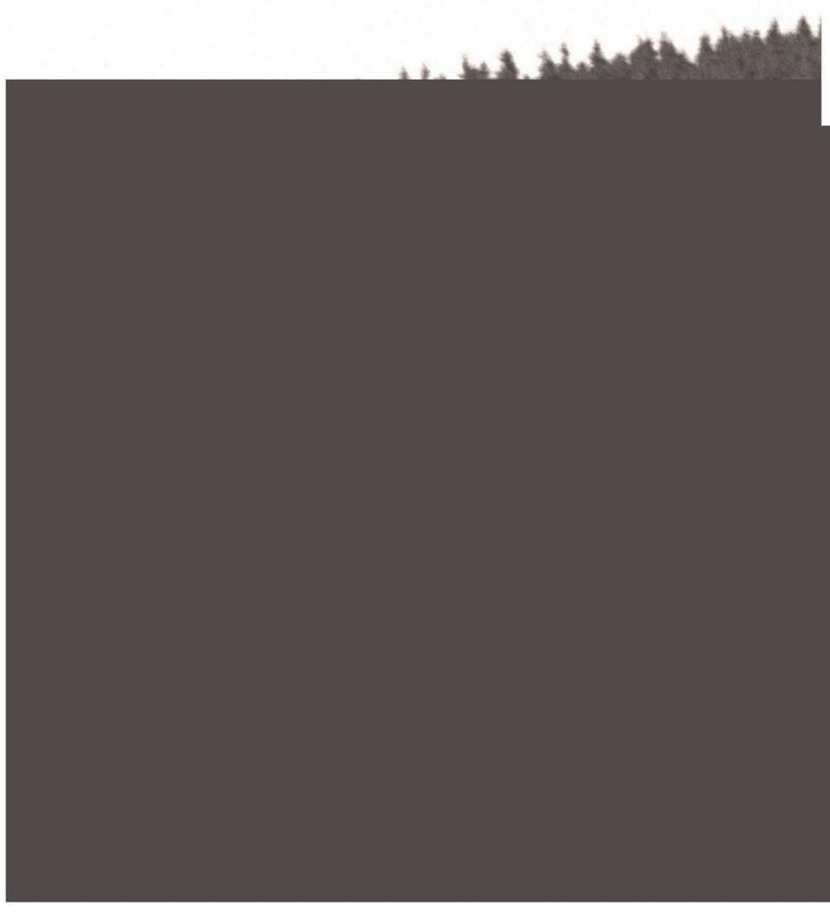
LAT

1953 FERRARI 375MM BERLINETTA

FIFTY years ago John Michael Hawthorn from Farnham, Surrey, was heading towards his life's ambition. He would succeed in becoming the first British candidate to win the Formula 1 Drivers' World Championship title, but the cost to his already battered psyche – quite apart from that to his ailing physique – would persuade him to retire after beating Stirling Moss to the crown by one solitary point in the deciding Moroccan Grand Prix, that October of 1958. He had survived the loss of his Ferrari team-mates Peter Collins and Luigi Musso in the German and French GPs respectively. Now he retired at the top. We all heaved sighs of relief that he, at least, had survived. But only three months later he was dead, killed in his Jaguar crash on the Guildford Bypass, in January 1959. Goodwood will celebrate his life, and his pioneering world title, not least with the freshly restored 1953 4½-litre Ferrari 375 Mille Miglia *Berlinetta* in which Hawthorn and Umberto Maglioli won that year's Pescara 12 Hours. This remarkable, rumbustious coupé is virtually a *Tipo* 375 Grand Prix car fitted with one of Pinin Farina's most handsome and aggressively styled early *Berlinetta* bodies. After the Le Mans 24 Hours race and the Reims 12 Hours, the original bluff potato-chipper nose treatment was replaced by a longer droop-snoot style, hoping to minimise lift on the high-speed swerves of Spa for the Belgian 24 Hours. This particular car, chassis '0320AM' had been shared by Hawthorn/Farina at Le Mans, then by Ascari/Villoresi at Spa, before finishing sixth in the Carrera PanAmericana, having been taken over by Maglioli from Mario Ricci/Salviati. So '0320' here is a Ferrari driven by three World Champion drivers. At FoS it should be driven by current owner Sir Paul Vestey – who has master-minded its restoration to original snub-nosed form – and yours truly. Expect no heroics there, then. But do enjoy this fabulous car.



GP Library

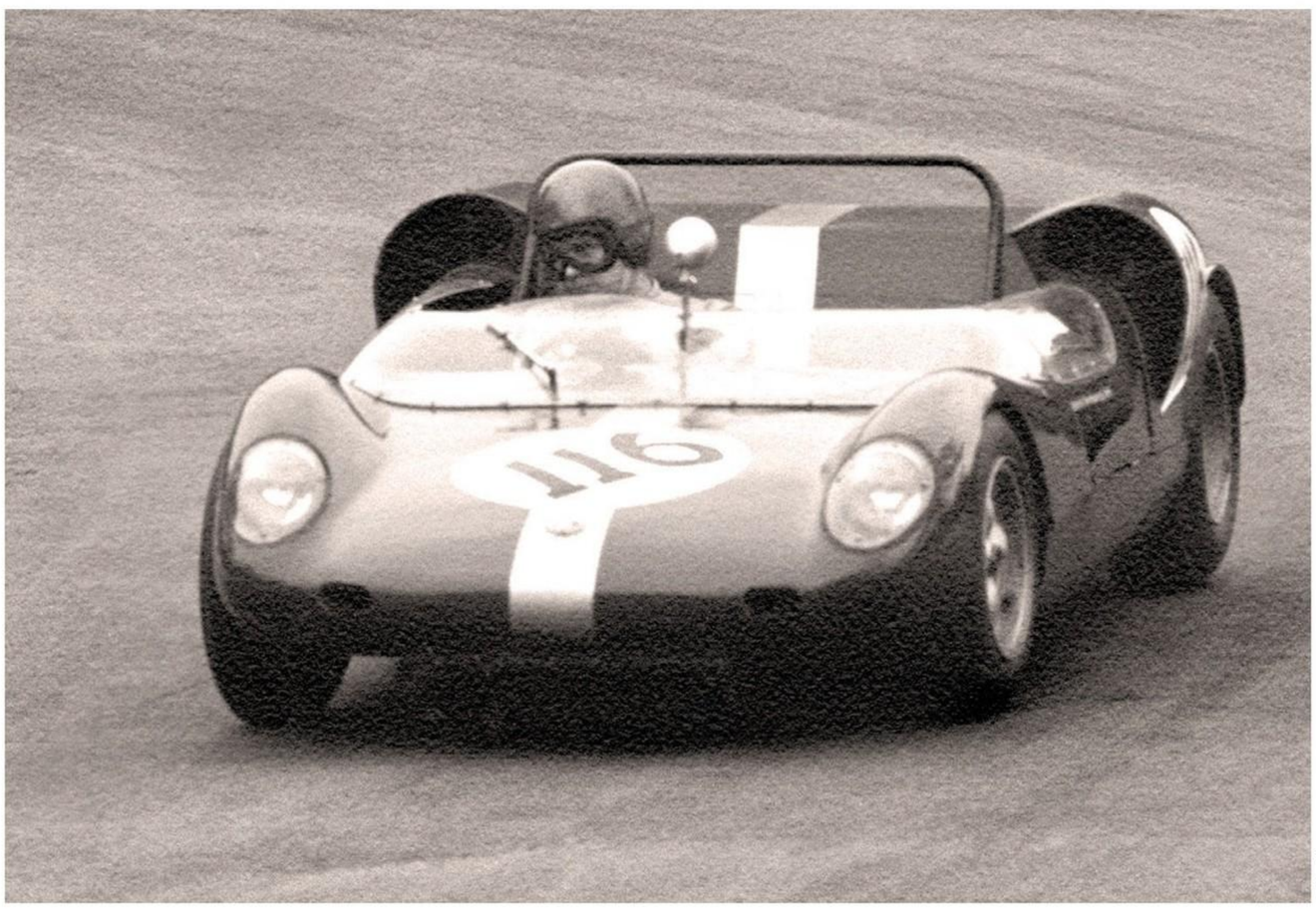


1957 MASERATI 250F 'LIGHTWEIGHT'

MASERATI 250Fs, you've seen them all before. But there is one particular 250F which in recent years has not been quite such a familiar public sight, and it is the most important of them all – chassis serial '2529', the actual car in which Juan Manuel Fangio achieved his remarkable victory over the works Lancia-Ferrari V8s of Mike Hawthorn and Peter Collins in the 1957 German Grand Prix. One day much later when Stirling Moss and Fangio were touring around the Nürburgring sampling the delights of the latest Cosworth-modified Mercedes saloon car, Stirl summoned up the curiosity to ask his great hero and mentor if "in the old days" he had ever succeeded in taking the Antoniusbuche Bridge curve at the end of the long switchback Nürburgring straight flat-out? Fangio nodded thoughtfully and responded "una volta solo" – "one time only" – then held out his right hand, palm upmost and pumped his curled fingers in and out in a clenching movement. Stirl burst out laughing. He knew exactly what The Old Boy meant. What a frightened fighter pilot once described as "going sixpence and half a crown". Any enthusiastic driver who's hung it out a bit far, and got it back, should recall that feeling. In Fangio's case that one time only was during the stupendous lap which brought him back into contact with the Lancia-Ferrari boys after his long mid-race delay in a bungled pitstop. At Goodwood you should see the car in which he did that great deed. It is absolutely one of the most iconic Grand Prix cars of all time.

1965 ROTORVIC LOTUS-ARIEL 23

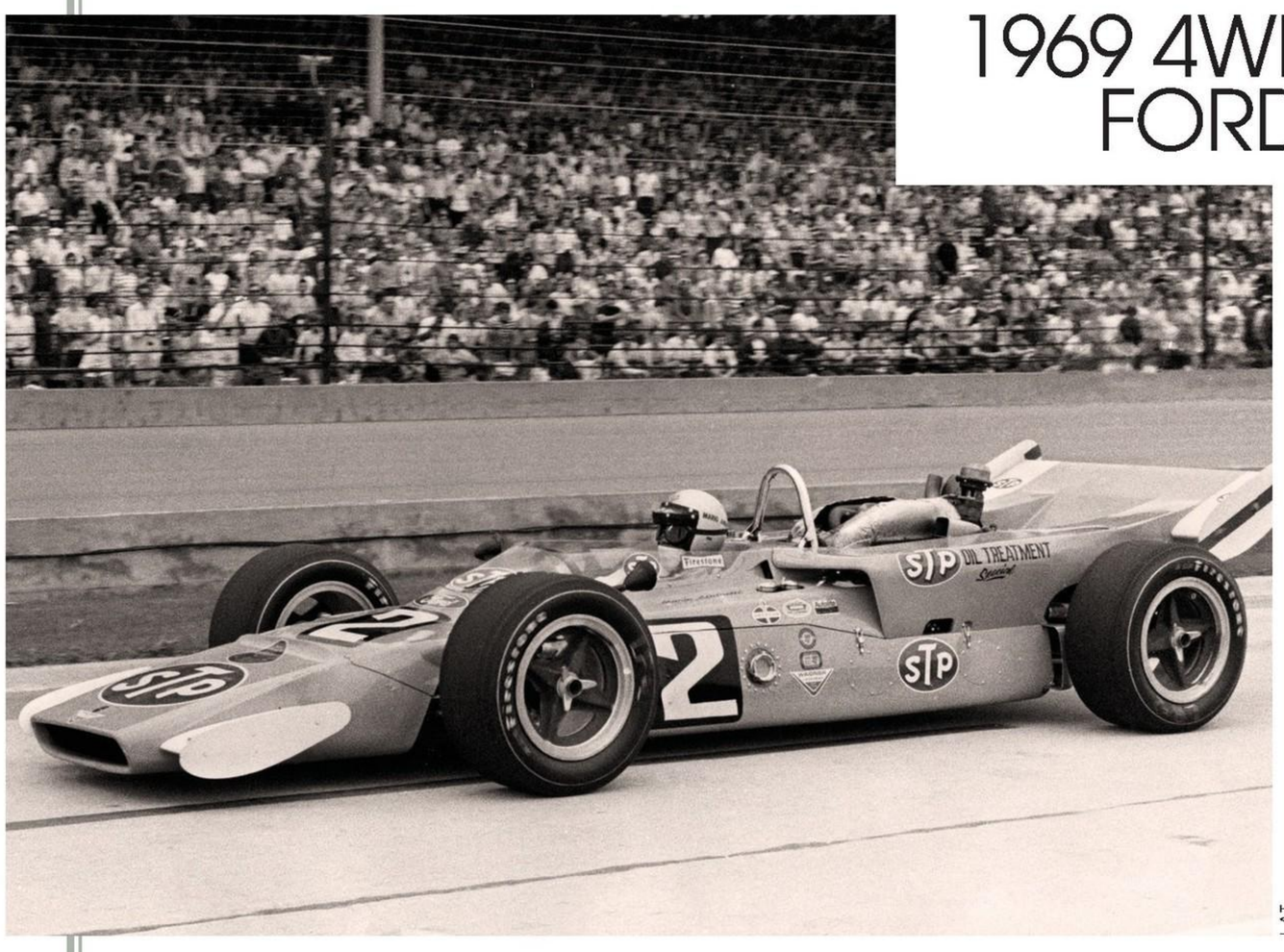
WHEN it comes to the weird and wacky, Goodwood always sits up and listens. In this case, if the restored reality proves to be as deafening as described in 1965, we should all need ear plugs, not least enthusiastic owner Jeremy Deeley because his air-cooled V12-engined Rotorvic Lotus 23 is powered by six twin-cylinder two-stroke Ariel Arrow motorcycle engines linked as three pairs in tandem. The units are inclined outwards at 45 degrees to create a 90-degree V12 with spur-gear drive to a central output shaft driving via a Hewland five-speed gearbox. The period exhaust system was arranged to collect three cylinders each into four megaphone tail pipes, and this daring amateur project's ex-Lotus designer R V Marchant put considerable effort into perfecting the arrangement in deference to the two-stroke system's notorious sensitivity to exhaust tuning. Adequate engine cooling was another Rotorvic challenge, the Lotus 23 body being modified with enormous elephant-ear air intakes and a raised aluminium cowl above the standard body's rear deck. When John Bolster of *Autosport* magazine saw the car run at Snetterton he was impressed by its mechanical silence, while describing its exhaust crackle as both 'splendid' and 'fierce'. Apparently it was so difficult to tell if one of the 12 cylinders was 'out' that thermocouples had been arranged on the exhaust headers to illuminate warning lamps on the dash should any branch fall below operating temperature. JVB exhorted his readers to "listen for a new sound on the circuits!" Driver Bill Hill ran the car briefly in period, but a twin-cam Ford four-cylinder was always a better bet. For many years the Rotorvic engine slumbered as an exhibit in the Donington Collection. Now Jeremy Deeley has reunited power unit and car, and if restorer Peter Denty can get this extraordinary box of tricks bolted back together in time, Goodwood should ring to a distinctive new sound come FoS time.



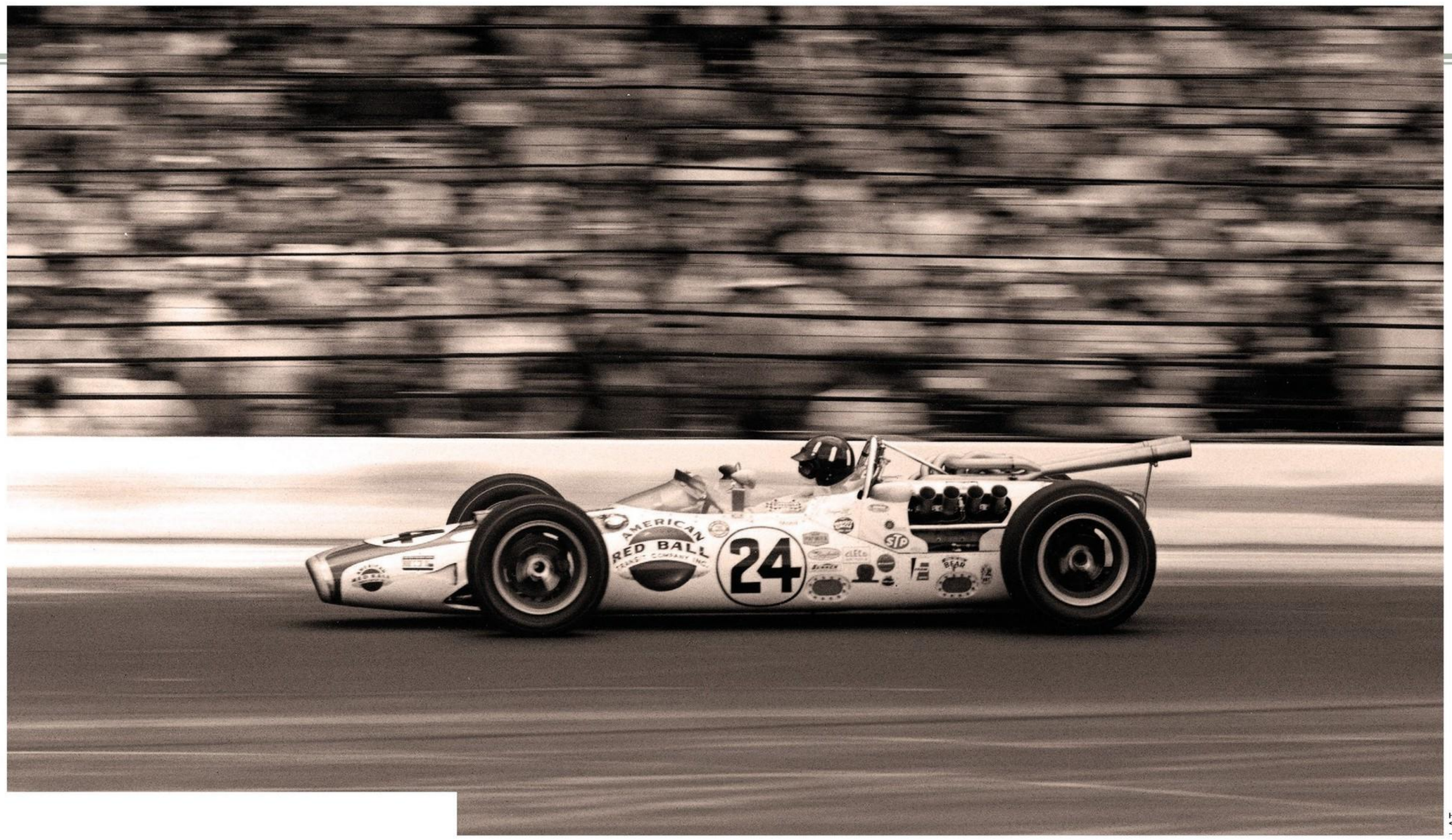
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1969 4WD LOTUS-FORD TYPE 64

TECHNICAL complexity is a keynote of F1 and Indycar design, but seldom more so relative to the contemporary state of the art than in Colin Chapman's Indianapolis 500 programme of 1969. Using sponsor Andy Granatelli's STP funding to the full, Colin and his chief chassis designer Maurice Phillippe bowed to new Indy rules which effectively cast out the gas turbine engine and adopted instead the latest 2.8-litre turbocharged four-cam Ford V8 to power a Ferguson four-wheel-drive system in their latest Lotus Type 64 monocoque chassis, described as "the most complex Lotus ever built". The usual three race cars and one spare were assembled, and in early Indy practice Mario Andretti hit 171.657mph in his. However, Graham Hill and Jochen Rindt were much slower, and the Austrian had an almighty spin. First qualifying was rained out; on the following Wednesday Andretti survived a huge accident when his car's right-rear hub failed, threw the wheel and put him in the wall when set for a 174mph lap. 'SuperWop' emerged with facial burns, later qualified his old Hawk-Ford for the race, and won it. Crash investigation revealed poor heat treatment. There was insufficient time for parts to be remade and tested adequately, so the surviving Lotus-Ford 64s were withdrawn. The story of the subsequent dispute between 'Chunky' and 'Groticelli' over the complex cars' whereabouts/ownership would make a wonderful caper movie, but they became the last of the history-changing Indy Lotus line. This example, freshly restored, is presented for your delectation by US collector George Barber.



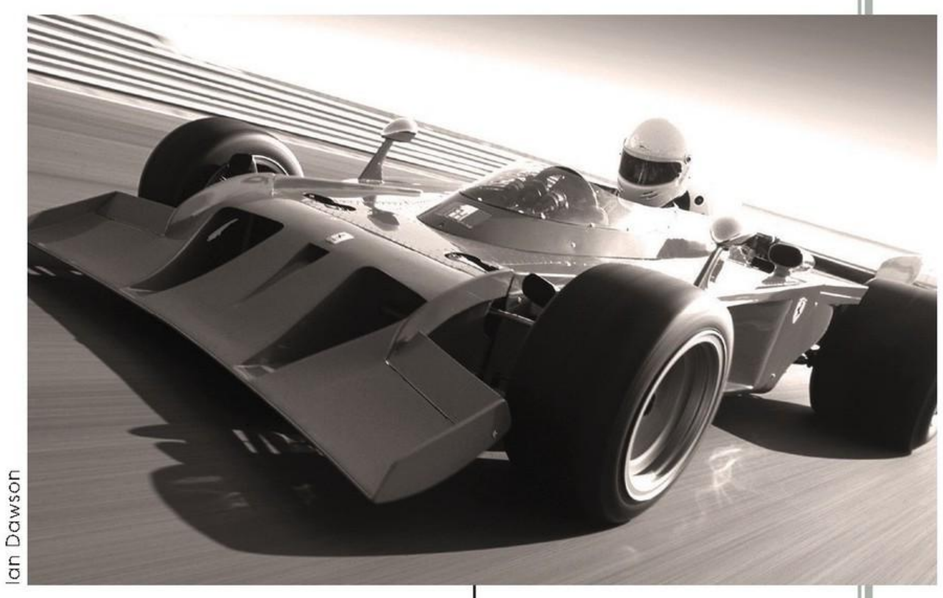
LAT



LAT

1966 LOLA-FORD T90 RED BALL SPECIAL

HOW can I pick just one car from the Lola fleet filling the Goodwood entry list to celebrate 50 years of the wonderful Eric Broadley-founded marque? I have a personal favourite in the shape of the 4.2-litre Ford quad-cam V8-engined T90 'Red Ball Special' Indycar – celebrating Graham Hill's winning John Mecom-entered contender in the 1966 '500' and its sister car in which Jackie Stewart led that race for so far before retirement. But I also have fond memories of the distinctively arrow-head liveried Team Surtees T70-Chevrolets in which *Il Grande John* himself won the '66 Can-Am Championship – what a fantastic double that was for the British racing industry in general, and for Lola Cars in particular. And we may see one of the original Lola-Aston Martin T70s and also Jim Busby in his famously ear-splitting Lola-Mazda T616 Le Mans 24 Hours car from 1984.



Ian Dawson

1955-58 ASTON MARTIN DB3S '62 EMU'



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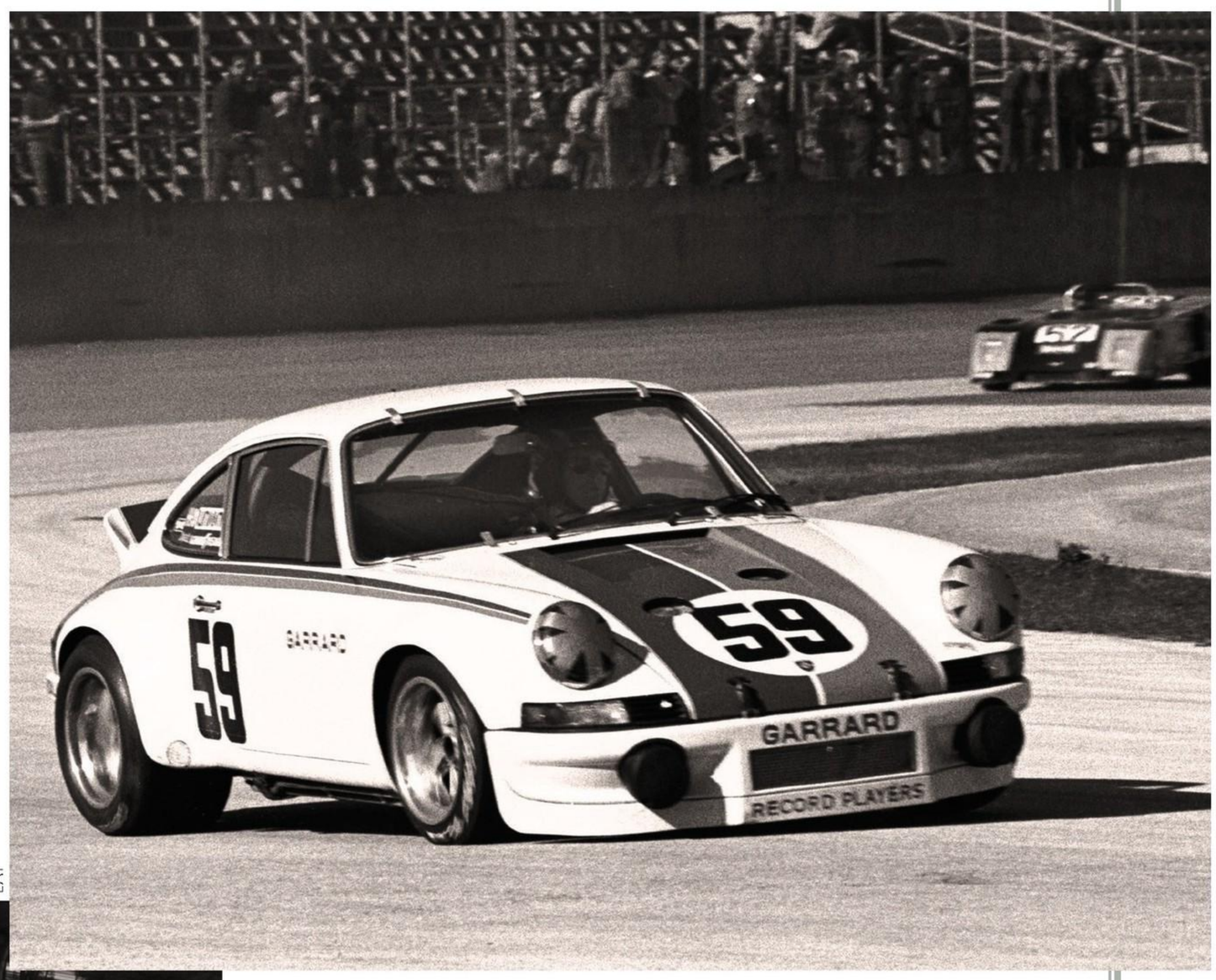
ASTON Martin's ex-Lagonda stylist Frank Feeley produced some world-class designs for the Feltham-based company, initially – for my taste – with the first two DB3S styles and then, most laudably, with the fabulously proportioned DBR1/300. The DB3Ss with their 3-litre six-cylinder in-line engines, 'Feeley' good looks and nimble handling proved not only highly competitive Sports Car World Championship contenders but also engaging road cars. Company owner David Brown wanted to win Le Mans first, the world title second, and the DB3S took him close. This rarely seen example is chassis 'DB3S/6' better known by its famous ex-works registration '62 EMU'. When privateers Peter and Grahame Whitehead drove it to second at Le Mans in 1957 they were beaten only by Phil Hill/Olivier Gendebien in their works Ferrari 250 *Testa Rossa*. 'Emu' passed into history as an illustrious individual. No apology for featuring it here, then…

1972 FERRARI 312B3 SPAZZANEVE

WEIRD and wacky 12-cylinders again. The Ferrari 312B3 *Spazzaneve* or 'snow plough' was the experimental test vehicle with which Mauro Forghieri gathered data on the kind of ultra-short wheelbase, hip-radiatored Formula 1 design then espoused by Derek Gardner and the Tyrrell team in their 005 design of 1972. Jacky Ickx and Arturo Merzario test-drove this wicked little device extensively at Monza and on the newly completed factory track at Fiorano through the winter of 1972-73. Forghieri was then kicked upstairs to concentrate on 'advanced studies' while Ing Sandro Colombo was promoted to design the rather less radical 312B3 works Ferraris which proved such a disaster during 1973. With Forghieri reinstated, the 'B3 family re-emerged in more effective form for 1974, Niki Lauda joined Clay Regazzoni in the team, and the rest is history.

1973 BRUMOS PORSCHE RSR

ANOTHER of the Goodwood Festival of Speed cars which has not often been seen in public for many years will be this outstanding Porsche RSR, running partly to celebrate 60 years of Porsche. It is the 1973 Sebring 12 Hours race-winning car, as co-driven then by that remarkably successful American Porsche pairing of Peter Gregg/Hurley Haywood. 'Peter Perfect' was the USA's outstanding Porsche exponent for many years, while his friend and regular co-driver 'Hardly Heard Of' put the lie to his nickname by going on to win the Le Mans 24 Hours no fewer than three times, and the Daytona 24 Hours a staggering five times. Gregg was himself a multiple Trans-Am and IMSA Champion who also counted four Daytona 24 Hours race victories on his CV before dying a tragic death in 1980, aged only 40. Haywood subsequently headed-up his Brumos Porsche empire and raced for the Stuttgart marque with continuing international success.



LAT



2008 GULF-ASTON MARTIN DBR9 COUPE

FAMOUS colours on a famous marque – the latest Gulf Oil-backed Aston Martin DBR9 is the 2008-spec GT1 class contender which will hopefully appear at Goodwood fresh from another stirring performance at Le Mans. The DBR9 is based upon the DB9 road car's aluminium chassis structure and is powered by a full-race version of the production 6-litre 48-valve V12 engine. It features a carbon moulded body, six-speed sequential gearbox, race-tailored double-wishbone suspension, huge carbon brakes, forged magnesium OZ wheels – and more gizmology than a boy racer could dream of. With some 600bhp and 700 Newton metres – whatever they might be – of torque, here is the kind of projectile of which Gulf-JW's own John Wyer and his Aston Army would surely have approved.

And there will be so much more to see. Rally fans should relish what is going to be a heartfelt Colin McRae tribute upon the rally stage – his familiar warhorses also scheduled to be accompanied by the always hyper-competitive Scottish star's Dakar Nissan Buggy pick-up truck. The irrepressible Red Bull Racing engineering director Adrian Newey's latest investment is the ex-Scuderia Filipinetti Ferrari 512M, so sensation seekers should perhaps get yourselves down to Molecomb Corner for that one, while from the US Can-Am scene comes Dennis Losher's jaw-droppingly teeny-weeny AVS Shadow-Chevrolet Mark I 'roller-skate'. The celebration of 50 years of the British Saloon Car Championship will feature the ex-Rickard Rydell TWR Volvo Estate from 1994, Pike's Peak mountain-climb lunacies star in the shape of Rob Millen with his yellow Toyota Celica and David Donner running his 800hp centre-seat buggy. And then there are the Top Fuel dragsters, with Don Garlits sending his prototype rear-engined *Swamp Rat XIV* although he, sadly, cannot attend in person, and Tommy Ivo's celebrated four-engined *Showboat* doing just that. See you at Gooders. Do say hello.

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In the days before the Festival, racing machinery is hoisted into place on another huge Gerry Judah sculpture















The party planners

There's a date to fix, cars and drivers to find, F1 stars to lure... Not surprisingly it takes a dedicated team of enthusiasts to bring Goodwood's Festival of Speed to life

BY ROB WIDDOWS

To find out who really gets the work done, who really matters backstage at the Festival of Speed, you must examine the small print. It is here you will find the unsung heroes behind the headlines, the worker bees buzzing in the back rooms of the hive.

When you think of the Goodwood Festival of Speed you think of the Earl of March. It's his name in big bold capitals at the top of the card, the one you can read without any spectacles. When asked to name the names at the bottom of the card, in those tiny letters, you may need strong lenses.

Turn to the back of a Goodwood programme and you will discover that the motor sport competitions general manager is one Lloyd McNeill. A man who likes to keep a low profile, McNeill looks more like the academic sitting in a corner of the British Library than the chap sitting at the right hand of Britain's most famous motor racing aristocrat. With a degree in English and a successful career in journalism behind him, his responses to interrogation by *Motor Sport* are measured and intelligent. Certainly, McNeill needed all his wits about him when he arrived on the Goodwood scene.

"I came here in March 2000, just two days before Festival of Speed Press Day, so you could say I was thrown in at the deep end. But I knew it was the right place to be for a motor racing enthusiast like me," says the man who races a Standard 10 in what passes for his spare time. "We're all racing nuts, really, and the job demands a lot of enthusiasm, a great deal of commitment. It just never stops – after the Festival there's the Revival looming up and after the Revival there's the next Festival to plan.

"The first challenge is to set the date – it sounds easy but I can assure you it is not. We cannot clash with a Grand Prix, that's a given, as it's very important for us to have the teams at the Festival – the F1 cars are such a big draw. We try not to clash with the World Rally Championship, or MotoGP, or Superbikes, or Le Mans for similar reasons. Then there's the horse racing at Goodwood to think about – we can't go on the same weekend as a race meeting, or there'd be chaos. So we wait until the FIA publishes its calendar, then we move, and fast, because we need to write, design and print all the marketing before Christmas.

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"The summer is incredibly crowded these days so it's almost inevitable that we will clash with some other big event – this year it's Classic Le Mans – and there's other sporting events to consider. We don't want the Festival on the same day as the Wimbledon tennis final, for example. It's a huge juggling act, an enormous jigsaw of events, and somehow we have to fit the Festival and the Revival into weekends when we won't be competing against another big attraction. And there has to be a decent gap between the two to allow the staff to recover and re-group.

"It's tricky, and nailing down the dates is something of a relief, allowing us to get on with the job of deciding on a theme."

In recent years the Festival has relied on a theme, the glue which holds the whole thing together, a structure on which to hang all the various classes of racing cars, rally cars and motorcycles.

"A theme is our first task," says McNeill. "The event team, led by Chris Salmon, organises the infrastructure, lays out the stage, and then we put the actors out there. We have a creative committee to help us shape a theme – there's historian Doug Nye, historic race promoter Julius Thurgood, and journalists Mark Walton and Mick Walsh – and we all sit down with Lord March to hammer out the detail of how it will all come together. A separate team organises the motorcycles – David Dew on the modern machines, Hugo Wilson on the historics plus Tom Hobbs from our side, who also organises FoSTECH and the rally stage. This year the banner is 'Hawthorn to Hamilton – Britain's Love Affair with World Motor Sport' which has allowed us to bring together a wide range of cars and bikes in celebration of the key role that Britain has always played in the global motor racing industry and the international relationships that have brought British success – like Mike Hawthorn using a Ferrari to become the first British World Champion and Lewis Hamilton using German Mercedes power to establish his Grand Prix career.

"Then there's all the anniversaries to look at, like 50 years of Cosworth, 50 years of Lola and 50 years of British touring cars – these are the book ends between which we stand all the various classes of cars and bikes. We have to consider our partners, too, because they will want to bring specific cars to the party which may be relevant to what they're doing. Then, around that central theme, we build the rest of the show which now encompasses the Forest Rally Stage, the Cartier Style et Luxe design competition, the FoSTECH new technology exhibition, the Supercar runs, the modern bike racers and all the other shows within the show."



"We know where most of the great cars are hiding"

LLOYD MCNEILL

So how does McNeill go from a blank canvas to paddocks full of mouth-watering machinery and some legendary drivers and riders? To be precise, he and his team must track down 175 racing cars, 50 racing motorcycles, 45 Supercars, 40 rally cars, 50 cars for Cartier Style et Luxe, and then there's the cars for the static displays on the cricket pitch, on the approach to the Drivers' Club and within the FoSTECH exhibition. Strewth.

"It is a mind-boggling task," says McNeill, "and fortunately I'm able to pass a lot on to Jarrah Venables, my very able researcher. Jarrah is a tremendous enthusiast and he's grown up with the event over the years. His father was a racing mechanic so he spent his youth in the paddocks before joining us three years ago. We do the overall planning together before he takes on the huge task of researching all these cars. We wanted to do an exceptional display of top-fuel dragsters this year, among other things, so he went to America last winter and began searching out the very best that might be available – not just dragsters, but the greatest, most exciting cars as well. You start with the Indianapolis Museum, including the secrets in the basement – it's just such a fantastic collection of cars – and work out from there, passing through NASCAR valley in North Carolina, and on out to the West Coast. We already have good files, after putting together 14 of these events, so you trawl the best from the files to get you started.

"We know where most of the great cars are hiding, and who owns them, but you can't know everything so we like it when an owner contacts us and offers to bring some great piece of machinery. We put everything on the database so we have that resource to draw upon, but we know the right people to ask when we get stuck. It's probably a matter of who you know rather than what you know, and then it's down to the quality of Jarrah's research – which is extremely high."

The results of all this intensive labour will be spread out before incredulous eyes in July. McNeill and his team are particularly excited about the visitors from America. »»

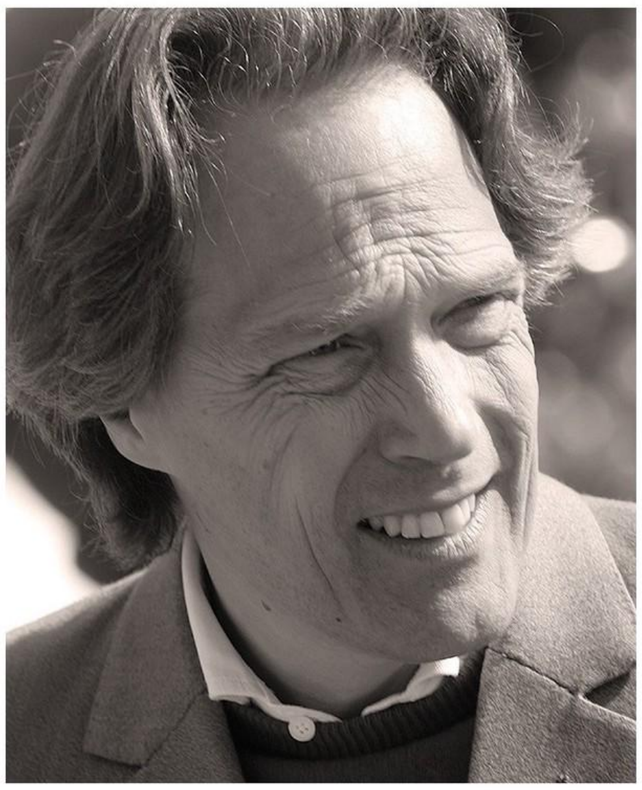


"We plan to do a spectacular 'cacklefest'," he grins. "That's the generic term used in the States to describe the resurgence of the National Hot Rod Association's top-fuel dragsters and the wild events that go with them. Our Goodwood cacklefest will see all 12 of these machines lined up on the cricket pitch in the park on a long strip of black asphalt, as they would be at a run-off in America. We won't run them on the hillclimb, naturally, but the engines will be fired up and it will be very noisy and exciting. The owners, many of whom had never heard of Goodwood, let alone the Festival of Speed, are coming and so we'll have some legendary drag racers here.

"All the cars from America come by sea and that's a huge logistical challenge. Our shipping agent Gordon Palmer plays a crucial role in this, getting the cars to a central pick-up point, getting them packed up in containers, and then shipping them from different ports all over America to one central collection point in Southampton docks. Then Wayne Loveland, another Goodwood hero, gets them trucked to the event where they are stored, in their containers, until the paddocks are ready. The final stage is like a military exercise under cover of darkness as the trucks unload during the nights just before the event opens. There are cranes and lights everywhere, forklift trucks buzzing around, and it's a tense time because, having brought all this valuable kit from the other side of the world, the last thing we want is to damage one of them."

That's the hardware sorted. But what about the people, the drivers, the riders, the mechanics, and the owners? Over a thousand souls to look after for the best part of a week.

"Here's where the girls come in," says McNeill. "The boys find the cars, the girls look after the stars.



"Jo Willitt runs it all, keeps a beady eye on the critical path; we call her our Office Mother. Then there's Charlotte Muir, who finds and books 1100 rooms across 40 local hotels and B&Bs, and last but not least Lauren Ridley, who prevents me from getting into too much of a muddle while we juggle all these different tasks. They are a great team – I mean, dealing with Formula 1 drivers can be demanding, naming no names, and some of the 'legends' have their moments when it comes to deciding on flights and dates and rooms and all that stuff. It's not easy getting the right badges, tickets and schedules to over a thousand people. We have our moments."

> "Lord March brings a huge amount to the creative side"
>
> LLOYD MCNEILL

So where is the Earl of March while all this is happening? Where does he stand on the critical path that leads to the Festival of Speed?

"Oh, he's there, very much so," says McNeill. "He brings a huge amount to the creative side, the visual impact and the way in which everything reflects the Goodwood brand. His big things are the visual detail and the sense of occasion – he wants to know if what we're doing has a real wow factor. Is it going to blow people away when they come to the event? He wants the show to be a little bit wacky, not to take itself too seriously, and be totally effortlessly sexy, if you like. He comes up with great ideas, and new ideas, to make it better year by year. He'll be that sharp stick, giving you that little prod, and asking you how much better could it be if you tried that bit harder? Is it really as good as it can be? Have we thought about gold-plating it? So, yes, when we think we've done the best job he'll push us into making things that bit more spectacular. Wait till you see what champion trials rider Dougie Lampkin gets up to this summer – it'll be something absolutely spectacular, using the whole park, the whole event, as his canvas upon which to do his tricks. Some of it is on the edge of sanity – it will be a terrific show."

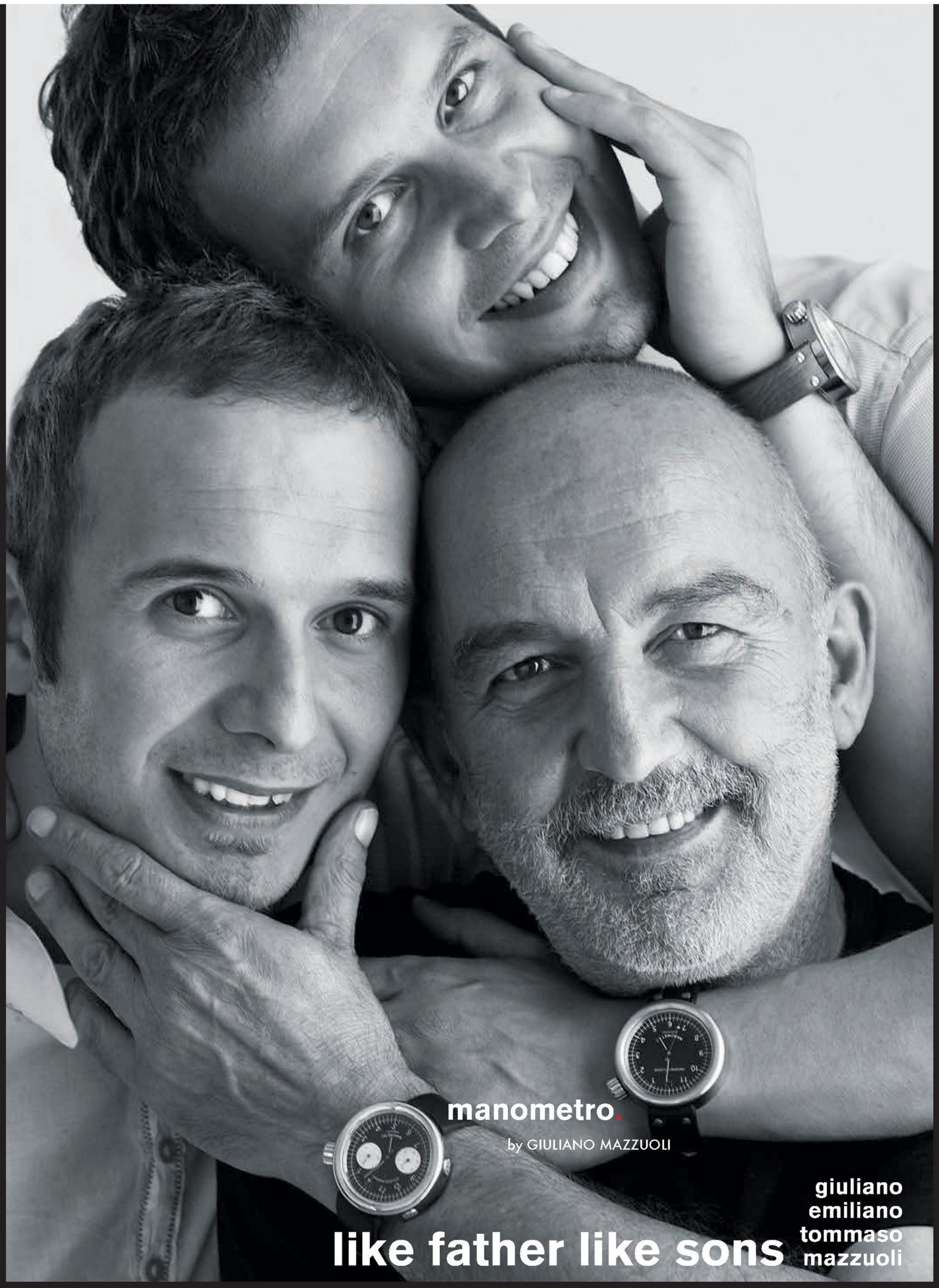
On the day we talked, McNeill was trying to find a race entry form for his beloved Standard 10, buried somewhere underneath enough papers, files and forms to fill a small quarry. He's a racer at heart and all the best motor sport events are put on by racers. And, like all good racers, he's a team player, always ready to acknowledge the support he gets from what he calls "the boys and the girls who keep me out of trouble".

As you read this, top-fuel dragsters will be coming ashore in containers. Formula 1 mechanics will be volunteering for a weekend out at Goodwood. Hotels will be hoisting the 'full' signs. Mr McNeill and his team will be pacing around ticking boxes and re-checking the check lists. Another one is but days away. And the show must go on, rain or shine. But maybe we shouldn't mention the weather. Ⓜ

See next month's issue for more Festival updates.

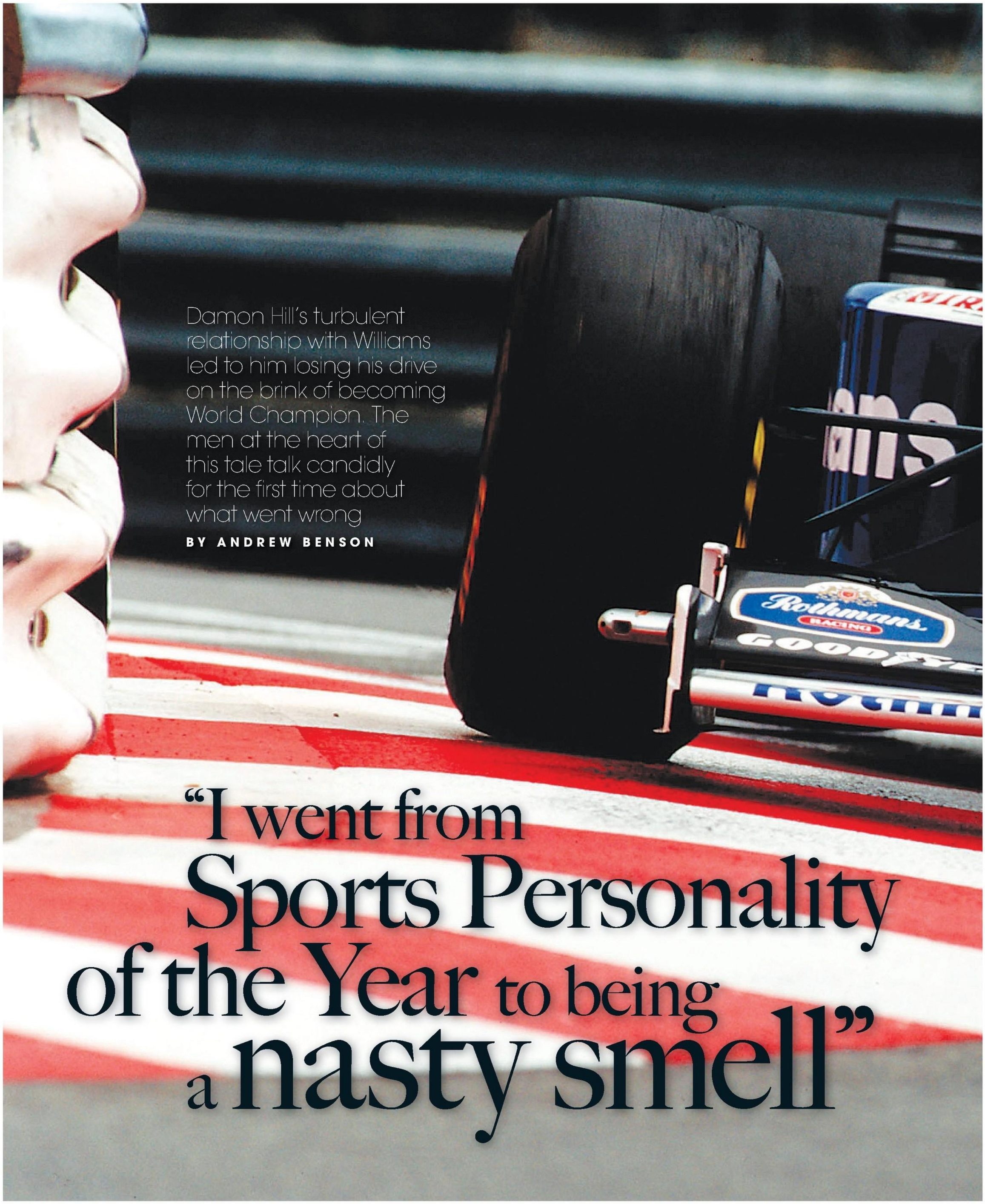


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GIULIANO MAZZUOLI



Damon Hill's turbulent relationship with Williams led to him losing his drive on the brink of becoming World Champion. The men at the heart of this tale talk candidly for the first time about what went wrong

BY ANDREW BENSON

"I went from Sports Personality of the Year to being a nasty smell"

DAMON HILL |||



LAT

This is the story of how Damon Hill came to lose his drive and win the World Championship at the same time. It is about the disintegration of a professional relationship, about three men tied together by tragedy into a situation none of them ever envisaged.

It is the story of how a largely unheralded racing driver was forced by the death of his team-mate to take the leadership of the best team in Formula 1. But the men who ran that team were never fully convinced he was up to the job and so, even as he was poised to deliver the ultimate prize, they had already decided to let him go. It is the story of Damon Hill, Frank Williams and Patrick Head – and, aside from the basic facts, much of it has never been told before.

No-one involved imagined Hill would end up World Champion when, out of work and already 30, he was taken on by Williams as a test driver in 1991, nor even when his impressive performances won him a seat alongside Alain Prost in the race team for 1993.

"I was a number two," Hill says. "I understood that. Frank was basically saying, you're a good test driver, we think you'll make a good, solid guy to be there for us, but we're paying lots of money to Alain Prost."

Hill, as he puts it, occasionally "bit Alain's ankles" in 1993, but Prost's retirement at the end of the season only emphasised his status – new recruit Ayrton Senna was at least half a second a lap quicker than the Englishman. But then Williams's world turned upside down. Senna was killed at the 1994 San Marino Grand Prix – and Hill's role in, and relationship with, Williams changed completely.

"Damon," says co-owner Patrick Head, "played a large part in the process of holding the team together. He's a remarkable character.

"He came up [to the factory] on the Saturday after the Imola race and spent hours with us, participating in the process of going through the accident. We literally must have had an eight-hour day going through various video clips and data time by time, which was a remarkably disciplined thing to do knowing that he would be in the car."

That data, Hill says, convinced him that Senna had made a mistake. In a more fuel-heavy car, Senna was trying to stay ahead of Michael



Hill is credited with helping to carry Williams forward after Imola '94. Right: spinning out in Germany during difficult '95 campaign

LAT

Schumacher's Benetton. The car was running closer to the ground than normal because the tyres were still not up to pressure after a safety car period and Senna chose the tighter line through Tamburello that Hill was avoiding because of two treacherous bumps that badly unsettled the car.

The Brazilian hit the first bump, the car lost downforce, but Senna caught the slide. Then it hit the second bump, and this time, Hill believes, "it threw him just off-line enough for him not to be able to get it back on the track, and that was that".

That is the theory Williams expressed at the inquest into Senna's death, the team believing that the data from Senna's car refutes the contention of the Italian prosecutors that the steering column failed, robbing him of control.

"I had to find out for myself, for my own comfort if you like, my interpretation of what happened," Hill says. "Now you might say I came up with an interpretation that made me feel comfortable about driving again, but I honestly think that Ayrton was such a determined competitor that he regularly put himself at risk with his car and his driving, and he couldn't do anything else."

Hill says he never had any thoughts about stopping racing. "You come away from an event like that and just think, 'well, if you stop now it sort of suggests you haven't really understood the risks.' And I thought I did understand. I always knew this was dangerous. I'd known people who'd died. My dad did, too. So I didn't have any illusions that this was a potentially fatal sport. I thought, 'no, you've got to keep going.'"



That was easier said than done. Head says the whole team was "on auto" at the next race in Monaco, and Hill, still in shock, was out of the Grand Prix by the first corner, after a tangle with Mika Häkkinen's McLaren.

Two weeks later, though, he won in Spain, after Schumacher's leading car became stuck in fifth gear. "That was crucial," Hill says. "I knew I could do it, but I needed something tangible to hang it on. In this sport, everything is bullshit. Ultimately, people can only relate to a result. You get a result, and you've got a certain amount of breathing space."

> "I constantly felt Frank and Patrick were looking for someone else to deliver"
>
> DAMON HILL

The win, Williams says, "made the team regain its confidence – in the end, it was a joyous event".

"Spiritually," adds Hill, "for people to go forward they need to believe there is an opportunity for something positive to happen. What we felt for Ayrton was channelled into our championship. And I just felt that because of what happened to Ayrton, I had to completely give everything I had to try to win the championship."

That looked a long shot in the extreme, so great was Schumacher's lead. But Benetton found itself embroiled in controversy after controversy, which ultimately meant Schumacher failed to score in four races. Hill won all of them, and went to the penultimate race in Japan still in with a chance, and with Nigel Mansell back at Williams as support.

At Suzuka, Hill produced a performance that has gone down in history as one of the sport's most remarkable drives – in the pouring rain, on Formula 1's most demanding track, "Damon," as Head puts it, "just outdrove Michael, and not many people did that to Michael in the wet."

Hill takes up the story: "The preceding race [at Jerez] was a disaster, and the truth of that was there was a cock-up with the refuelling which I had to bring to their attention. I was a long way behind [Schumacher] because I was carrying tons of fuel. And that was overlooked. So I had an investigation into it. So there was a little bit of friction there between Frank, Patrick and myself.

"I was supposed to be the team leader but for some reason I just could not seem to get that indication from Frank.

"Frank and Patrick never regarded me, at that stage, as being their front-line guy. That's why they had Nigel there. So I constantly felt they were looking for someone else to deliver. I felt that was really demoralising. I thought there was obviously something about me which made them doubtful of me. And I doubt myself. I'm constantly giving it out. I don't think I can blame them for that. I wasn't someone who can walk in and have 100 per cent confidence and give off that vibe. Like, say, Michael Schumacher does. So I don't think that was helpful in that situation. I was very internal and introspective. And eventually at Suzuka Patrick gave me a bit of a talking to.

"I was getting very intense about the whole thing and I was in a bit of a strop because they were all over Nigel and I thought: 'He can't win the title! OK, he won it before, but he can't win it now. I can. Why are they making such a big deal about Nigel?' And eventually you just go: 'I don't get it. I don't care. I'm just going to drive.' And I released myself from something.

"I had admired these people for so long, I wanted very much to impress and I came to the realisation that I'm never going to get that. You're going to have to please yourself, concentrate on yourself and deliver for yourself. So I just changed my attitude and did my own thing, and made the best of whatever opportunity I had.

"Something came out of me which I'd been trying to get out, which needed the right »»»

circumstances. I never got to the height I did at Suzuka before, or perhaps even since."

Head says he does not remember the conversation, but does admit: "Damon's a remarkably honest character, and that honesty goes as far as if he has any self doubt then you tend to see it."

"I certainly wasn't trying to wind him up," Head adds, "but obviously I must have succeeded. But I'm in full admiration of the drive Damon did on that day. Whether any action of mine helped him to open that door, whether it be bullying or whatever, then he certainly responded very well."

The win at Suzuka put Hill one point behind Schumacher going into the final race at Adelaide, but the tensions at Williams were still there.

"Of course after every victory a driver is totally unbearable for 24 hours," Hill says, "so I thought I was God's gift to racing, at that point. I went and stayed with Barry [Sheene], we flew from Melbourne to Adelaide and Barry was going: 'You know, Frank should be paying you more money.' And I was going: 'Yeah, you're right Barry. What do you think we should do?' 'Well, you should say something. You've got to stand up for yourself.'

"So I met Murray Walker off the plane, and I went: 'They're not paying me enough.' They wanted to know what was going to happen in the showdown, and there's this spoilt brat saying he's not being paid enough. What a way to completely shoot yourself in the foot! So I walked into the garage and there's all these long faces looking at me. And I remember saying to Patrick: 'You always hurt the ones you love, Patrick, I'm sorry.'

"It's just horrible to think back, but I just completely did not have the skills to deal with this end of the business at all."

At Adelaide, Hill drove another superlative race, pressuring Schumacher so hard that the German made a mistake and slid off the track, only to rejoin and take both cars out of the race.

Although Hill and Williams had lost the championship, things looked promising for 1995. Instead Schumacher, Hill remembers, "ran rings around us". Head admits the team was often out-thought on strategy by Benetton, and tensions within Williams were increased by the team's refusal to impose team orders on David Coulthard to help Hill.

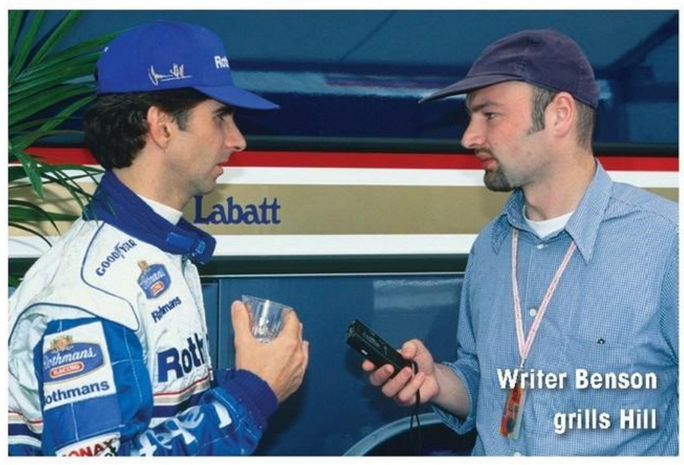
"It's a bit of a blur," says Hill, who did win four races between the humiliations. "When I went down, I went down, mentally, and it all just got to me. The stress of '94 was immense, and I somehow didn't manage to regroup myself properly.

"I went from Sports Personality of the Year to being a nasty smell. It was catastrophic. I'd already signed for 1996, but I think that's when Frank and Patrick decided: 'We've got to get someone for beyond that because he's up and down like a yo-yo.' If they'd said: 'Damon, it's all over,' I think I'd have said: 'you're right!'"

They didn't, though. Not yet, anyway. There were rumours at the time that, exasperated by Hill's performances, Williams had done a deal with Heinz-Harald Frentzen for 1997, but for now they were just rumours, and Hill set about putting his annus horribilis behind him.

Following a particularly poor race at Suzuka, after which he says he didn't know whether to laugh or cry so bad had things become, Hill won the final race of 1995 at Adelaide. He used that as a springboard to go away and prepare comprehensively for '96 – to find ways of dealing with what he calls the "burden" of his position as team leader and bearer of the hopes of a nation.

When he turned up for pre-season testing, Head and Williams were impressed. "We were full of admiration for the way he went away and got himself enormously fit over the winter," Head recalls. "I think he felt that Michael was better in 1995, but he went away and got a new trainer and worked unbelievably hard, so when he turned up in '96 his mindset was 'no way is Michael fitter than me, no way is he better prepared'.



"When I walked into the Williams enclosure, Hill said, 'Get out, Andrew'"

"He felt he could beat Michael and he went out and did it. So I don't think we felt he was inconsistent in 1996. He was inconsistent in '95, but it was a mental thing more than an ability thing."

Hill says: "I knew '96 was my last chance. The understanding I had of the sport was, if you win, you'll be in demand, and naturally they'll want to keep you [for 1997]. If I don't win, they won't keep me, so I was under the impression that I'm going to win the title and they'll keep me. So to win and not be kept was not something I'd factored in at all."

The year started well. The Williams-Renault FW18 was one of history's great cars. Schumacher's Ferrari was not. And, bar a couple of not-entirely-unfamiliar trip-ups, Hill was having little trouble beating team-mate Jacques Villeneuve. The championship seemed a formality.

Behind the scenes, though, things were not what they seemed – and this is where this writer comes into the story.

I was working for *Autosport* magazine, and, in mid-July, a source told me that Williams had already decided not to retain Hill for '97, that Frentzen's contract was already signed. It seemed incredible, but the source was so good that we had to run with the story.

It was on the front cover of the magazine on the Thursday before the German Grand Prix and, inevitably, the paddock went into overdrive. Arriving at the track, I thought it would be a good idea to let Hill get the business of the day out of the way before I went to explain to him why we had published it. But when I finally walked into the Williams enclosure, he was not pleased to see me. "Get out, Andrew," he said. "You've made yourself look very stupid."

We did not speak for a few weeks after that, but by 1997 we were back on good terms, and we have remained that way ever since. But 12 years on, the interview for this article was the first time we had talked through what happened.

"I shot the messenger, didn't I?" Hill laughs. "I'm sorry. You're leading the World Championship and you expect to pick up *Autosport* and see: 'Can Damon win?' And instead it says you're fired. I thought: 'That can't be right.' My response was: 'Why would you do that to me, when I can win a World Championship? And you know you're going to sell more copies of *Autosport* if I do.' I just couldn't get it."

Did you think that the press should be supporting you?

"I did naïvely think that."

Williams eventually told Hill a month later, between the Belgian and Italian Grands Prix.

"Frank phoned me at home and said: 'I've got to do what's right for the team.' And I thought: 'I can't argue with that.'"

You felt OK about it?

"Yeah, what can you do?"

You were leading the championship, and you had been angry at the press for writing the story and doing unsupportive things.

"I thought it was untrue. I thought it was speculation. So then Frank tells me, yes, it is true, you're not going to be driving for me next year, and for me it's like, well, the bus driver is telling you you've got to get off now."

But an outsider would be forgiven for thinking you might direct some of that anger and frustration at Frank.

"I'd got past that. I knew I had the chance to win the title. If I never drove again, I was going to walk off into the sunset with the World Championship. That was all that mattered. That's my head in '96 – if I never again drive for anyone, do you know what, I'm probably better off. I was pretty sick of it all, to be honest."

Hill says he "accepted that it was not about my performance in '96; it was more about my performance in '95", and the same source who tipped me off told me later in 1996 that the deal had been done late the previous season. In the course of the research for this article, another extremely well-informed insider was adamant that was indeed the case. Frentzen said he could not remember.

But Head insists that in fact Frentzen was only signed "around the middle" of 1996 – and Williams concurred. Head even went to the trouble of digging out the contract during our interview, although he would not show it to me, or reveal the date it was signed.

Williams and Head say Hill's adviser, Michael Breen, went for initial talks with Williams about a new contract for '97, and they did not go well. Head describes it as "a breakdown in communications", and that it was a "strategic error" for Hill to send Breen in to negotiate for him. Williams says Hill, like Mansell before him, "became impossible" over money.

In many ways, though, the truth of when the contract was signed is less important than what the episode says about Williams's view of Hill. Whether it balked at the price Breen was asking, or took the decision in exasperation at Hill's performances in 1995, it comes down to the same thing – a lack of faith in Hill's ability to deliver the goods on a consistent basis.

Hill fell under the spotlight at Williams after Senna's death, and the pressure led to inconsistency on the race track, prompting Williams and Head to seek a replacement for '97

Is it fair, I ask Williams, to say you and Head never viewed Hill as a top-line driver?

"Well," he replies, "we took that approach. We wouldn't have considered him a Prost or a Mansell in '93 or '94, but when we realised he was our number one driver after Ayrton, he got our total focus and attention."

But that's different from how you perceived him as a driver.

"He was the best available to us on the market. If you say, was he as good as Nigel, you would probably say no."

Hill admits it left a "sour taste" when he won the title at Suzuka "that when I got out of the car that would be the last time I would drive for Williams". But despite all this, the mutual regard between the three men is clear.

"I want to state: I love Patrick, I love Frank and my time at Williams was some of the »»»



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WHEN HE WAS GOOD...

Hill had the best and worst of times at Williams, as these results show

✓ **SPAIN '94:** A somewhat fortunate win, gifted to him when Schumacher's Benetton became stuck in fifth gear. But its importance to Williams in the wake of Ayrton Senna's death cannot be overstated.

✓ **JAPAN '94:** Hill describes this race as "extreme driving". He beat Michael Schumacher in one of the most exciting F1 finishes, in a GP decided on aggregate times because of a mid-race red flag. A thrilling battle in the wet, and one of the few races to support Hill's contention that on his day, he was every bit as good as Schumacher.

✓ **AUSTRALIA '94:** They say your true colours come out under the most pressure... In the title-deciding race, Hill pushed his nemesis so hard that Schumacher made a mistake and slid off-track – and then deliberately took the Williams driver out of the race to secure the title.

✓ **MONACO '96:** Hill's own choice as one of his best ever drives. He was romping away from the field at a track where his father Graham had won five times, only to suffer a mid-race engine failure.

✓ **CANADA '96:** "Damon's got incredible grit," says former Williams chief designer Adrian Newey, "and he was capable of digging deep. He did it at Montréal '96, when he had to race against the clock to beat Jacques Villeneuve on a slower strategy. He kept plugging away, and he did it."

✗ **GERMANY '95:** Needing to win to erase some of Schumacher's points lead, he spun off at the first corner at the start of lap two when the race looked his for the taking.

✗ **ITALY '95:** Misjudged his braking point while chasing Schumacher, cannoning into the back of the Benetton. Psyched out by the German's relentless brilliance, it was the second time that summer he had needlessly collided with Schumacher and forced both of them into retirement.

✗ **JAPAN '95:** By Hill's own admission, the low point in a "catastrophic" year. Hill went off twice, the second time for good, at the same corner, Spoon, within three laps during a mid-race shower. To add insult to injury, he was fined for speeding in the pits.

✗ **SPAIN '96:** Spun three times – and into retirement – in the first 11 laps in a soaking wet race that produced arguably the greatest drive of Schumacher's career.

✗ **ITALY '96:** Clipped a tyre barrier and spun out with the title within his grasp.



LAT

Hill is satisfied that on his day, he was as good as Schumacher

best years of my life," Hill says. "I had such great experiences as having had the privilege of being in that team and I certainly never found what I found at Williams anywhere else."

"On his day," Williams says, "Damon was splendid – a world-class driver. He picked up the opportunity with both hands and he didn't drop it, and now he has stepped out and re-emerged further down the road as president of the BRDC, he's doing a very good job of leadership. He's a lovely person, a real gentleman. Quiet. Still waters definitely run deeper in that case."

> "On his day Damon was splendid – a world-class driver"
>
> PATRICK HEAD

Head, too, made it clear he has boundless admiration for Hill the man, and how he has dealt with the knocks in his life. And he dismisses those cynics who say Hill only ever won because he had the best car.

"The more you know, the more you realise you don't know," Head says, "and it's only the people who don't really know very much who rigidly in their minds say: 'Ooh, Michael's three-quarters of a second quicker than Damon, therefore whatever.' No, when Damon was good, he was very good. When he was there, he was top level. But those days didn't come along often enough."

"I absolutely accept that I had ups and downs as a driver," Hill says. "Away from the intense, critical spotlight of Formula 1, I was more consistent, but I didn't enjoy the constant what I would see as attempts to undermine. I needed to put myself under extreme pressure, and then something would give and I'd be able to do it.

"My inspiration [was] my dad's experience – just because someone's got greater natural ability doesn't mean they can't be beaten. It doesn't mean you can't do it; you've just got to try harder."

He adds: "I know this now – I was deeply, deeply affected by my dad's death when I was 15, and other things as well, and my response was to fight. I didn't quite know how to present myself and my desire to race, other than to say give me the car and I'll show you what I can do.

"Once I was in the car, I believe I was on occasions every bit as good as Michael Schumacher. That's my own personal relationship with myself. I feel I've enjoyed satisfaction, knowing that. You might think one thing, but actually I know in myself that I can do that, and from my own point of view I've proved it to myself, which is enough."





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Cowboy, sailor, racer,

Yes, Lance Macklin lived a varied life – and mischief was never far away. But that didn't

"All my life I've wanted to run a chippie". So said Lance Macklin to his young second wife Gill, and thus began a new chapter in the life of a man who had been one of Britain's leading racing drivers in the 1950s.

Lancelot Noel Francis Campbell Macklin was born in 1919, the only son of Captain (later Sir) Noel Macklin, the driving force behind the Invicta and Railton cars and creator of the WWII Fairmile MTB and MGB boats.

Educated at Eton, Lance boxed and rowed, played polo, and was at home on skates or skis with an opportunity to be on the British Olympic ski team, only for an accident to end his chance.

After school he worked on a ranch in Argentina as a 'gaucho' before joining the Royal Navy at the start of WWII. He served on Fairmile boats as an ordinary seaman but was later commissioned as a sub-lieutenant. Soon he was commanding his own motor gunboat, fending off the more heavily armed E-boats. In what he described as "a rough war" he became the youngest Lieutenant-Commander in the Royal Navy.

He began his competition career in 1948, driving the famous Fuzzi special, in which he installed a Mercury V8 in place of its two JAP engines. His first circuit race was at Chimay in, appropriately, an Invicta. An impressive performance in an 8-litre Bentley at Spa led to an offer to join Aston Martin for 1949. John Wyer, team manager, says in his wonderful book *The Certain Sound*, "I was very happy about Macklin, who, I thought, had great talent and whom I regarded as a coming man". Paired with George Abecassis in the DB2, Lance finished fifth at Le Mans. His friendship with Abecassis led to a place with the new HWM team alongside a young Stirling Moss. The two soon became firm friends with a mutual interest in racing and chasing girls. As Sir Stirling says today, "I was 18 or 19 and Lance, being about 10 years older, seemed very sophisticated. He was a really interesting bloke with a dry sense of humour. He dressed nicely and was great at 'slanting' – sliding down a bar toward any good-looking girl."

Roy Salvadori remembers Lance as "a very charming man", and wife Sue remarks, "You never heard a bad word about Lance."

Eric Thompson recalls that when Wyer paired him with Macklin in the DB2 at Le Mans in 1951 there was some initial resentment from Lance. "He was upset that he had to drive the previous year's car, and share with me who he didn't really know. We were never social friends but he warmed to me after I was faster." They



Macklin's most notable result with HWM was winning the 1952 International Trophy at Silverstone. Left: the playboy was serious when it came to his racing career

inventor... and 'chippie'

stop Moss and Salvadori respecting his ability, as ex-GP driver Howden Ganley explains

eventually finished third, the first Aston Martin, so Lance was happy with the outcome, as well as his excellent co-driver. "I didn't see very much of him over the week at Le Mans," Eric remembers, "as he always seemed to be shacked up with some bird. We were doing four-hour stints and I think Lance may have been attending to a lady or two during his four-hour 'rest' periods."

For all his interest in the social side Lance was serious about his career. At the end of 1952 he signed on with Bristol for a very much larger retainer of £1000 as opposed to the £50 that Aston Martin paid, but also because he felt that he should have been the number one driver at Aston. Although Wyer reported to David Brown that Lance was "a really brilliant driver who is obviously capable of great things", he did not offer the status that Lance desired.

The drive with Bristol lasted for just the 1953 season, the new 450 model proving unreliable at Reims and Le Mans, and the only success was some distance record-breaking. In later years Lance told his wife that "leaving Aston was a big mistake".

Meanwhile he continued in single-seaters with HWM and during the years 1952-54 he contested 11 championship Grands Prix with the team, as well as many non-championship races. Lance's most notable success with HWM was winning the International Trophy at Silverstone in 1952, but he had numerous top placings in races around Europe. He was entered in two more Grands Prix in 1955 driving the Stirling Moss-owned Maserati 250F at Monaco (where he failed to qualify) and Aintree, where he finished eighth. At Albi he was running a strong second until the engine mounts broke.

Moss says: "I let him drive my Maser' because he was a good and steady driver and probably would have brought in as much starting money as anyone else. And he was a good mate!"

After leaving the Bristol team Lance signed with Donald Healey, who had won the 1931 Monte Carlo Rally in an Invicta, to undertake sports car races in 1954, the most notable success being a third place at Sebring in what became the Austin Healey 100S (S for Sebring).

He remained with Austin Healey for the 1955 season (taking a fifth at Sebring with Moss) and this was to involve him in the greatest disaster in the history of motor racing. At Le Mans as he pulled out to overtake Mike Hawthorn's suddenly slowing D-type Jaguar his Healey was struck from behind by the Mercedes 300SLR of Pierre Levegh. The ensuing accident cost the lives of Levegh and over 80 spectators.

It has been suggested that Lance was an

innocent victim of circumstance, yet a sizeable portion of the blame was directed at him, and clearly the accident had a great effect on him. That he himself survived Lance attributed as much as anything to the fact that his Healey, unusually, had an aircraft-type rubberised fuel tank. The tail was so badly damaged that a metal fuel tank would almost certainly have split and caused an even worse fire.

In September of that year he had to crash his car to avoid a multi-car pile-up in the Tourist Trophy at Dundrod. Two drivers, Jim Mayers and Bill Smith, died in the accident, and others were injured. Michael MacDowel was sharing the works Cooper Bobtail with Ivor Bueb and he recalls Macklin returning to the pits in a very distraught state. He says: "The poor fellow was totally overcome although he was in no way to blame for the tragedy." Coming on top of the Le Mans disaster, the Dundrod accident was almost the final straw for Lance, and after sharing a Healey 100S with Archie Scott Brown in the 1956 Sebring 12 Hours (they retired) he did one more race and then stopped racing.


Macklin in HWM at 1953 Swiss GP

"Lance was a fantastic driver, very easy on the machinery. He excelled at all sports"

ROY SALVADORI

Following his retirement from the sport Lance married Shelagh Cooper, the widow of journalist John Cooper, sports editor at *Autocar*, and they had two children, Patrick and Miranda.

"We first met at the Dundrod TT in 1950 when I asked him for his autograph," recalls Shelagh. "I then worked for Dean Delamont at the RAC, so I saw quite a few racing drivers when they came in for their licences, including Lance." Lance and Shelagh were married in Geneva at the end of August 1956, and lived initially in Monaco and Cap d'Ail.

Lance became export sales director for Facel Vega luxury cars, and when the company folded he moved to Ireland, bought a defunct railway station and started a battery company. It failed very quickly.

Today Shelagh, now Lady Montague Browne, says: "Lance was very charismatic, a fascinating man. I was never bored. He also gave me two wonderful children."

Unfortunately the marriage foundered and Shelagh commenced divorce proceedings in 1962, but Lance then met a lady who brought about a complete change in his life. Gill McComish, a young New Zealander who was a very accomplished skier, was living in London in 1963. Lance obtained Gill's phone number and called her with the words, "I've heard about this really good-looking New Zealand bird who is a great skier. Will you meet me for a drink?" Gill demurred, saying that she was going to the local 'laundromat' that evening. But Lance obtained directions and they eventually met in front of a row of washing machines.

Today Gill Macklin lives in Auckland, a slim, attractive lady who recalls her years with Lance fondly. "In spite of what he had achieved in life, he was modest and shy, not at all boastful," she says. "He was also very charming but I sensed that he was a womaniser." Lance helped Gill to improve her skiing technique and the pair then worked on boats in the Mediterranean, eventually owning a 40-footer which they moored in Paris – a city which was familiar to Lance – and lived aboard.

Another Macklin venture was the spinning visor, used at one time by Graham Hill, but once again a lack of capital ended the business. Gill recalls riding her motorcycle around London in the rain testing it.

"Most of Lance's many business ventures failed to work out for some reason," says Roy Salvadori, "except car sales at which he was superb, and very successful."

It was now time for a 'proper job' and so Lance joined Jack Barclay and was to become the manager of the Fiat side of that business – appropriate because of his friendship with another playboy, Gianni Agnelli.

Lance and Gill married in 1965, and among the witnesses were John Pertwee, of *Doctor Who* fame, and Michael Harrison, who says: "Lance was a great character – always up to mischief." Pertwee was often a partner in the mischief.

Gill remembers that they still had contact with many people in racing and used to attend functions at Fort Belvedere, home of the Hon Gerald Lascelles, himself an Aston racer. "I met many of Lance's friends from his racing days," Gill recalls, "including Prince Bira, Fangio and Toulo de Graffenried."

In 1968 Lance decided they should move to New Zealand, where he tried growing tomatoes, but had more success when he went back to selling cars. However, he fell out with the dealership, which is when 'chippie' appeared on his CV. A fish and chip restaurant, the Star Cafe, became available in Otaki, north of Wellington on the North Island. Gill remembers it as hard work, long hours, and worst of all, "it turned out to be a non-profit business".

Despite the birth of a son, Perry, it also caused strains on the marriage. "Lance was not really cut out for hard work," says Gill. "I did most of it while he sat and talked to the customers. Lance's ideal life would have been to reside on a Pacific island…" Thompson says, "Lance wouldn't be engaged in anything involving such hard work. He was not brought up to it." Sadly the marriage failed, and the cafe was sold.

Lance then went to live in Spain where he built himself an underground house, which he described to Thompson as 'a cave'. With his usual inventiveness Lance added a heating system using waste heat and solar, as well as a wind generator. He and Gill remained friends and she and Perry visited him in Spain. When his health deteriorated he was brought back to England by his daughter Miranda and lived his final days in a Kent nursing home. He died in August 2002 and is buried in the riverside churchyard at Bisham.

Gill and Perry still watch all the GPs and keep up to date with motor racing. To the question, "Was Lance the great love of your life?" she muses momentarily. "Yes," she says quietly, "he was." She then adds: "As a husband and provider he left a bit to be desired. But as a friend and lover he was wonderful."

How does history judge Macklin's race career? There's a telling line in Wyer's internal memo to David Brown on the 1950 TT at Dundrod. "Macklin drove well in the first hour when pressing Parnell [in the leading Aston] and made his fastest lap after going down an escape road, but subsequently appeared to lose interest."

Alf Francis, chief mechanic at HWM and then for Stirling Moss Ltd, wrote in his book: "I am sure if Macklin had really tried hard in those [HWM] days he could have equalled Moss on almost any circuit."

Roy Salvadori says: "He was a fantastic driver, very easy on the machinery. He excelled at all sports but never really adopted one as his own and put his all into it."

Sir Stirling, perhaps the best placed to comment, says: "Lance's was really a wasted talent." How would he rate him among the drivers of his era? "I would put him at ninth overall. He was a very good driver."

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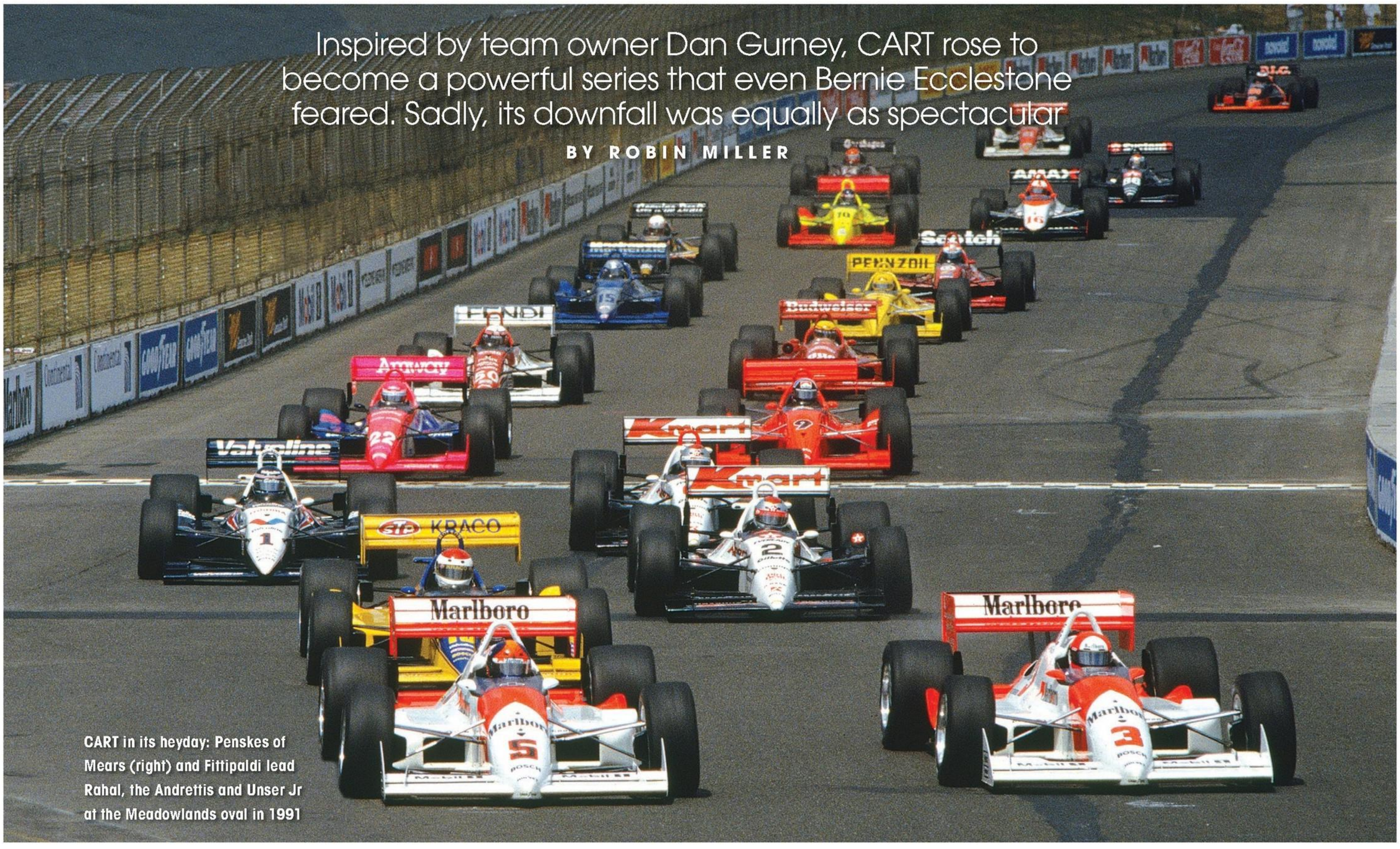
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BORN OF NECESSITY, DIED OF NEGLECT

Inspired by team owner Dan Gurney, CART rose to become a powerful series that even Bernie Ecclestone feared. Sadly, its downfall was equally as spectacular

BY ROBIN MILLER



CART in its heyday: Penskes of Mears (right) and Fittipaldi lead Rahal, the Andrettis and Unser Jr at the Meadowlands oval in 1991

In 1978, Indycar racing was underpaid, undervalued and under the blundering leadership of the United States Auto Club. Purses were paltry, television money was a joke, sanction fees were laughable and car owners had little if any input into the governing process.

Dan Gurney didn't like what he saw and worried about the future. "I knew about leadership and what the real potential of the Indy 500 was because I grew up with it," says Gurney, who drove in nine May classics before his Eagle chassis dominated Gasoline Alley in the 1970s. "I also knew we were only scratching the surface of our potential and nobody seemed interested in doing anything about it."

So Gurney sat down and wrote a call to arms for his fellow owners to take control of their destiny. It was called the White Paper – a seven-page manifesto of what was wrong with Indycar racing and what it desperately needed.

Gurney advocated staying under USAC's banner but only if it endorsed letting the owners negotiate TV contracts, sanction fees and asking the Indianapolis Motor Speedway to double the purse (it paid a ridiculous $1 million at that time). He also suggested tracks, promoters, teams and the sanctioning body work together instead of carving each other up.

The result? USAC rejected Gurney's suggestions so Championship Auto Racing Teams came to life in March of 1979 at Phoenix International Raceway. And, for the next 30 years, CART (Champ Car since 2004) gave us the best and worst of motor sports.

It provided the most diverse and challenging series in the world, brought street racing to major cities and took safety to a new plateau.

On the down side, it had a staggering lack of leadership, a greedy mob of owners who took the company public, countless conflicts of interest among the membership and no regard for controlling costs.

In its heyday, both Bernie Ecclestone and Bill France Jr feared CART. In its final days, neither Formula 1 nor NASCAR gave it a second thought. It was born of necessity and died of neglect.

"We had something very special for a long time," laments Mario Andretti, the 1984 CART champion who drove for Paul Newman and Carl Haas for 12 seasons before retiring in 1994 at the age of 54.

By the time Newman/Haas opened its doors in 1983, CART had a nucleus of Pat Patrick, Roger Penske, Jim Hall and Gurney. Can-Am survivors Doug Shierson and Rick Galles joined up in the early '80s along with Jim Trueman. Patrick and Penske had taken the offensive, spent some of their own money and scored PPG Industries as a title sponsor. (USAC had Marlboro as its title sponsor back in 1971 but lost it after only a year because of incompetence).

Midway through the '80s, CART controlled all of Indycar racing except Indianapolis and an uneasy truce existed each May. On the racing side, CART had replaced F1 at Long Beach, branched out into Canada, found a popular home at an airport in Ohio and rejuvenated road racing in North America at Mid-Ohio, Laguna Seca and Elkhart Lake.

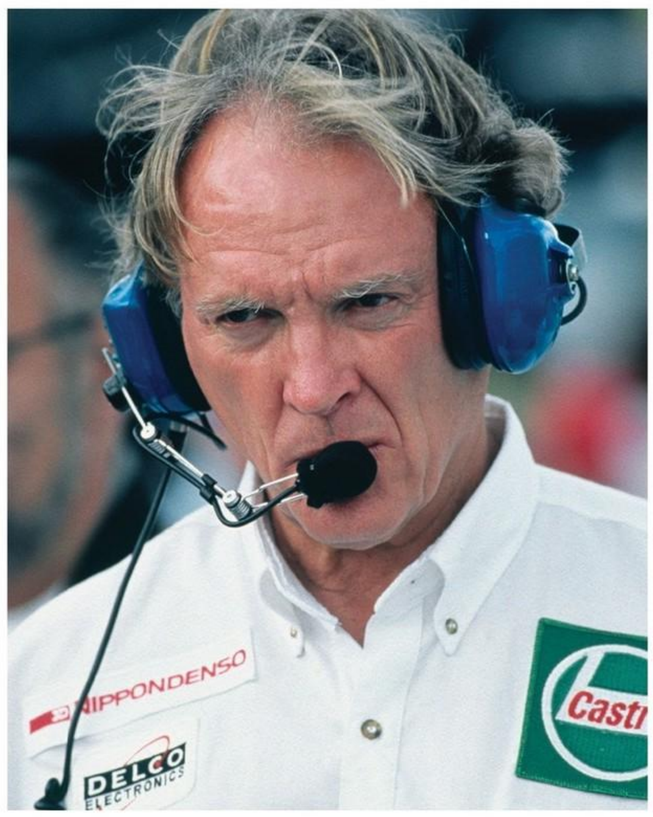
But off track there was a flaw that would prove fatal down the road. Not only could the owners seldom agree on anything, they usually opted to pick a president who could be manipulated or knew nothing about racing – or both.

The litany of lawyers and leeches who occupied the front office was rivalled by the revolving door in the marketing department. Patrick and Penske called the shots and there was a distinct divide between the haves and have-nots by the late '80s.

Despite the front office follies and underlying lack of trust in the paddock, CART woke up in 1993 and had 1992 F1 king Nigel Mansell, Emerson Fittipaldi, a dozen American stars, 26 cars, monstrous crowds and major media coverage. The novelty of taking the race to big cities was a hit in Miami, Vancouver, Toronto, Surfers Paradise, Cleveland and Long Beach. The schedule was as diverse as the driver line-up as it mixed road courses, street circuits, short ovals and superspeedways.

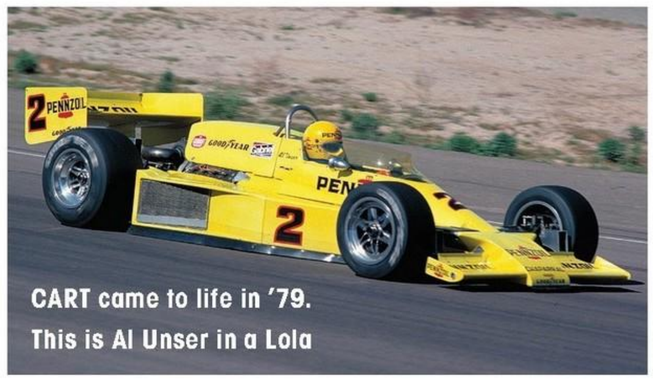
"It was the toughest challenge in all of auto racing," says Mansell, who quickly adapted to ovals and captured the '93 CART title. "I know that CART was very popular in England at that time," he claims. "It was a wonderful series."

Whether he admits it or not, Ecclestone was very concerned with a show that was playing



"There's no doubt Indycar racing had more potential than NASCAR in 1979"

DAN GURNEY



CART came to life in '79.
This is Al Unser in a Lola

Ford

to better TV audiences in England, Brazil and Australia. Ditto for France Jr, whose NASCAR Winston Cup was neck and neck with CART for sponsors, fans and TV ratings in the early '90s.

But not everybody was happy with CART's way of doing business. Tony George had taken control of Indy in 1989 and in '91 he made a bid to buy CART, which was way too low and rudely rejected by some of the owners. Nobody in CART's brain trust seemed to value the opinion of Tony Hulman's grandson and that was another fatal mistake.

By 1996, CART boasted four engine manufacturers (Ford, Honda, Toyota, Mercedes), four chassis manufacturers (Lola, Reynard, Penske, Eagle), two tyre companies, 28 fully-funded cars and record attendance.

That was also the year George launched the Indy Racing League. Even though its cornerstone was Indianapolis, the IRL had second-class teams with mostly no-name drivers. When George announced 25 of the 33 starting spots at Indy would be reserved for IRL points leaders, CART made another grievous error. Instead of showing up at the first two IRL events, kicking ass and effectively killing the fledgling series, the CART owners sold the IRL teams their old cars and then staged a 500-mile race at Michigan.

Not taking George seriously was followed by CART taking its stock public but, instead of re-investing some of their millions in their product, the owners cashed in. CART's next gaffe was failing to technically ride herd on Honda and Toyota and a controversy over manifold pressure at Detroit in 2000 was the impetus for both Japanese manufacturers to bolt.

Penske, who had quietly but constantly criticised George for wrecking open-wheel racing, then did the unthinkable. He left his beloved CART for the IRL in 2002 with Toyota and Honda in tow. Chip Ganassi was the next big domino to fall, followed by Michael Andretti, who had joined with Barry Green's brother to start his own operation. Three-time CART champ Bobby Rahal joined George's club as did Adrian Fernández and that meant CART's nucleus was supporting the person and series it supposedly despised.

Kevin Kalkhoven and Gerald Forsythe had bested George for CART's assets in the bankruptcy court in 2004 and called it Champ Car. They spent millions and millions on television, races and teams before Kalkhoven told Forsythe "no more" last winter.

The delicious, if not depressing, irony of this 12-year open-wheel war is that all of the IRL's original concepts (American short track drivers, American cars and engines, no engine leases and all ovals) failed, so George adopted CART's mantra almost to the letter even before unification.

In 30 years, CART gave us great racing, exciting venues, a pioneering safety team and some memorable drivers. But what it couldn't deliver was common sense and leadership.

"There's no doubt Indycar racing had more potential than NASCAR in 1979," says Gurney. "Had open-wheel been given equal leadership, it would still be bigger today than NASCAR.

"Now it just limps along and that's one of the great crimes of the ages." Ⓜ

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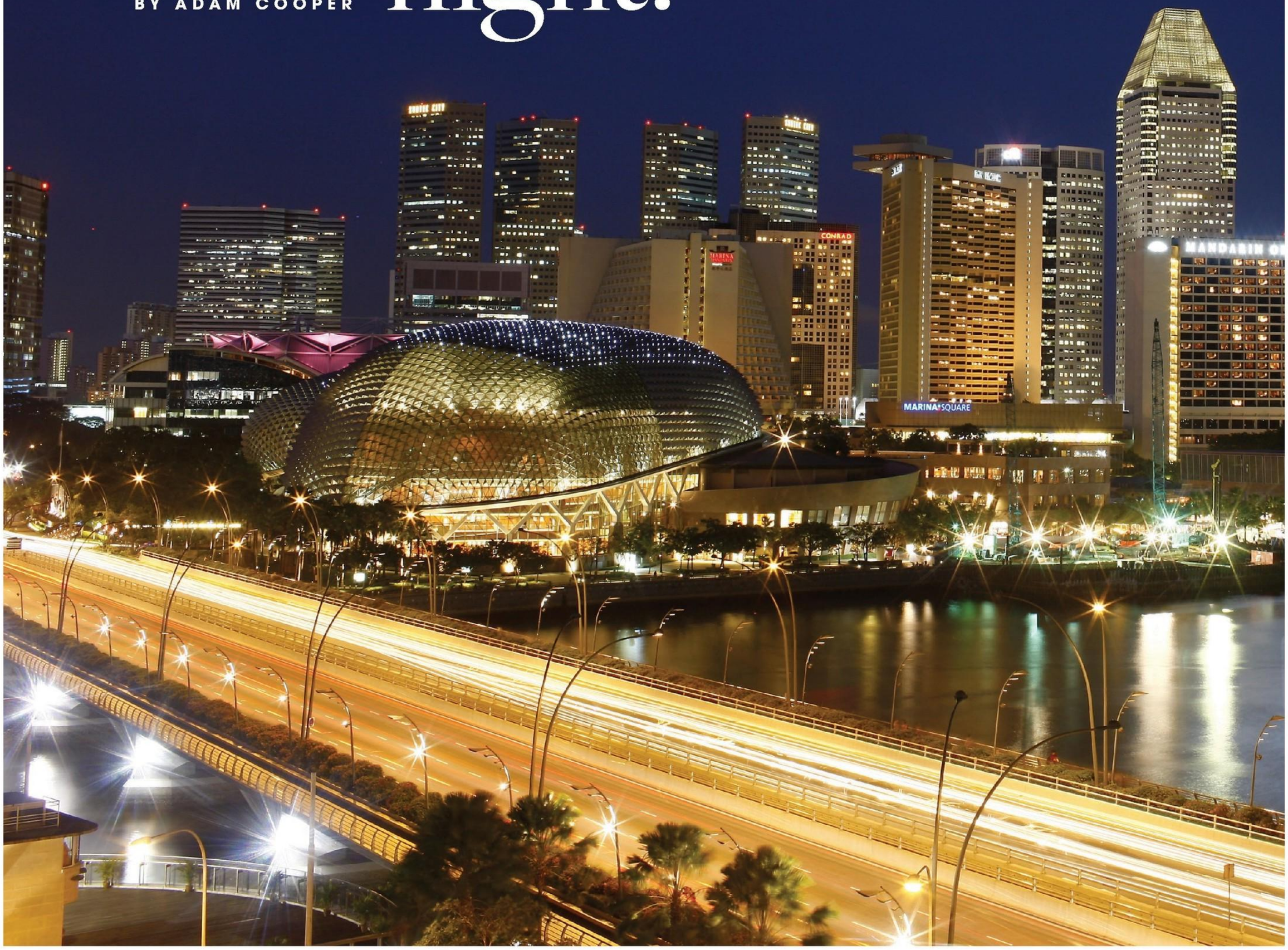
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Will it be alright on the night?

Just staging an F1 street race, let alone running it at night, is a mammoth task. But that is Singapore's challenge this September, and it seems that all is going to plan

BY ADAM COOPER



In recent years Bernie Ecclestone has tried to spread the Formula 1 gospel by taking the World Championship to a host of exotic new venues, and there seems to be no end to the list of governments who are willing to invest in a Grand Prix with a view to promoting their country or region. Trouble is, to the TV viewer one Hermann Tilke-designed autodrome looks very much like another, and the actual venues don't necessarily do much to help the folk who are paying the bills.

Ecclestone has got the message and he's taking the sport in a different direction. Why hold a race an hour outside town when you can have it in town? Having studiously avoided such projects for years, perhaps because of the failure of such as Dallas and Phoenix, Bernie has now caught street racing fever. This year sees the arrival of new venues in Valencia and Singapore, and next season there'll be yet another, of sorts, built on an artificial island in Abu Dhabi.

Of course Singapore has an extra, tantalising aspect to it, since qualifying and the race will both take place at night.

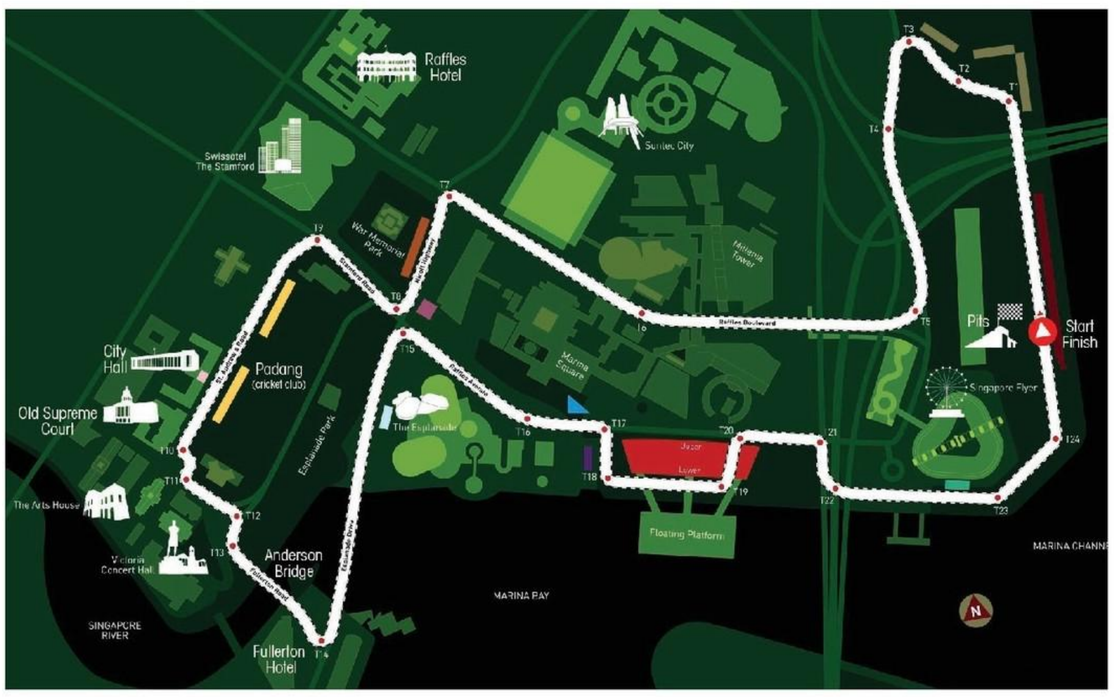
The gap between the Australian and Malaysian GPs provided a handy chance to drop into Singapore and get a taste of what we will encounter in September. I had no idea what to expect, having never previously left the airport, and nor did I know very much about the circuit.

A couple of days there, and the chance to walk around most of the 5km course, left me in no doubt. The inaugural Singapore Grand Prix promises to be a sensational event, even without the special element provided by the floodlighting. It's a real street course, running via 24 corners through the very heart of this buzzing metropolis, and in places it is very, very fast. As I discovered, if it rains... Well, let's just hope it doesn't.

One of the men behind the project is Grand Prix deputy chairman Colin Syn, who as a student in London in the late '60s would trek down to Brands Hatch at every opportunity. On his return to Singapore he competed in the final few events held on the old Thomson Road circuit, which staged its last meeting in 1973. Some 20 years ago Syn was involved in an early attempt to bring F1 to his country.

"There were two pieces of land earmarked for a permanent track," he recalls. "I went to see the people from Adelaide and co-opted them to do a presentation to the government. But at that time the rental costs of the land were beyond our budget and building a track at the same time was too much. However, even at that point Bernie was very interested in having a Grand Prix in Singapore."

Syn then switched his attention to neighbouring Malaysia and there was talk of having a race at a rebuilt Shah-Alam, which had been the venue for an FIA World Sportscar Championship race in 1985. That didn't happen either, although by 1999 the government had built a brand new track at Sepang.



"The route covers all the iconic buildings that the government wants to show off"

COLIN SYN

That seemed to be the end of the story for Singapore, but Syn never gave up hope. By 2006 the government was interested in making a pitch for a GP, and this time Bernie was very interested. From the start he saw it as an opportunity to add a street race to an already busy calendar. Inevitably, circuit designer by appointment Tilke was involved in the early stages.

"He gave a feasibility study that was very, very raw," says Syn. "I think his brother came, he didn't come himself."

Exactly how the design evolved is not entirely clear, but Tilke was not involved for long. Singapore soon turned instead to Kellogg, Brown and Root, the engineering group that was responsible for both Adelaide and Melbourne. Syn insists that the track more or less designed itself: "It was a no-brainer. The government wanted to incorporate all the iconic buildings, the old and the new, and the route covers all the areas that the government wants to show off."

It's certainly an impressive layout. Around 20 per cent of the track is new, built in a waterfront park on reclaimed land. Crucially, that means that the pit and paddock buildings are permanent, and construction has not affected day-to-day life. The corners at the start and the end of the lap are also purpose-built. But the rest of it is city streets, and the layout has the look of something dreamed up by a computer gamer.

After the initial permanent section there's a long blast past an area packed with five-star hotels and shopping malls, and one can only imagine what sort of noise will resonate around the place. After passing under a mall the drivers will be in seventh gear, prior to a series of 90-degree turns that takes the track within a couple of blocks of the famed Raffles Hotel.

There follows a blast down St Andrews Road with the impressive City Hall and Supreme Court buildings on one side, and a huge open playing field on the left. This is The Padang, home to the Singapore Cricket Club. It's probably the only time you're likely to see sight screens and rugby posts alongside an F1 track.

That's followed by an S-bend section that weaves between beautiful colonial buildings before the track narrows as it crosses Anderson Bridge, a remarkable steel structure that was completed in 1910. The tourist guides tend not to mention that during the Japanese occupation in WWII the severed heads of locals were hung on the bridge...

With the Fullerton Hotel in the background, the bridge is sure to become one of the iconic images associated with the venue. Afterwards the road takes a sharp left onto one side of Esplanade Bridge, a modern dual carriageway affair that provides the course's only obvious gradients.

Then there's a right that takes the track through the other side of the hotel/mall area, before it heads into a series of slow 90-degree turns that resemble Monaco's Swimming Pool. Next to the waterfront is a 26,000-seat permanent grandstand that is normally used for National Day parades. There wasn't enough room to take the track around it, so instead ➤➤➤

the road cuts back under the stand, through a specially constructed opening. This will give fans an interesting experience, to say the least.

Getting this far has not been easy, as so many government agencies are involved. Singapore is renowned for being a clean and tidy place, as evidenced by its ban on chewing gum, so where possible work is done with the minimum of disruption. Vehicles leaving the building site that currently forms the pit and paddock area even have their wheels sprayed to avoid taking any mud onto the streets.

There has also been a great effort to avoid any unnecessary removal of trees in a country known for its green credentials. Some in the pits area – introduced to help lock together the reclaimed land – had to go, but the protected 'heritage' trees that line the route are sacrosanct, and the lighting system has to fit around them.











Clockwise from top right: cars will cross the Anderson bridge and pass close to the Raffles Hotel; work continues on the pit and paddock area; track will pass by and under big grandstand

Indeed, the lighting, provided by an Italian concern, remains the biggest logistical challenge. Not only does it have to avoid trees and other existing street furniture, it also has to be placed so that it can't dazzle drivers – even when they're facing the wrong way after a spin, something that was not a problem with the MotoGP event in Qatar. This being F1, high priority is also being given to illuminating the advertising signage.

While the most obvious work has been going on in the pit area and the permanent sections of track either side of it, more subtle activity has been underway elsewhere, with kerbs, traffic islands and paving stones being modified as necessary. In some cases they've been replaced on new bases, allowing them to be easily moved come the race. The biggest job will be resurfacing the entire section of public road; FIA guidelines mean that has to be done more than 90 days before the race.

You don't have to be Einstein to work out that 10kms of fencing will have to be erected (and policed) on either side of the track, and yet life has to go on as normal in the hotels, shops and offices caught within the perimeter.

"The challenges keep popping up," says Syn. "It'll be ongoing until the race starts."

Some folk still don't seem to quite grasp what it's all about. In a meeting with the FIA in March a minister was still under the impression that traffic would be running until five minutes before practice. He had to be politely told that in essence his roads would be unavailable for four days...

"Closing the roads is a big issue," says Syn. "We have to manage it delicately – it involves a lot of stakeholders who are in the racing park area. It's also the week before, when everybody's working to put up the crash barriers, fencing, the power, the lighting. There's a lot of planning and training involved to open and close the track."

The logistical challenges are matched by the financial ones, and a levy is being charged on hotel rooms to help offset the cost. The man in overall charge of the project, and whose ultimately responsibility it is to get bums on seats, is Briton Michael Roche. He certainly knows a thing or two about major events, as he doubles as the top music promoter for Singapore and Hong Kong, and has imported acts like Bob Dylan, The Police, Eric Clapton, Oasis, The Eagles and the late Luciano Pavarotti.

Ticket sales are said to be good and there's been a lot of corporate interest. Only Monaco can offer any kind of competition when it comes to entertaining VIPs. Forget helicoptering into a windswept Silverstone…

At the time of my visit there was still much to be done, but this is a place where tower blocks emerge from empty sites in a matter of months. The work on the track also pales into insignificance when compared to a project that is being realised on the other side of the river, where a massive, state-sanctioned Sands casino resort is under construction. The general aim is to turn Singapore into the gambling capital of Asia – a sort of classier Macau – and the timing of the arrival of F1 as a marketing tool is surely no mere coincidence.

It remains to be seen whether a street race at night is more a roll of the dice for Bernie Ecclestone, or for the government of Singapore. Let's hope that everybody is a winner.

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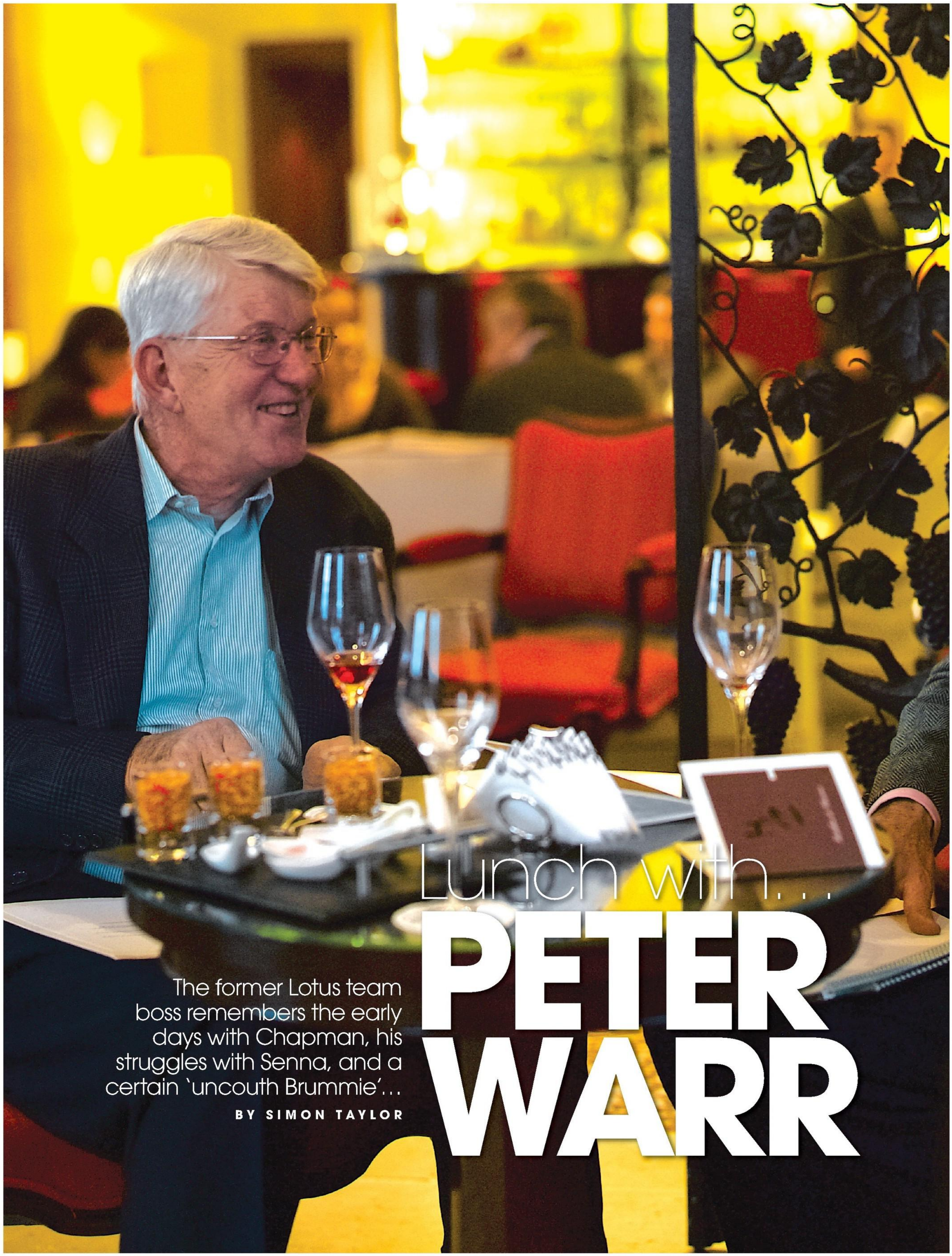
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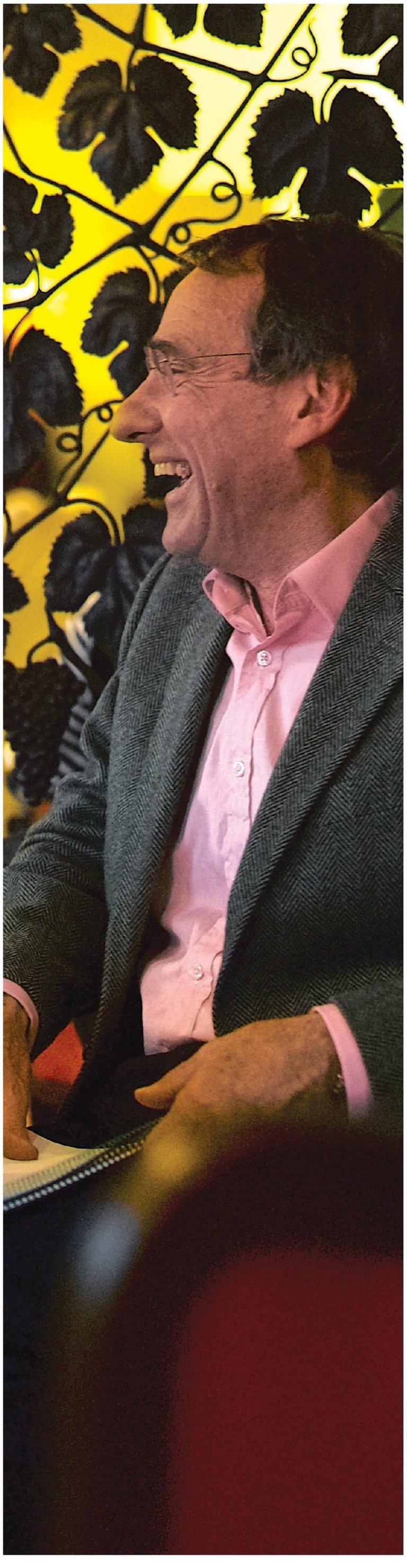


Lunch with...

PETER WARR

The former Lotus team boss remembers the early days with Chapman, his struggles with Senna, and a certain 'uncouth Brummie'...

BY SIMON TAYLOR



James Mitchell

At its zenith, Lotus was Formula 1's most consistently successful team, winning 71 World Championship races in 19 seasons. Ferrari's tally for that same period was 44. Any list of the all-time greatest F1 cars must include at least four Lotuses: the monocoque 25, the DFV-pioneering 49, the wedge-shaped 72 and the ground-effects 79. Those types alone won 52 Grands Prix.

For 25 of its 37 seasons in F1, Team Lotus was powered by the restless genius of Colin Chapman. And for most of them Peter Warr was there: as Chapman's right-hand man until the Lotus founder's sudden death in 1982, and then as team boss for seven more years. During his career Warr worked with an extraordinary roster of drivers, including 11 current or future World Champions, and was on the pitwall for well over 300 F1 races. Few can match his knowledge of F1 through the 1970s and '80s, not only from the Lotus perspective but also as long-time keeper of the minutes in FOCA meetings. And no-one knew Colin Chapman better, or worked with him more closely.

Peter and his wife Yvonne live in south-western France now, in a charmingly eaved and turreted house on a wooded hill. All around, vineyards fill the view. We take lunch in the Hostellerie de Plaisance in St-Emilion, and Peter orders local foie gras and scallops. As we're in the heart of the Bordeaux region the wine list is terrifying – the 1950 Petrus is £3400 a bottle – but Peter tactfully opts for a humbler 2003 Chateau Tour de Pas, costing a hundredth of that.

"There was always a complete lunacy about working for Colin. He believed there was no reason on God's earth why an idea he'd just had couldn't be on the cars for the coming weekend. But his leadership, his ability to motivate, was such that people would start to believe it could be done, and they would perform way, way beyond their self-believed capabilities. If he said, 'Right, lads, today we're all going to jump off this cliff,' they'd do it. He'd jump first, and they'd all follow him.

"You cannot believe the hours people worked in the early days. Bob Dance [the legendary Lotus F1 mechanic] reckoned he was doing 73 hours a week on a regular basis – but on a Grand Prix weekend he'd clock up those 73 hours from Thursday to Sunday. Everybody was scared stiff they'd make a mistake and get on the wrong side of Colin – his temper was fairly violent, and he had a very short fuse. He'd come round and say to someone on the shop floor, 'You're meant to be the welder. I could weld that, so why the hell can't you do it right?' He could perform pretty much any task in the factory, and everybody knew it. If you survived working for him long enough to learn to understand him, you realised what an incredible mind the man had.

"He'd go into the drawing office and look over the draughtsman's shoulder and say, 'No, no, no, that's not what I want at all,' and he'd grab his pencil and sketch on the side of the drawing to show him. And if the draughtsman didn't produce exactly that, Colin would go on at him until he did. If someone else had an idea he'd listen, and sometimes it would suddenly become his idea. But more often he'd look at it from a completely different angle and he'd say, 'Why don't we take it a step further, why don't we do this?' And you'd think, 'Bloody hell, he's done it again'.

"He didn't actually invent very much. Aerodynamics had existed before the Lotus Mk 8. Monocoques had been made before the war. Ground effect wasn't totally new. His genius was to be able to take an idea, refine it, adapt it, think it through from a different direction, and say, 'I can use this in a racing car application.' Then he'd engineer it so it worked how he wanted it to work.

"His temper rarely lasted for more than a few minutes. And he could be incredibly generous. His most annoying characteristic was he was almost always right. You'd think, 'He's really gone off his rocker this time, I'm going to have it out with him', and nine times out of 10 the bugger would turn out to be right. But when he did get it wrong he made some big ones."

In 1958 the 20-year-old Peter Warr made a pilgrimage to North London to take a look at the little Lotus factory behind Stan Chapman's pub, the Railway Hotel in Hornsey. "We lived near Brands Hatch and I loved the small sports car races, the bob-tail Coopers fighting it out with the Lotuses: the Mk 8, the first aerodynamic one, then the Mk 9 and the Eleven. When I got to Hornsey I was told, 'You can look around, but don't get in anyone's way.' Then someone said, 'Don't just stand there, give us a hand.' Next day I was on the payroll, a gofer at £9 12s a week.

"The F1 car that year was the 16, the mini-Vanwall. I remember Mike Costin giving the chassis a shakedown around Hornsey, roaring through the busy streets in a bodyless racing car. By the time the police arrived the car was back in the shop, up on trestles, wheels off. Fortunately none of the coppers thought to put a hand on the engine to see if it was warm.

"Lotus' business was selling racing cars to the public. The Lotus 7 hit a more affordable road/race market, and then Colin decided he wanted a sexy GT, and that was the Elite. We were split up into Lotus Cars, which was the Elite; Lotus Components, which built the customer race cars; and Team Lotus, which was the works racing operation. I ended up running Lotus Components. I'd demonstrate cars to customers by giving them a 120mph blast around the North Circular. It was a big responsibility, because the profits from Lotus Components were holding up the rest of the company. The first rear-engined Lotus, the 18, was all-conquering in Formula Junior, and we couldn't make them fast enough. We built 125 in 1960 alone."



In 1959 Lotus was bursting out of its premises in Hornsey and Edmonton, and moved to slightly more spacious premises in Cheshunt. "I bought the Climax-engined Lotus 7 demonstrator for £750 and raced it for two seasons. Did 30,000 road miles in it, too. Then I did Formula Junior with an 18 and then a 20, towing to continental races on Friday night straight from work. I also took a 23 sports-racer to the first Japanese Grand Prix at Mount Fuji, and I won it.

"Components did a lot of the work for Team: it was all one family. Jim Clark, out of the cockpit, was just an ordinary guy, a bit timid really in the early days. He'd stick his head apologetically round the door to ask the girl who ran the petty cash if he could borrow a fiver, and write out an IOU. But, like all the great drivers I worked with, he was incredibly competitive. Colin and Hazel had a party at their house, and somebody found a pogo stick belonging to one of the kids. So there was a £5 bet: who could get up to the first floor without touching the wall. Hazel's wall lights got broken, there was a fair amount of debris, and no-one could do it. Suddenly Jimmy was going boing, boing, boing up to the landing. Effortless. Later on he changed a bit. He'd been living in Paris, seen more of the world, and maybe felt Colin had taken advantage of him. By the end he was prepared to stand up to him over money and things like that.

"Alan Stacey was very fast. He'd lost part of his right leg in a motorcycle accident and couldn't heel-and-toe on downchanges, so we rigged up a twist-grip hand throttle on the gearlever. He didn't deserve to have his life taken like that, hit in the face by a bird at Spa. His car plunged over a drop and caught fire, but he can't have known anything about it because the bird, which smashed his visor, must at least have knocked him out.

"In 1966 Lotus moved from Cheshunt to Norfolk. I helped plan the new factory at Hethel, but after several trips up there I decided I didn't want to make the move. Also I suppose I'd made myself pretty indispensable at Lotus Components, so the one job I really wanted, to run Team Lotus, I wasn't going to get. So I left. I started a slot car racing business, but it wasn't a successful venture. Then Andrew Ferguson, the Team Lotus team manager, told me he'd had enough, so I rang Colin. I started at Hethel in October 1969, the day after Graham Hill smashed his legs at Watkins Glen.

"Maurice Phillippe was in the throes of designing the Lotus 72, working in secret in a separate flat behind Colin's office. Team Lotus consisted of 45 people then, and it wasn't just F1. We were doing the Tasman Series, Indianapolis, Formula 3, and GT racing with the 47s. The total personnel at a Grand Prix was nine: two drivers, two mechanics on each car and one on the spare, me and Colin. There were the non-championship F1 races too, which Colin usually didn't come to, plus all the testing. Looking back, it seems staggering what we got done, but it was fun. In F1 these days I don't think they do fun."

> "Hunt was sick out of nerves, with Jochen it was motion sickness"

Jochen Rindt was coming to the end of his first season with Team Lotus, and it hadn't been a smooth ride. "Things between Jochen and Colin were always difficult. Some of it came out of Jochen's close relationship with Bernie Ecclestone, who managed him. Bernie had lost Stuart Lewis-Evans because of a mechanical failure [his Vanwall's engine seized at Casablanca in 1958, and he crashed fatally] and he wasn't keen on Jochen coming to Lotus because of its reputation for fragility. If I had seven days with you I could go some way to persuading you that by 1970 it was an undeserved reputation, but the reputation was there. With the reliability problems in 1969 Jochen had got crosser and tetchier, which didn't sit too well with Colin. After his easy relationship with Jimmy, he wasn't used to having an argumentative driver with forthright views.

"However, Jochen was hugely excited by the 72, and 1970 was a new start. But from its first race in Spain we found having anti-dive in the front suspension and anti-squat in the rear just didn't work. All it did was jack up the inside of the car and make it impossible to handle. After Spain Jochen refused to drive it, and raced the 49. We got stuck into an enormous programme of modifications – during which Jochen won Monaco in the 49 – and the revised car was all done for Zandvoort. Jochen pissed it, took pole and pretty much led all the way. Piers Courage was killed that day, which was dreadful, but we finally had a world-beater. Jochen won four on the trot, and made his famous remark: 'This car is so good a monkey could win races in it.'

"Jochen was incredible behind the wheel of a car, but he did reveal the odd frailty as a racing driver. He wasn't too keen on testing; basically he just wanted to turn up and drive. And there was that thing of being sick in the car. He's the only driver I knew who did that, apart from James Hunt. With James it was nerves, but with Jochen it was motion sickness.

"In Austria, his home Grand Prix, the engine blew, and John Miles drove the other 72 slowly back to the pits after an inboard front brake shaft broke. I think it was a one-off manufacturing fault, but it was a failure which was to come back and haunt us. When we got to Monza three weeks later the 72 wasn't that quick in a straight line, mainly because it had such wonderful downforce. Jochen said he wanted the rear wing taken off. It had never run in that configuration, and Colin was against it, but Jochen insisted he wanted the wing off and a 204mph top gear, for ultimate straightline speed. But he didn't adjust the brake balance, and without the downforce of the rear wing it would have had too much braking on the rear. Firestone had a hard rear tyre for the left side and a softer one for the right, because Monza is mainly right-hand corners: the harder tyre took longer to come in. If you add all those things together you've got the ingredients for an accident.

"Jochen went out to qualify on the Saturday morning, and I think quite simply when he got to the Parabolica, with too much braking on the rear and the left rear tyre not fully warmed up, he hit the brakes and the car started to fish-tail. It went one way, he caught it, it went the other way, and barrelled into the Armco. The nose went under the Armco and the car swapped ends, and went along it backwards. That tore the front pedal box off, which dragged him down the cockpit because he wasn't wearing



Warr, feet in plaster after road accident, with Peterson, and with Fittipaldi, below



LAT

his crotch straps – he never liked them – and the lap belts broke his neck. I am convinced that the front brake shaft was broken by the impact with the barrier, and did not break before the accident and cause it. We went on to use the same shafts on the 72 for six seasons.

"Jochen must have been dead within seconds of the impact, but they went through the performance of getting him out of the car, taking him to the medical centre, putting him in the ambulance, and then saying he died on the way to hospital. This was because of the stupidity of Italian law: if there's a fatality they have to have an inquest on the spot, and it would have cancelled the race. It was the same with Ayrton Senna at Imola: they said he died in the helicopter. Colin knew about the Italian legal system because he'd had the thing with Jimmy and von Trips at Monza in 1961, so he needed to leave quickly. I took him and Nina straight to the private aircraft terminal at Linate and went back to sort out what was left. I had to get a lawyer, I had to identify him, I had to deal with the undertakers, and I bought a scarf from somewhere to cover up his neck."

It was a crushing blow for Team Lotus, and yet the next race they went to, Watkins Glen, Emerson Fittipaldi won. "Well, Emerson didn't so much win as Rodriguez stopped [for fuel with eight laps to go]. But racing is littered with things like that. An event like Jochen's death makes you get your head down, not talk to anybody, shut out the rest of the world. You just want to get on with your job. Jochen's car, 72/2, was impounded in Italy. Emerson had destroyed his brand new car, 72/5, in his Monza crash on Friday – that was driver error – and we had to make an entire new car for him very quickly. No-one who wasn't in F1 in those days can really grasp how hard you worked, and how desperately last-minute everything always was.

"Emerson was bloody good. In 1971 he was still learning his craft as team leader, and his English wasn't so hot. In testing he'd come in and say, 'Check the chuckers overs'. It was some time before we twigged that chuckers overs was his way of saying shock absorbers. Then we had a breakthrough with the 72. The front leg of the rear wishbone was attached to the bellhousing and the rear leg was attached to the gearbox, and when they got hot they expanded at different rates and the wishbone was bending. We changed to double link rear suspension and it transformed the car. For 1972 we were JPS, smart new livery, and Firestone were making us special tyres, because the 72 had radical weight distribution, heavily biased to the rear. Emerson delivered that year: the youngest World Champion at 25.

"He didn't get much help from Dave Walker, which was a disappointment because he'd done a brilliant job in F3. He was fit and aggressive, but he lacked throttle control. In F3 the throttle was like an on-off switch, but DFVs were still quite peaky in those days, and he never got to grips with that. Of course, he could have won the Dutch GP in '71. He was in the 56B turbine: 22nd on the grid, pissing with rain, he had four-wheel-drive and Firestone wets, and with 75 gallons on board the car was so heavy you couldn't possibly spin it. I said to him on the grid, 'Take it easy for the first 20 laps, let the race come to you.' But he went mad, passed 12 cars in the first five laps, and then went straight on at Tarzan and filled the engine with sand. Silly idiot.

"For 1973 we felt it was time to have two top drivers. I had infinite admiration for Ronnie Peterson, so he joined us alongside Emerson. Colin engineered Emerson's car, I ran Ronnie's. Of all the drivers I worked with I got on with Ronnie best, as a friend. It was obvious to me he was the fastest thing out there, by a long way. He wasn't perfect, because if there was a »»

problem with the car he'd just drive around it. We were testing at Ricard, and Ronnie came in and said, 'It's understeering like shit.' We took the tyre temperatures, and the rears were way hotter than the fronts, which meant it was oversteering, but Ronnie wouldn't have it. So I went out to Signes – the 170mph right at the end of the long straight – and watched him. Huge opposite lock slide, smoke streaming from the rear tyres. Back at the pits I said, 'Ronnie, what you've got there is called oversteer.' 'No', he said, 'the car's understeering so badly I have to throw it sideways to get through Signes without lifting.' It was one occasion when he gave us the right information: the car was telling us something else, because as usual he was driving around the problem. The only way he could drive a car, testing, practice, race, any time, was flat out. Nearly every other driver I've worked with would back off a little from the absolute limit in testing, but not Ronnie. He was priceless.



"Elio was a lovely guy, did it all with style; Mansell just whinged"

"Emerson didn't take Ronnie's arrival very well. What really got him going was he'd set his car up very carefully and precisely, and Ronnie would be off on a different tangent altogether. Just before the end of practice Ronnie would say, 'I don't know what's going on here, what settings has Emerson got?' And we'd put Emerson's settings on his car and he'd go out and put it on pole.

"After Maurice Phillippe left, Ralph Bellamy designed the Lotus 76. It was meant to be a lighter 72, keeping the good bits and leaving out the bad bits. But it was a disaster; it was actually heavier. We experimented with an electric clutch, operated by a button on the gearlever, and there were twin brake pedals so the driver could brake with his left foot. Ronnie wasn't getting on with it very well, so we fitted the same set-up to his Elite road car so he could practice."

By the start of the 1976 season, with the complex fully adjustable Type 77, Team Lotus fortunes were at a low ebb. An unhappy Peterson left after the first round in Argentina, at Kyalami there were problems with the rear suspension coming apart, and at Long Beach Gunnar Nilsson crashed, again with a rear suspension problem. "Colin had a huge row with me about that. It was clearly a design fault, and I said to him, 'No, Colin, you're not going to pin that on me.' Colin realised he'd gone too far, and when he'd calmed down he gave me a new briefcase with a letter of apology inside."

The 77 improved during the season, helped by the arrival of Mario Andretti. "He was a superstar, extremely intelligent. We paid him a retainer and so much per championship point. First time that had been done in F1, I think. But I was still subject to what we called DFV syndrome (when it wins it's a Ford victory, when it loses it's a Cosworth failure). If we did well it was Chapman's win, if we didn't it was Warr's fault. So when Walter Wolf told me about his new team with Jody [Scheckter] and Harvey [Postlethwaite], and asked me to come on board, I said yes. I wanted to see whether I could do things on my own, away from the umbrella of Colin. Before Monza I told Colin I was leaving. Bless him, he said, 'We won't say you're leaving. We'll consider it a leave of absence.' He could've been shitty about it, but he was fantastic, and we remained friends. That was the bloke."

Peter was away from Lotus for four seasons. The Wolf team made history by winning its first Grand Prix, but by 1979 Walter was gone and Wolf merged with Fittipaldi. "Walter wasn't the easiest man, brash and loud and in your face, but he came into F1, did as much as he wanted to do, paid all his bills, and left. He didn't disappear into the night owing anybody anything, as others have done. But the Fittipaldi period was difficult. From Wolf, with adequate funding, Castrol sponsorship, good deals with Goodyear and Cosworth, you go to Fittipaldi where you have to pay for everything, even your tyres. Wilson Fittipaldi was a good level-headed businessman, but the money was coming from Brazil, where there was rampant inflation and sponsors who didn't understand that promises had to be met. Wilson kept everything going, but at one stage Emerson had to use his own money to keep the team afloat.

"Ronnie's accident happened at Monza in 1978, while I was at Wolf. James Hunt was still driving for McLaren, but he'd already signed for Wolf for 1979. He got out of his car when the pile-up happened to try to help Ronnie. During the long delay before the restart he sat in the Wolf motorhome and pleaded with me to let him out of his contract. James was a brave, straight-up sort of guy, but he was always too intelligent, and after what'd happened to Ronnie he'd had enough. He wanted out. I just said it wasn't the right time to make a decision like that. Ronnie was badly injured, but we didn't know he was going to die. Later on we met and James decided to go ahead for 1979, but I remember thinking at the time the stuffing had gone out of him, and we weren't going to get our money's worth.

"Later, one of the mechanics told me James said to him: 'I've discovered that if I nudge the car up against the barrier and give it a squirt of throttle in second gear, it breaks a driveshaft.' At Monaco, four laps into the race, he stopped up the hill by Rosie's bar, with a broken driveshaft. Then he told us he was retiring. So I flew to America, where Keke Rosberg was doing Can-Am for Paul Newman, and got Newman to agree to release him.

"While I was away from Lotus, Colin's thing with the DeLorean project was going on. I'm pleased I missed that, because if I'd been there who knows what Colin might have asked me to do... Then he called and said, 'Do you fancy coming back?' My leave of absence was over.

"I found Colin had changed while I'd been away. John DeLorean and [Essex sponsor] David Thieme introduced him to the high life, staying in the Hotel de Paris, the black and gold helicopter to ferry him from airport to circuit, the black and gold Lotus to get him from helipad to paddock. Instead of being in the garages until 11pm trying to work out solutions to problems and writing job lists, 15 minutes after practice he was gone, back to the five-star hotel."

Then, one night in December 1982, Colin Chapman died of a heart attack. At 54, the axis of Lotus was gone. "It was the most dreadful shock. The aftermath of his death was very difficult. Because of unpaid sums in tax, the Inland Revenue froze his estate, which meant we were completely hamstrung as a company." But, with Warr at the helm, Team Lotus carried on.

"When I returned to Lotus, Elio de Angelis and Nigel Mansell were the drivers. Elio was a lovely guy, smoked, drank whisky, played classical piano, beautiful girlfriend, loved driving racing cars. Maybe he wasn't hungry enough – he was from a very wealthy, patrician Roman family – but he did it all with style. In the next pit was an uncouth Brummie who didn't know how to handle himself. Mansell's difficulty was he had this terrible chip on his shoulder, thought the whole world was against him. So he just whinged. He wasn't honest with himself: he believed he was a superstar before he was. »»»

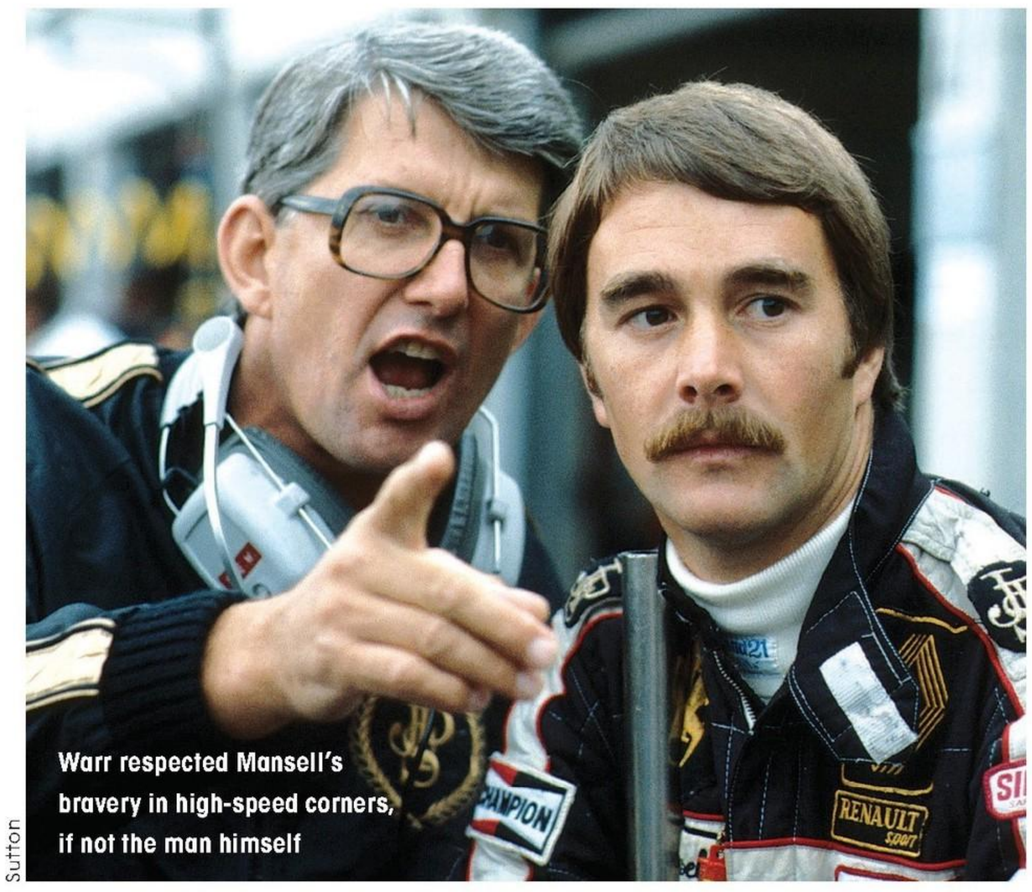


Chapman and Warr confer while Peterson waits. Ronnie won seven GPs in the 72

LAT

"Mind you, he was incredibly brave on high-speed circuits. I've never seen anyone like him in quick corners. No-one ever doubted his bravery. That's why he went so well on the American ovals. But he wasn't clever. When he hit Giacomelli at Montréal in 1982 he twisted his wrist. He missed Zandvoort but wanted to do Brands Hatch. We had Geoff Lees standing by, but he said no, he had to do the race 'for his public'. Then he came in and retired a perfectly good car, saying he was in pain.

"Don't even talk to me about Monaco '84. We had the right tyres for the conditions, the right engine programme, everything was perfect – as he demonstrated. But instead of leaving Prost at half a second a lap, which would've won him the race, he left him at two seconds a lap. Then he hit the Armco. He blamed it on the white line. We all know white lines are slippery when they're wet, and every other driver had to deal with them. By not using his head he threw away a win which would have done him, and the team, a lot of good. Then, with the suspension bent and the rear wing hanging off, he drove it down the hill to Mirabeau, and hit the Armco again. It just highlighted the fact that he wasn't that good.



Warr respected Mansell's bravery in high-speed corners, if not the man himself

Sutton

"I'd been keeping my eye on this young Brazilian Ayrton Senna da Silva in F3, and in September 1983 I invited him up to Lotus. I showed him round, and we agreed he'd drive for us in 1984 – for $50,000! I told Player's we had the dream team: Elio, quick, responsible, experienced, and this brilliant Brazilian newcomer who was going to be very, very good. But Player's said we had to keep Mansell, because of their British interests and the fact that the British press always followed him. I was furious. I said to Player's, 'If you insist we keep Mansell, I'm not paying for him.' So Player's paid Mansell's salary. Senna went off to Toleman for his first F1 season, and a year later I had him sitting in my office again and signed him for 1985. But this time it cost me $585,000.

"Ayrton was wonderful to work with. In the workshop he had an uplifting effect on everybody. He made a lot of demands, but you could see most of them had merit. He was like Jimmy, like Jochen, like Ronnie: if he wasn't on pole there was something wrong. Everybody loved him, and would do anything for him. If you have an Ayrton it starts to look as though he's running the show, but it's what the team wants.

"When Elio left at the end of 1985 I called Ayrton and said, 'Good news, I've signed Derek Warwick.' He didn't say anything immediately, but next day he called back and said, 'I'm not prepared to agree to that.' Ayrton dominated his team-mates, intimidated them, and he knew Warwick was strong, and he didn't like it.

"He was ruthlessly single-minded. Where our relationship came a bit unstuck was when he said, 'You've got to get Honda engines for '87. If you don't, I won't drive for you.' We had an ongoing contract with Renault, but when you've got an Ayrton you're prepared to compromise almost anything to keep him. So I got Honda engines – had to take Satoru Nakajima as No2, as part of the deal – and then I had to tell Renault. One of the shittiest things I had to do in my career was welsh on my deal with Renault.

"In August, sitting in a hotel at Hockenheim, I drew up a new heads of agreement with Ayrton for 1987. But I needed more funds to give Ayrton the development programme he wanted. I tried to get more from Player's, who were only paying us $2.5 million a season, and I also approached British American Tobacco, who marketed the JPS brand outside the UK. No go. So we did a deal with RJ Reynolds to run the cars in Camel livery, $7 million a year for three years.

"But, because one of the clauses in the simple heads of agreement said the team would be sponsored by Player's, Ayrton came back from Brazil in December and said I'd broken our agreement because we were now with Camel – never mind that it was at nearly three times the money, which would benefit the car he'd drive. We had to negotiate all over again, and the upshot was I had to give him $5 million for two years, with an option to leave after a year. He'd scuppered us, because all the extra money I'd raised from Camel to spend on the cars had to be paid to Ayrton. And then he exercised his option at the end of 1987 and went to McLaren.

"As soon as I found out from Honda that he was going, I thought, I'm not going to be caught sitting on my arse here. There were very few drivers who were acceptable to Honda, and one of them was Nelson Piquet, so to keep our Honda engines I got together with Camel and we signed him. He was past his best by then: his motivation wasn't what it had been, because he'd become tainted by the huge sums of money he was earning, the yacht with the helicopter on deck and the jet-skis on the back. But I liked him enormously: great fun, with a wicked sense of mischief. He loved winding Ayrton up, of course, calling him the São Paulo taxi driver, implying to the press that Ayrton was gay – which, I can tell you, he most certainly wasn't."

In July 1989 Peter's long career with Lotus came to an abrupt end. "We were working on good sponsorship deals for 1990 – one with Coca Cola, another with BP – when suddenly [Lotus finance director] Fred Bushell was arrested over the DeLorean affair. Not surprisingly, Coca Cola and BP both withdrew at once. I went to Hazel Chapman and said, 'I'm sorry, but I don't think I can keep working under these circumstances.' I left the following week."

Peter did a year on the other side of the F1 fence as a permanent FIA steward, and spent a couple of years with the BRDC. Then he retired. "Through working too hard I had missed my own children growing up, and I didn't want to make the same mistake with my grandchildren."

Our lunch has barely scratched the surface of Peter's F1 life. As he drives me to the airport, there's more: the endless argumentative FOCA meetings, with Bernie sitting quietly, knowingly, in the corner. So many more Lotus stories: the twin-chassis 88, which was banned. The turbine 56B. The four-wheel-drive 63. The wild ideas, the dramas, the arguments. The characters whose paths crossed with Lotus, from Keith Duckworth to David Thieme, and the designers, from Len Terry to Gérard Ducarouge. The other drivers: Arundell and Spence, Nilsson and Dumfries, Henton and Crawford.

But Peter reserves his deepest affection for the mechanics, the Lotus people who worked so hard, with indomitable resilience and good humour, celebrating the good times, coping with the bad. "Bob Dance, Eddie Dennis, Nigel Stepney, and generations more, right down to Bob the Broom, who swept the floors: he wasn't very bright, but he had the heart of a lion. It was a huge privilege to work with those blokes, and live through it all. I had a hobby which became my job, and then my entire life. That makes me a very fortunate human being."

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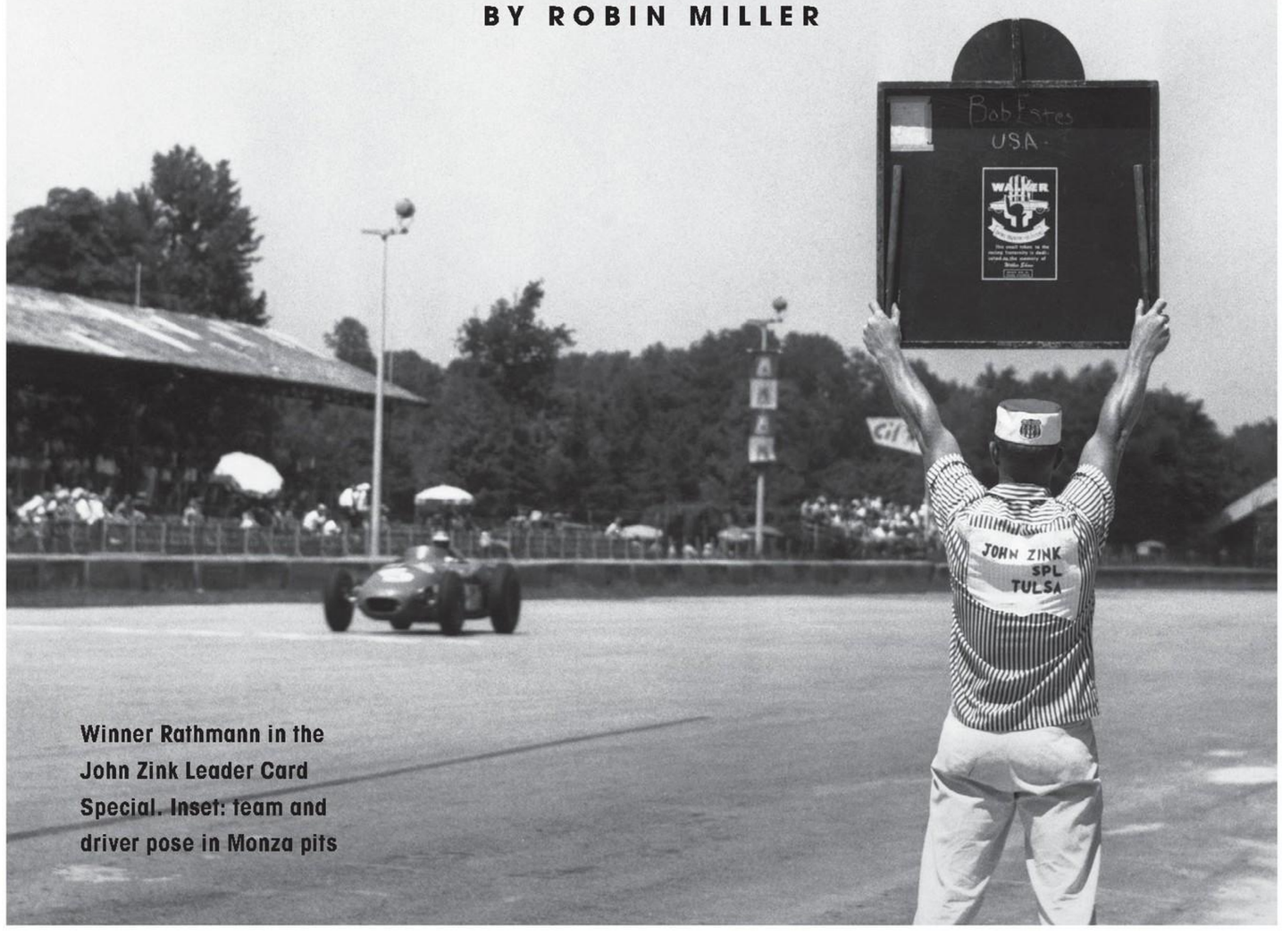




WORLDS APART

Fifty years ago the Race of Two Worlds was billed as a contest between the leading F1 and Indy stars of the day around Monza's fierce banking. In truth the event was a one-man race

BY ROBIN MILLER



Winner Rathmann in the John Zink Leader Card Special. Inset: team and driver pose in Monza pits

LAT

It was a novel, if not naïve, concept: bringing 10 of the best and bravest Indycar drivers from America to Italy to compete against an equal number of Formula 1's finest in a 500-mile race at Monza. But it sounded better than it played out because Stirling Moss and his Maserati were no match for those rugged roadsters from the United States Auto Club.

Fifty years ago this month, Jim Rathmann made quick work of the F1 contingent and his American counterparts in the second and final 500 Miglia di Monza. That 39-degree banking in the turns combined with the bumpy 2.6-mile track and ridiculous speeds played right into the strength of Rathmann and his roadster, built and prepared by A J Watson.

"It was the fastest, toughest track we'd ever seen but a lot of us were young and dumb and broke so, you know, it was just another race track to me," says Rathmann, now 79 and the oldest living Indy 500 winner. "A sprinter at Salem or Winchester scared the hell out of me but I really didn't mind Monza."

As evidenced by his domination of the event. Instead of one, long enduro, there were a trio of 63-lap heats and the future Indy winner (1960) swept all three – leading 179 of 189 laps driving his Zink Leader Card Special.

Rathmann averaged a remarkable 166.72mph,



Luigi Musso (No12 Ferrari) leads roadsters of Eddie Sachs (35), Bob Veith (9) and Jimmy Bryan (1) at start of first heat. Rathmann (5) is behind Bryan

which was more than 30mph faster than Jimmy Bryan's average in his Indy win that May.

"It was a lot of fun, for us anyway, because those F1 guys really didn't have a chance," recalls Watson, the master mechanic whose roadsters ruled Indy in the late 1950s through the mid-1960s. "Their cars just weren't very good. Not for that place."

The F1 line-up, which sported biggies such as Juan Manuel Fangio, Phil Hill, Mike Hawthorn and Moss, mustered some hope in qualifying after Luigi Musso captured the pole position at 174.653mph in his Ferrari (by contrast, Rathmann earned the Indianapolis pole at 145.974mph a few weeks before).

Fangio, in the Dean Van Lines roadster driven at Indy by a kid named AJ Foyt, wound up third quickest at 171.400mph. But his next closest ally was Moss, who started 11th in his specially-built V8 Maserati after turning 164.385mph.

Musso gave the Italians something to shout about by trading the lead with Eddie Sachs early on. Starting seventh, Rathmann had been fooled when the flag dropped.

"I thought it was some national flag and they were waving it to celebrate the race and by the time I figured out everybody was racing, I was half a lap behind and that Musso was long gone," says Rathmann with a chuckle. "But then I caught his ass and tucked him away."

Even though he drove away to a comfortable win over Bryan and Bob Veith, Rathmann was quick to credit Musso, who had finished sixth, three laps behind after giving way to Hawthorn on lap 27. "He was that guy who stood up in his seat occasionally and didn't at first wear a seat belt. I knew he was brave but he had to be crazy because that track was so rocky and bumpy. It was banging the hell out of me, I know that."

The track also took a toll on Rathmann's car during that first heat. "There was fuel running everywhere because the tank was cracked so we got some burlap and bound it around to save the tank," says Watson. "It was bumpier than a son-of-a-bitch and we had to put 2x4s under the frame where the axle hit to keep it from bottoming out."

Nineteen cars had started that initial heat (Fangio never made a lap after two cracked pistons were discovered on race morning) but only 14 were still standing when Rathmann brought the field to the green for heat number two. He led all 63 laps, as Veith, Bryan, Troy Ruttman and Moss comprised the top five.

"I was just on the gas, stroking around out there," says Rathmann. "I didn't change the car any from the first race because, when you drove for Watson, you took what he gave you."

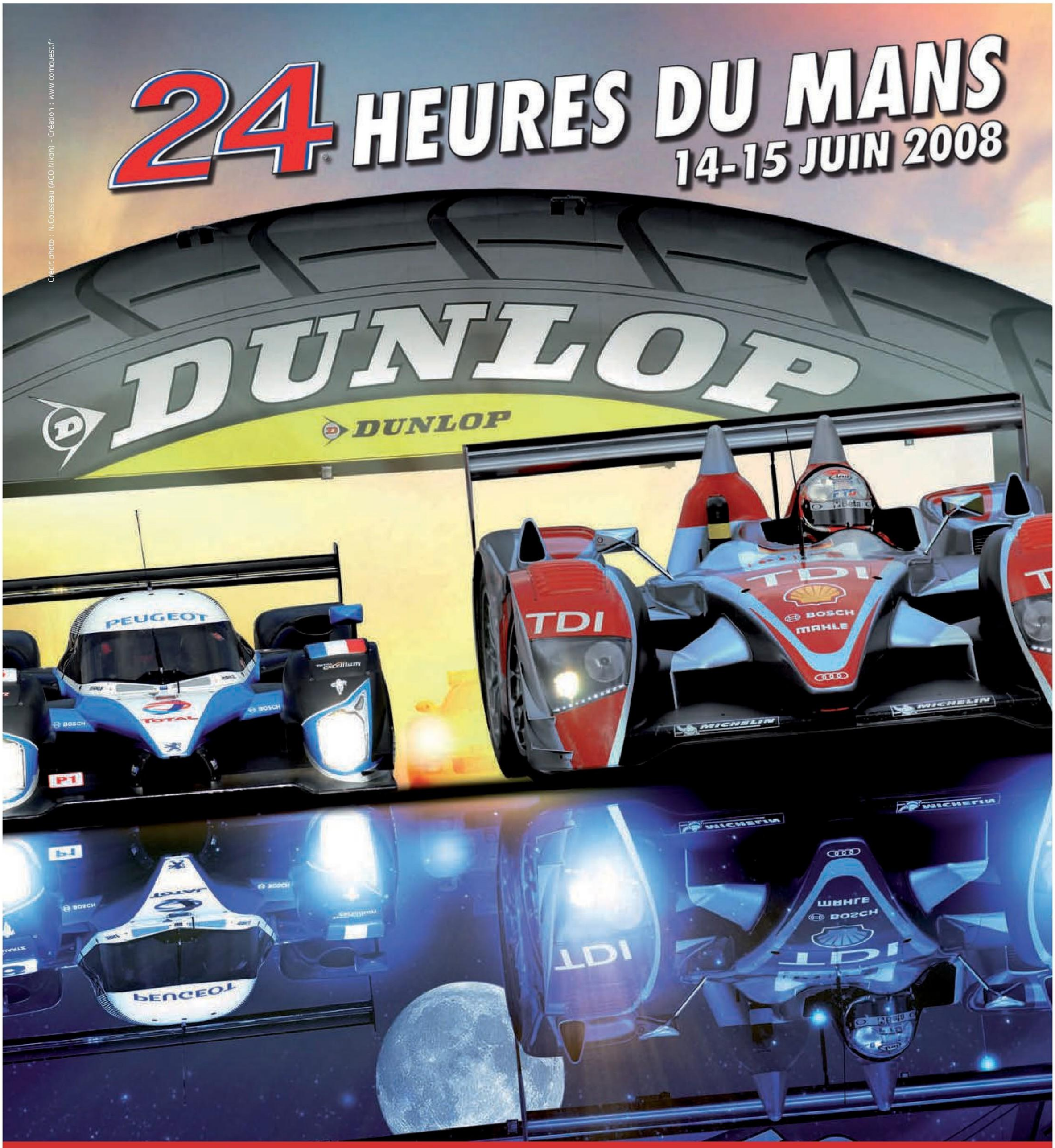
Moss managed to hold off Foyt (who had taken over Maurice Trintignant's Sclavi & Amos Special) and only got lapped once in his inferior equipment. "We all heard that Moss had a lot of talent and he showed it," says Rathmann.

When it was time for the third heat, only a dozen cars answered the bell and it was strictly a two-car battle as Rathmann lost the top spot to Bryan on lap 18, only to snatch it back and lead the rest of the way over the 1957 Monza victor.

"I only drove for Watson once and obviously it was a great experience because we never lost," says Rathmann. "I have a lot of great memories from Monza, the people were very friendly and took care of us. And that was my biggest win until a couple years later at Indy."

For Watson, it was the beginning of a great partnership: "I was working for John Zink at the time and he didn't want to take his car to Monza but Bob Wilke did so he borrowed me and my car. After that, Zink called and wanted me to move to Tulsa. I didn't want to so I called Wilke and he said he had $50,000 and wanted to go racing. That's all I needed to hear."

Watson went on to win Indy twice with Rodger Ward, sandwiched around Rathmann's win in the great battle with Ward in 1960. And Monza went back to F1 cars – although the banked circuit's days were numbered. In 1961, just three years after the second and final Race of Two Worlds, F1 took its final bow on that terrifyingly fast and bumpy banking.



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THE GALLERY

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SIX PAST MIDNIGHT

LE MANS, FRANCE – JUNE 17, 2007

"This image from 2007 depicts Gregor Fisken guiding his Aston Martin through the Esses at night. During the race's sunlight hours, this location is packed with photographers; but I decided to go in the middle of the night and was pleased to discover a lone light on the inside of the track was sufficiently bright to illuminate the strip on the side of the road, and highlight the cars well enough to capture an interesting image."

Richard's tip: shoot with a high ISO (3200 in this case) and don't be afraid to take chances.
Canon EOS1D Mark III, 500mm lens, ISO 3200, 1/60sec at f4



RICHARD DOLE

Richard, a life-long fan of sports car racing and Le Mans, has been a professional photographer for nearly 25 years. Since 1996 he's been responsible for covering sports car racing in America for LAT Photographic. Richard sees his role as that of storytelling through photography: to artistically and innovatively document a race. He enjoys presenting the viewer with thought-provoking images, by either shooting from a unique angle or capturing a previously unseen detail, and will go to great lengths to ensnare that exceptional photograph.

THE GALLERY



A GOOD BLESSING
LE MANS, FRANCE – JUNE 16, 2006

"This photograph was taken during the drivers' parade through the town on the Friday prior to the race. Capturing the week-long festival atmosphere of Le Mans is an important element of my style. The cardinal is an actor, but the Hawaiian Tropic girls are real."

Richard's tip: use a flash even during daylight to open up the shadows on your subject.
Canon EOS1D Mark IIn, 16-35mm lens, 1/250sec at f8



HEARTBROKEN
LE MANS, FRANCE – JUNE 16, 2007

"This photograph depicts Audi driver Mike Rockenfeller vainly trying to repair his damaged R10, after crashing at Tertre Rouge in 2007. The circuit is over eight miles long, and so offers a wide variety of locations from which to shoot."

Richard's tip: carry a wide variety of lenses to cover unexpected events.
Canon EOS1D Mark III, 70-200mm lens, 1/500sec at f4

THE MULSANNE

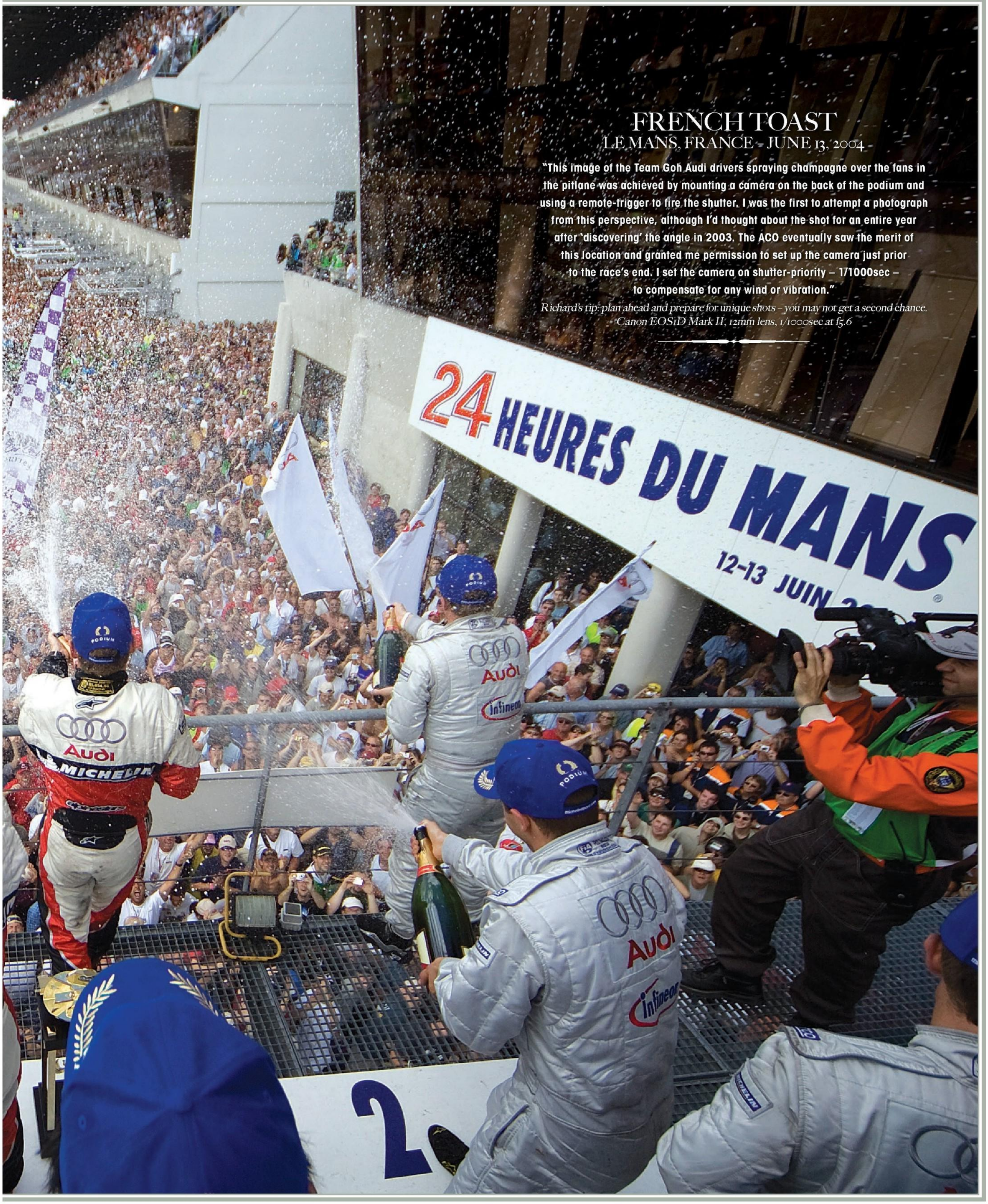
LE MANS, FRANCE – JUNE 13, 2004

"I took this image of the Team Goh Audi R8 leading a pack of cars down the Mulsanne Straight in 2004, after scaling a 40 foot-tall TV stand. The perspective from this height gave a real sense of the circuit's scale."

Richard's tip: use a long telephoto lens to compress the subject. Also, shooting from an elevated position helps to eliminate heat-haze, which can often distort images.

Canon EOS1D Mark IIn, 500mm lens and 1.4x teleconverter, 1/640sec at f5.6


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FRENCH TOAST

LE MANS, FRANCE – JUNE 13, 2004

"This image of the Team Goh Audi drivers spraying champagne over the fans in the pitlane was achieved by mounting a camera on the back of the podium and using a remote-trigger to fire the shutter. I was the first to attempt a photograph from this perspective, although I'd thought about the shot for an entire year after 'discovering' the angle in 2003. The ACO eventually saw the merit of this location and granted me permission to set up the camera just prior to the race's end. I set the camera on shutter-priority – 1/1000sec – to compensate for any wind or vibration."

Richard's tip: plan ahead and prepare for unique shots – you may not get a second chance.
Canon EOS1D Mark II, 12mm lens, 1/1000sec at f5.6







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Classic Festival will boast some 650 entries of all types

High targets for Silverstone

ROGER ETCELL, THE MAN BEHIND SILVERSTONE Classic, has pledged to make it the best motoring festival in the world and to attract 90,000 visitors to the Northamptonshire track during the three-day event.

Etcell's Motion Works operation has taken over the contract to organise and promote the event from Silverstone Circuits Ltd, and he believes he can expand it into a complete motoring festival with a high-quality classic race meeting at its core.

Etcell was speaking at the launch of the 2008 event, which runs on July 25-27, where he introduced Murray Walker as ambassador for the Classic. "It is a very special event," said Walker, who did his first BBC commentary at the 1949 Grand Prix at Silverstone. "I'm sure the event will build and build over the coming years."

The 2008 edition will feature 21 races and 650 entries with 750 drivers, and Etcell is determined to have capacity fields for most of the races. Over 130 Grand Prix cars, from the 1930s through to the '90s, will be in action, including those in an F1 quadruple, made up of double-header races for both the FIA Historic F1 Championship and Grand Prix Masters. To mark the 60th anniversary of the first GP here, a demonstration run of cars from that race will be flagged away by Roy Salvadori, the only surviving driver from the 1948 race.

Up to 24 hours of live TV coverage will be screened by Motors TV, broadcasting from 9am to 9pm on both Saturday and Sunday, while an hour-long highlights programme will run on Channel 4 during August. More details from www.silverstoneclassic.com

City-centre F1 demos planned

A SERIES OF DEMONSTRATION EVENTS for Grand Prix cars from 1988-98, some in European city centres, is the new project from David and Lorina McLaughlin at FORCE (Formula One Race Car Entrants).

The first event will be during the Silverstone Classic on July 25-27, when a dozen recent F1 cars will perform. McLaughlin expects the events to appeal to a new generation of F1 fans.

"This is about cars in their original livery," said McLaughlin. "There are more cars from this period around than people realise." The FIA Historic F1 Championship only accepts cars up to 1985.

Amon Ferrari has first race in 39 years

THE FERRARI 312 RACED DURING 1968 BY Chris Amon returned to racing after a gap of 39 years when new owner Jean-Francois Decaux contested the Monaco Historic Grand Prix in the pre-wing car.

The London-based Frenchman has acquired chassis number seven and entrusted its preparation to Rick and Rob Hall. He duly finished at Monaco, in what was thought to be the car's first race since 1969.

"This is the car of my dreams when I was a boy and I could not resist buying it," said Decaux. "For me, this is the most beautiful F1 car ever built by Ferrari."

Vatanen, Grönholm to attend Rally Show

FORMER WORLD RALLY CHAMPION ARI Vatanen is the latest star name confirmed for the Rally Show at Chatsworth on the weekend of June 7/8. Vatanen, now an MEP, will be present on Saturday as the event celebrates 50 years of the British Rally Championship. Other former British champions attending include Stig Blomqvist, Jimmy McRae, Russell Brookes, David Llewellin and Billy Coleman, while the presence of Marcus Grönholm will be another big draw for the fans.

There will be a class for MkI Escorts on the rally stage, while cars from the early days of the series will also be in action.

IN BRIEF

■ Willie Green will be in charge of selecting entries for the annual 'Circuit des Remparts' race meeting at Angoulême in France on September 20/21. Races will include pre-war sports, 1950s sports cars and Alfa Romeos, and more details are available from Green at williegreenderby@aol.com.



■ Ford GT40 racer Shaun Lynn took his Cologne Capri to victory in the Donington race for the new Touring '70s series from the Masters organisation. The new class is aimed at the Group 2 touring cars of the 1970s, notably Cologne Capris and BMW 'Batmobiles'.

■ The date for Race Retro in 2009 has been confirmed as Friday-Sunday March 13-15. The sixth running of the International Historic Motor Sport show will again be at the National Agricultural Centre at Stoneleigh Park, near Coventry.

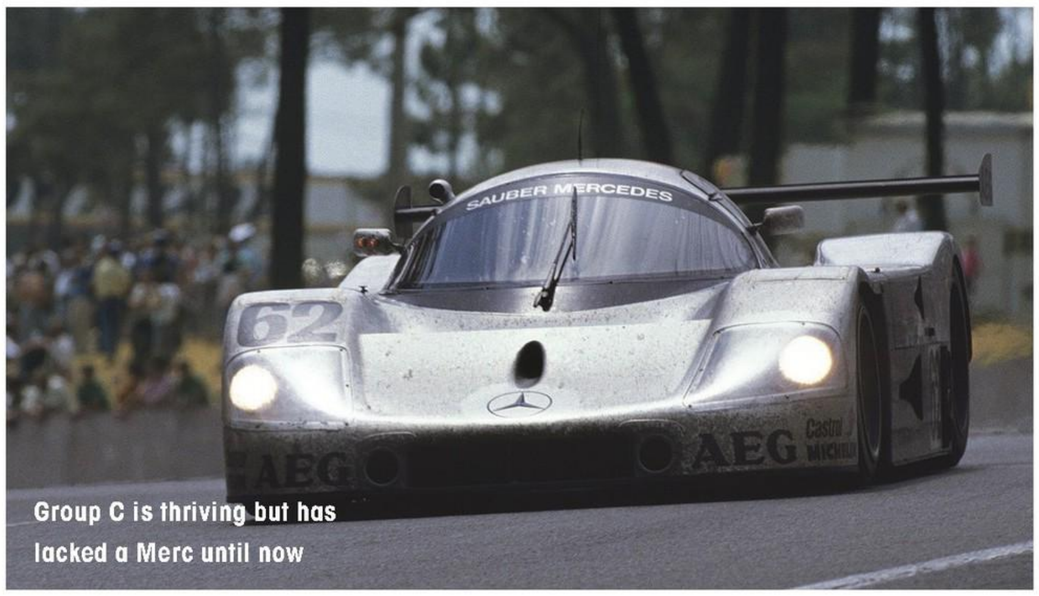


■ A new monument to Jim Clark has been erected at Hockenheim. The memorial was funded by donations (including substantial sums from Dan Collins and Clive Chapman) and was commissioned from a Cumbrian stonemason.

■ The GT and Sports Car Cup, the race series for pre-66 GTs and pre-63 sports cars, kicked off at Silverstone recently when Peter Horsman's Lotus 17 headed home a 30-car field. Run by Flavien and Vanessa Marcais, the series now heads to circuits such as Monza, Dijon and Charade before returning to Britain for a race at Donington Park in October.

■ The Nicholas Pozner Foundation, set up in memory of classic car dealer Anthony Pozner's son, will fund a student design award for the study of architecture with a particular emphasis on film. The subject was a passion of Nicholas', who was killed in a car accident in 2006. To make a donation please contact Alex Lorente at The Architectural Association, 34-36 Bedford Square, London, W1C 3ES or phone 020 7887 4074.

Historic Racing News



Group C is thriving but has lacked a Merc until now

LAT

Mercedes joins GpC

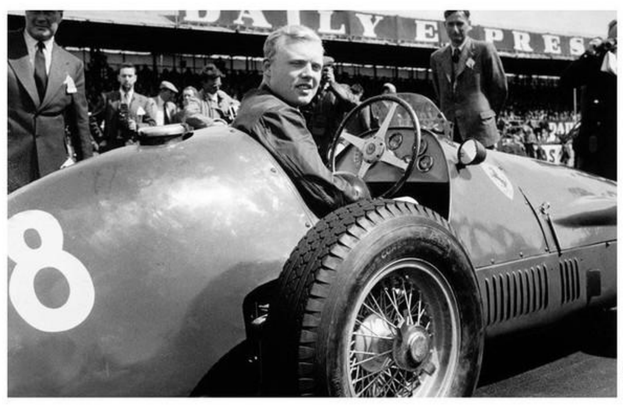
THE 'SILVER ARROW' MERCEDES C9 Group C car that took five victories in the 1989 World Sportscar Championship in the hands of Jochen Mass and Jean-Louis Schlesser will head a field of over 30 cars for the Gp C race at Le Mans on June 14.

The Group C cars of the 1980s have a successful race series, but the field has always lacked a Mercedes to rival the Porsches, Jaguars, Nissans and Spices. Now Australian racer Rob Sherrard has acquired chassis 05A from the 1989 season and plans to race it at Le Mans and then at Silverstone and Donington later in the year.

In the 40-minute single-driver race on Saturday morning at Le Mans Sherrard will go up against Mark Sumpter's 2007 race-winning Porsche 962 and the Nissans of Andy Purdie and Peter Sowerby. "The race at Le Mans will be fantastic," said Sumpter, who won both Group C races on the Le Mans Bugatti circuit last year.

The Mercedes was restored by Sauber in 1992 and then sold to Switzerland, where it remained until Sherrard bought it in March. "It's an awesome racing car with an unrivalled pedigree and to be able to race it at Le Mans is fantastic," said Sherrard, who has previously raced a Porsche 962C in the series.

Following a successful shakedown at Silverstone in mid-May, Sherrard was due to race the Mercedes at Spa in the opening Group C races of the season. In 1989, the Mercedes was recorded at a record-breaking 252mph on the pre-chicane Mulsanne straight at Le Mans.



LAT

Hawthorn cars on parade

THE LIFE OF MIKE HAWTHORN, Britain's first World Champion, will be celebrated at Oulton Park on Saturday June 14 in the annual VSCC Hawthorn Memorial meeting.

To mark the 50th anniversary of Hawthorn winning the 1958 title, the VSCC is gathering together a number of ex-Hawthorn cars, either to race or take part in a lunchtime parade. During the racing, the Hawthorn Spanish and Memorial trophies will be contested by pre-60 GP cars, while local veteran Alan Minshaw will defend his Hawthorn Trophy in his Maserati Birdcage. Hawthorn first raced at Oulton Park in 1955, in a Ferrari.

McLaren stars for Brooklands

HEIKKI KOVALAINEN WILL JOIN McLaren team-mate Lewis Hamilton at the Brooklands 'Double 12' Festival on June 28/29, a week before the British GP, along with Sir Stirling Moss.

A 2008 McLaren F1 car will be on display, while GP cars of many eras will perform, along with the Mercedes Silver Arrows display team. Named after the split 24-hour races at Brooklands, the new festival combines a concours with driving tests on the banking and the Test Hill, inspired by 1930s JCC rallies.

Competing cars range from Edwardian to recent classics. The event also incorporates the annual Reunion of the Brooklands Society, which will form grids of Double 12 cars, and the Blue Eagles helicopter display team. www.brooklandsfestival.co.uk



LAT

Remembering David Leslie

TWO EVENTS THIS SUMMER WILL commemorate David Leslie, who died in the Biggin Hill air crash on March 30.

During the Knockhill Classic Speedfair on June 7/8, a 'driver of the day' award in his name will be presented during the Sir Jackie Stewart Trophy for Formula Ford 1600s. David Leslie Senior will choose the winner.

In addition, the left-handed corner at the foot of Duffus Dip at Knockhill has now been renamed Leslie's. In the 1990s, David Leslie Racing was based at the circuit.

Meanwhile in July's Silverstone Classic, the 90-minute Group C race will be titled the David Leslie Memorial Trophy.

HISTORIC RACING DIARY

MAY 31/JUN 1 VSCC SEE RED DONINGTON PARK. Seaman Trophy event this year has a Silver Edition. Admission £15
www.donington-park.co.uk

MAY 31/JUN 1 HSCC SNETTERTON. Autosport 3-Hour race meeting. Admission £12
www.motorsportvision.co.uk

JUN 6-8 MASTERS FESTIVAL ANDERSTORP (S). Ronnie Peterson will be remembered in the first festival at Anderstorp
www.themastersseries.com

JUN 6-8 COPPA INTEREUROPA MONZA (I). The Lurani Trophy races are a high point in Formula Junior's golden jubilee
www.formulajunior.com

JUN 7/8 CLASSIC SPEED FAIR KNOCKHILL. Ferrari is the featured marque at the annual Scottish event. Admission £15
www.knockhill.com

JUN 7-10 MODENA CENTO ORE (I). Races at Mugello and Varano are part of the classic race and rally tour
www.modenacentooreclassic.it

JUN 13-15 GROUP C/GTP RACE LE MANS (F). The Group C/GTP cars support the 24 Hours
www.groupcracing.com

JUN 14 VSCC HAWTHORN TROPHIES OULTON PARK. The 60th anniversary of Hawthorn's world title. Admission £20
www.motorsportvision.co.uk

JUN 14/15 SUMMER CLASSIC SPA (B). Top Hat classes and the HGPCA pack out this new event
www.spa-francorchamps.be

JUN 21/22 VSCC HILLCLIMB LOTON PARK. VSCC action in rural Shropshire. Admission £10
www.vscc.co.uk

JUN 22 AMOC SILVERSTONE. The annual St John Horsfall meeting includes FJs. Admission £10
www.amoc.org

JUN 28/29 GRAND PRIX DE L'AGE D'OR DIJON (F). Races for the HGPCA and BRDC Historic Sports feature in this big event
www.circuit-dijon-prenois.com

JUL 28/29 HSCC SUPERPRIX BRANDS HATCH. Historic F1 and Supersports top the bill on the GP circuit. Admission £20
www.motorsportvision.co.uk

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Monaco specialist Dayton won Pre-75 F1 race by just 0.2sec in Brabham BT33. Left: Julia de Baldanza in Maserati A6GCM at the harbour. Below left: Pane (Tyrrell) is chased by eventual winner Edwards (Penske) in '75-78 F1 race

Dexter Flint



Racing fit for a Principality

The Grand Prix Historique provides more track action than modern-day F1 can usually muster, although there were some causes for concern

BY SIMON TAYLOR



Bronson (ERA) fends off Grist (Alfa) in the pre-war event. Below: Jacky Ickx demos V16 Auto Union. Bottom: Michael Willms (Ferrari 340 America) and Simon Diffey (Cooper-MG) in fierce sports car battle

Cynics say the Monaco Grand Prix now provides less of what is good about modern Formula 1, and more of what is bad. For them, the Grand Prix Historique provides a welcome antidote. Town and track have both changed more than somewhat since the first Monaco GP in 1929, but it's still magical to see and hear period racing cars battling through the narrow streets, with skyscrapers and mountains above, and yachts and blue Mediterranean below. When those cars are P3 Alfas, or Gordini T15s, or Ferrari 312s, or Matra MS120s, the years roll away and the old Monaco GP atmosphere is, very nearly, recreated. And these older cars can overtake each other, even on this circuit, so the racing is always exciting.

Every visit to a historic race meeting starts with the paddock, and the *Quai Antoine Premier* is lined with neatly ordered awnings that display the cornucopia of cars very well, with no anachronistic motorhomes or ugly trailers in sight. This event only happens every other year and, despite the huge cost of entry and accommodation, it is always very oversubscribed, so you don't get to run at Monaco unless your car is a good one. There are the inevitable Gallic problems, of course: scrutineering this year seems to be more concerned with the labelling of a driver's fireproof underpants than the safety and correctness of his car, and there is much angst when multi-spark MSD ignition, which many historic single-seaters have used for some time instead of the Lucas single-spark original, is declared unacceptable.

Saturday provides two practice sessions each, and Sunday, race day, also has a single-seater Ferrari parade. Almost half of these are from the Schumacher era, allowing the very lucrative Ferrari Clienti operation to give its wealthy customers an expensive blast around Monaco. A couple of incidents in the races proper highlight an issue which the *Automobile Club de Monaco* must tackle before the 2010 event. A 1970s Formula 1 car, for example, is an



Mixing the eras: Ferrari Corsa Clienti demo allowed '68 Amon 312 and recent F1 car to share track space



Dayton's other win of the day was in Lotus 16



John Monson (7) took his BMC to a Formula Junior victory, ahead of Tony Goodwin's Gemini (6)



McLaren, Lotus and Surtees at the hairpin

extremely serious weapon, especially around this tight and unforgiving circuit. Yet being able to own one is decided by the size of your bank balance rather than your experience and skill in the cockpit. In the big single-seater races the qualifying times of one or two drivers at the back of the grid are up to *half a minute* slower than pole, which means they are lapped after four laps. The committed driver of a fourth-placed ex-Reutemann Brabham arrives in the Casino Square to find a slowly-driven ex-Hunt Hesketh moving across on him. A collision is inevitable and the Hesketh turns over, although fortunately its driver, Lee Brahin, is only bruised. There are near-misses in other races. In future a qualifying limit, like a minimum percentage of pole time, must be set to avoid a tragedy.

The American Duncan Dayton is in scintillating form, winning both in his Lotus 16 and his Brabham BT33, the latter by 0.2 seconds after a furious pursuit by Joaquin Folch's McLaren M23. Dayton has now had seven wins in five historic Monacos. His countryman Paul Edwards (Penske PC3) vanquishes Mauro Pane's charismatic Tyrrell P34 six-wheeler in the final F1 event, which is without Bobby Verdon-Roe's ex-Hunt McLaren and David Clarke's ex-Peterson March after Verdon-Roe has a huge accident in the tunnel in practice and Clarke meets his debris. The Formula Junior race, confined to early cars that would have raced in Monaco's first FJ race in 1959, provides wonderful variety with 17 different marques. The American-built BMC of Irish cancer surgeon John Monson narrowly triumphs over the Gemini of RAF doctor Tony Goodwin, who has been racing for more than 50 years: when Jackie Stewart won the F3 final here in 1964, Goodwin was 12th.

In the pre-war event Julian Bronson, in Mac Hulbert's glorious ex-Mays ERA R4D, scores a fine win under pressure from Matt Grist's brilliantly driven Alfa P3, while the key battle in the sports car race is between Michael Willm's 4.1-litre Ferrari and Simon Diffey's tiny 1.2-litre Cooper-MG. Lap after lap the Ferrari passes on the straights, the Cooper darts past on the corners, and the crowd cheers. Afterwards Diffey reveals his contribution to the environment: he has done the whole event, both practice sessions and the race, on one tank of fuel.



Moss drove Frazer Nash just as he did in 1952

INSIDE VIEW

MOSS ON MONACO

Sir Stirling reflects on his first race at Monte Carlo, and the changes since

My first visit to Monaco was In 1950, when I won the F3 race in my Cooper 500. I was 20, and Monte Carlo seemed pretty glamorous to me, with the harbour and the royal palace and the crumpet. I led all seven F1 GPs I did here, but only won three. In 1955 in the Mercedes I was leading on lap 80, but the race was 100 laps, and it was the one time the Merc failed. In '57 I arrived at the chicane with no front brakes on the Vanwall and crashed into the wooden poles that made up the barrier then. I won with the 250F Maserati in '56 and with the Lotus 18 in 1960 and '61. Overtaking wasn't easy, but you could do it – usually under braking. In those days the braking distances were much longer than now. I liked to go up the inside and leave my braking very late.

In the Historics this year I drove Frank Sytner's Frazer Nash, like the one I drove in the sports car race here in 1952. It was a lot of fun, although it seemed over-geared to me – even in the tunnel I wasn't getting into top.

Back then there were just ordinary roadside kerbs around the track, painted white, and if someone was clipping them their tyres started to get white walls. Now they just have these silly low rounded kerbs which everybody runs over. I won't drive over them: I know it would be quicker, but I wasn't taught that way. Frankly I'd rather there was a low brick wall defining the edge of the track. Then people couldn't cut corners, they'd have to stay on line. They're all good drivers in F1, they could cope with that.

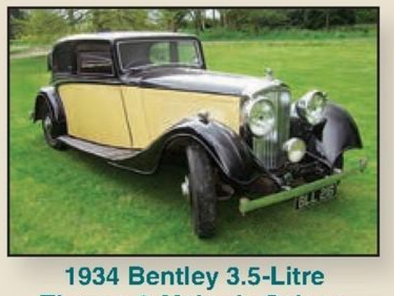
The track and its character have changed so much. The waterfront chicane used to be a left-right flick and St Devote was a fast corner, too. These tight modern chicanes interrupt the flow. The tunnel itself, remember, is very much a right-hand bend. I would have taken it flat in 1952 in the 'Nash, but now I back off a bit. It's an age thing: my balls aren't as big as they used to be.



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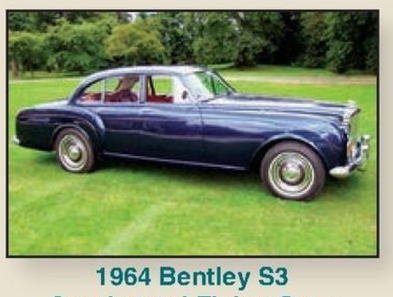
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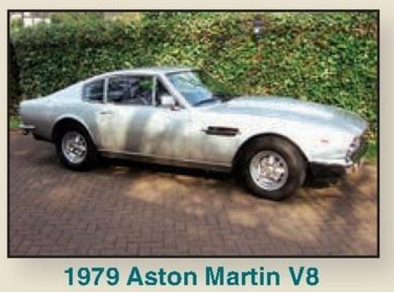

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Great Malvern in Worcestershire will be the base in 2008 for the Summer Classic Reliability Trial and Tour. The event will follow the popular and successful format of other HERO events with crews competing for Gold, Silver and Bronze medals or the Silver Gilt medal for novices. Finishers' medals will be issued to all those who complete both the Trial & Tour.

The Classic Tour is intended for those wanting a more leisurely drive whilst still experiencing the pleasures of classic motoring. Entrants on the Tour will be provided with a Road/Map Book with a suggested route, points of interest and the location of the main controls.

The entry fee will include four nights' accommodation, welcome and prize-giving dinners, lunch on the three days of the event, detailed Jogularity style Roadbook for Trial competitors, rally-plates, event souvenirs, finishers' and other awards. Open to cars made before 31st December 1981, vehicles entered in the Reliability Trial will be classed according to age, engine size and vehicle type. Later cars of interest or rarity may be accepted on the Tour.

Malvern is home to the world famous Morgan factory and entrants will have an opportunity to tour the factory on Wednesday 23rd July, the day set aside for documentation and scrutineering. The route will take crews into Wales, through the Welsh Marches and into the Heart of England. Driving Tests will include a test on the Hill Climb at Shelsley Walsh the oldest operational motorsport venue in the world. For more information contact HERO today.

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Right: Hulbert (ERA R4D) leads winner Gillies (ERA R3A) in Patrick Lindsay Memorial race. Below: Williams' Napier-Bentley won GP Itala and Lanchester Trophies race, after Geraint Owen's 35B lost lead on final lap



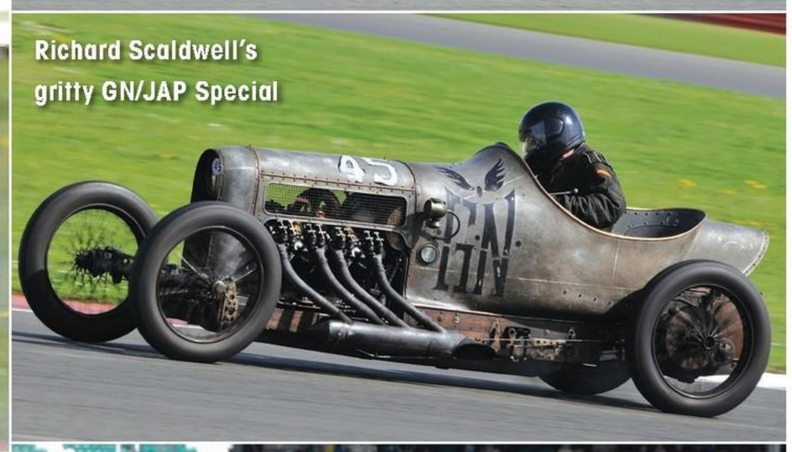
THE RITE OF SPRING

Large crowds and fierce racing helped to ensure the success of the VSCC's season-opening Spring Start meeting

BY PAUL LAWRENCE



Gary Caroline's Morgan Super Aero leads Stuart Fernside's Bentley 8-litre special



Richard Scaldwell's gritty GN/JAP Special



John Polson's Talbot 8/18 Sports leads Mark Butterworth (Lagonda V12) and Gideon Hudson (Talbot 105) in Fox and Nichol Trophy race

Even though some of the grids were disappointing, typical bravado from competitors made the opening VSCC race meeting of 2008 a splendid affair.

Anyone who doubts the ongoing popularity of racing for cars from before the Second World War would have been stunned by the Vintage Sports Car Club's Spring Start meeting at Silverstone.

Despite a woeful lack of promotion by Silverstone, the crowd was huge as a fine spring day provided the perfect backdrop to the start of the VSCC's 74th racing season. Generally the racing was excellent, though fields for the headline races were smaller than hoped. Mechanical dramas befell a number of cars in the run up to the meeting, including during qualifying, while others were understandably being saved for the Monaco Historique GP.

But that didn't deter thousands of enthusiasts from gathering, many of them arriving in their own piece of motoring history. The special vintage car park was full to overflowing long before racing started.

On track, the racing was fast and, in one or two cases, slightly too furious. David Fletcher-Jones had the luckiest of escapes when a steering arm on his Lagonda Rapier broke and pitched the car into the wall at Woodcote. David was thrown out, but walked away with nothing worse than a few scratches.

The Patrick Lindsay Memorial race is a traditional highlight, and while it was sad that just eight cars made the start, it was a bonus that half of them were ERAs. Unfortunately not among them was R5B 'Remus', the car that has now been in the ownership of the Lindsay family for nearly half a century. Lindsay's son Ludovic, entered for this VSCC race since the ERA celebration race at See Red in September 2004, went out in qualifying but a marked lack of oil pressure ended the day for 'Remus'.

Instead, Mark Gillies (R3A) and Mac Hulbert (R4D) thrilled the fans with a fine battle, which Gillies eventually won by a couple of seconds. Elsewhere, Andrew Smith won the Amschel Rothschild Trophy race for post-war single-seaters in his Cooper T43, fresh from a major rebuild.

But the star of the day was surely Christopher Williams, in the wonderful 24-litre Napier-Bentley. The cockpit inscription that claims the car to be 'the ultimate laxative' is well founded, for the aero-engined monster spins its wheels and eats its tyres at every opportunity, while belching flame from a vast bank of exhaust pipes. But Williams tamed his monster well to win the GP Itala and Lanchester Trophies race, much to the delight of the appreciative crowd.



It's not all vintage: Mason's Maserati T61 Birdcage



A touch of opposite for Justin Maeers' GN-Parker in Lindsay Trophy race

Photos by Eric Sawyer

Blackhawk Exposition

AUGUST 13th - 17th, 2008

PETER HAY GOLF COURSE

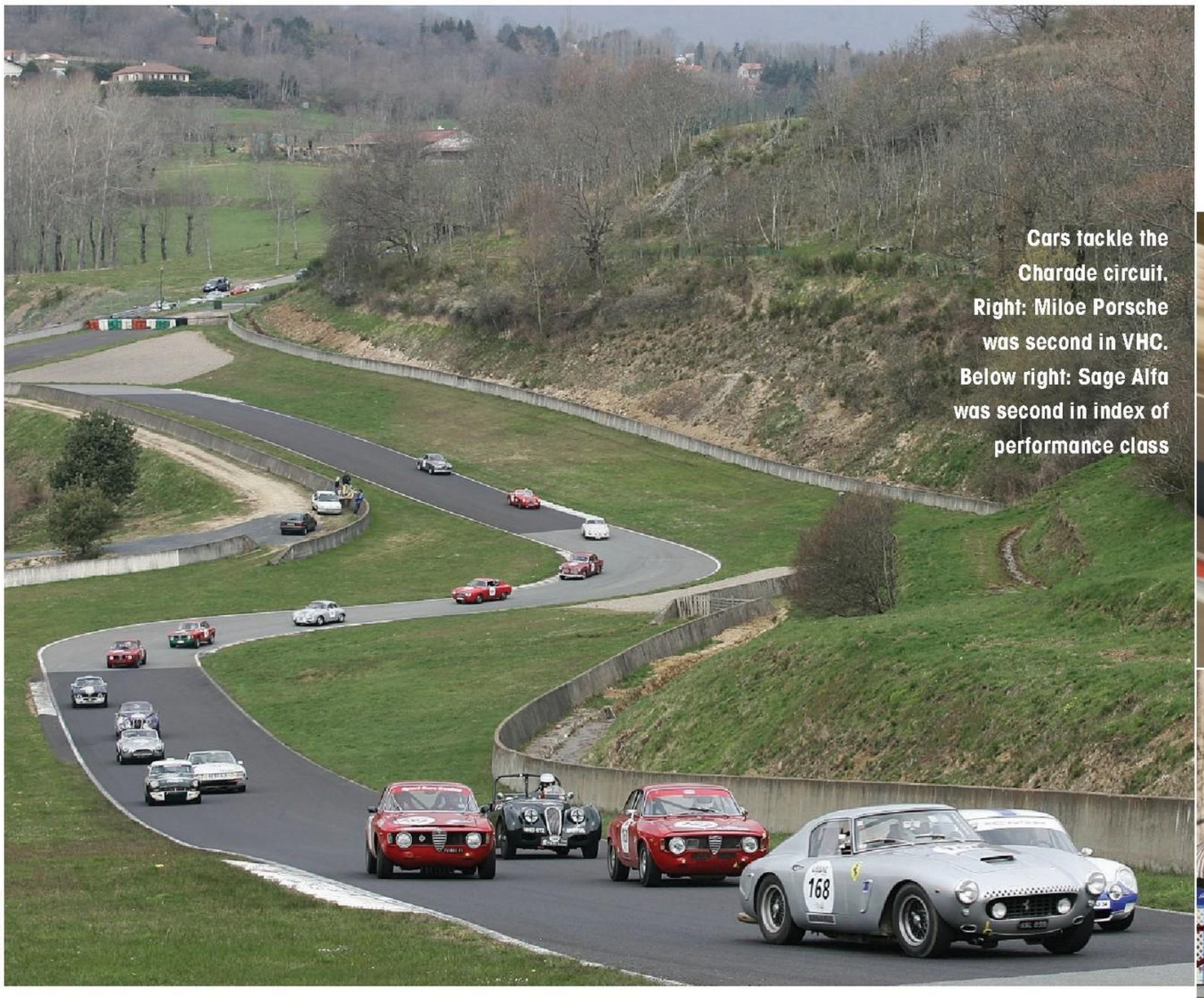
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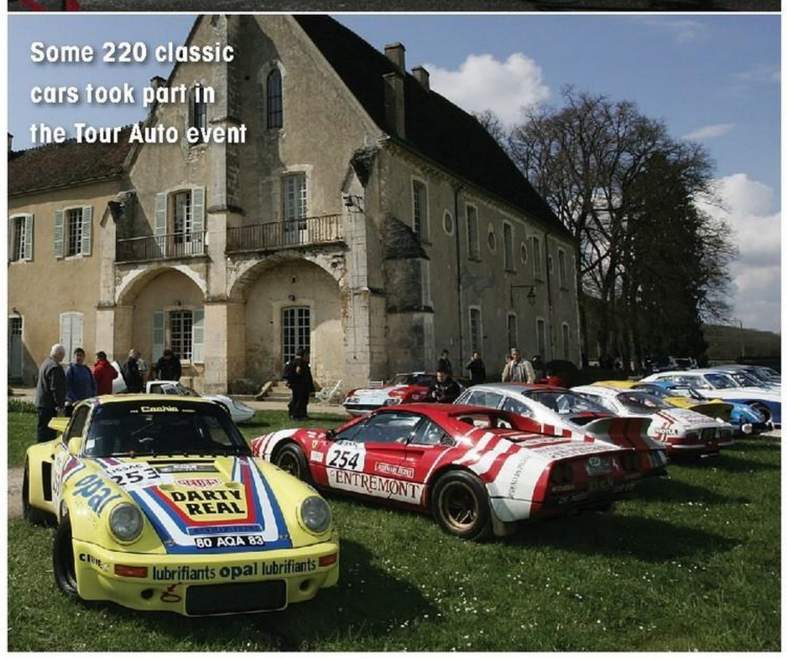


Cars tackle the Charade circuit. Right: Miloe Porsche was second in VHC. Below right: Sage Alfa was second in index of performance class

Fotorissima







Fotorissima

TOUR DE FORCE

You can go gently or you can go for it; either way a five-day bash from Paris to Marseilles is a tough test for a classic car

BY JOHNNY TIPLER

The 17th Tour Auto Lissac in mid-April involved 220 classics which travelled from Paris to Marseilles over five days. First port of call was Fontainbleu, with a stage round a Chablis vineyard. The Cobras of Shaun Lynn/Kevin Kivlochan and Mark Freeman/Bobby Bell showed early form, with Michel Billon-Rey and Jean-Luc Pennilard's 911 in hot pursuit. Around Dijon's old GP circuit Ludovic Caron/Hugo Payen's Cobra logged fastest time ahead of Frank Sytner/Simon Hadfield's similar car and Jerome and Jean-Claude Miloe's 904 GTS, moving it up to second in the VHC (performance) category. Meanwhile three-time Regularity winners Bob and Anne Linwood showed their prowess in a 911 RS.

Burgundy's Cote d'Or plateau provided a frosty start on day two, with Gerard Larrousse out front, running a Scaglietti-bodied Ferrari 612 rather than the usual Alpine. On the fast 6km stage at Beuvray, Elizabeth and Frédéric Puren in their Jaguar E-type powered ahead of the Miloe Porsche and Caron's Cobra in VHC. Lynn got back on top of VHC at Magny-Cours before the overnight stop at Vichy.

Brute power told again at the dramatic Charade circuit at Clermont-Ferrand, with the Cobras invincible on the gradients. A wet 9km stage at Sarrin was dominated by Nicolas Armengol/Phillipe Giaque's Mustang, with Claude Boissy/Bruno Coulombes' Cooper S providing a miniature counterpoint.

Stage four from Brive to Avignon included a scattering of snow on the Aubrac plateau and heavy rain before Avignon, making for uncertain grip. But the convoy of OSCA barchettas running in Regularity remained steadfast.

The next day's stage at Mont Ventoux was cancelled due to icy roads, so the entourage leapt to the Paul Ricard circuit at Le Castellet. The outcome proved crucial to the overall result as Lynn's Cobra engine gave up, to the benefit of Caron who took VHC honours. Second overall was the Miloe Porsche followed by the Michel Wanty/Jean-Pierre van de Wauwer Lotus Eleven and the Puren E-type. Stirling and Susie Moss came 34th overall in their MGB.



Caron/Hugo Cobra took VHC honours

The first cars arrived in mid-afternoon sunshine at Marseilles' crowded Borley Park, where the Linwoods claimed the Regularity prize. That discipline was clearly a Porsche speciality, as the 904 GTS of Bernard Haquette/Christian Vanlanduyt came second and the John Ruston/Jeremy Haylock 356 third. John Logan/Fred Hampton's Porsche 356 took the index of performance award, with Jean Sage/Christine Cathiard second in their Alfa Romeo 1900 and the Boissy/Colombes' Cooper S third.

Three of the Porsches were prepared by Maxted-Page and Prill; co-driving Charlie Remnant's 2.7 RS to sixth in the GHI class H category, Andy Prill said: "It was an excellent event, though the weather was against us for a couple of days and we never recovered the time lost with the route change after the Mont Ventoux stage was cancelled. Charade is a fabulous circuit, like no other, and after Classic Le Mans, Tour Auto brings out the greatest cross-section of cars of any event, plus it's run to a very high standard."

ARTCURIAL

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3



4

1/ ALFA ROMEO 6C 2500 Super Sport - 1939 • **2/ BRASIER Berline 16HP** par Marcel Guilloux - 1913 • **3/ A.C. BRISTOL** Coupé Aceca - 1958 • **4/ BUGATTI** Type 40 A - 1928

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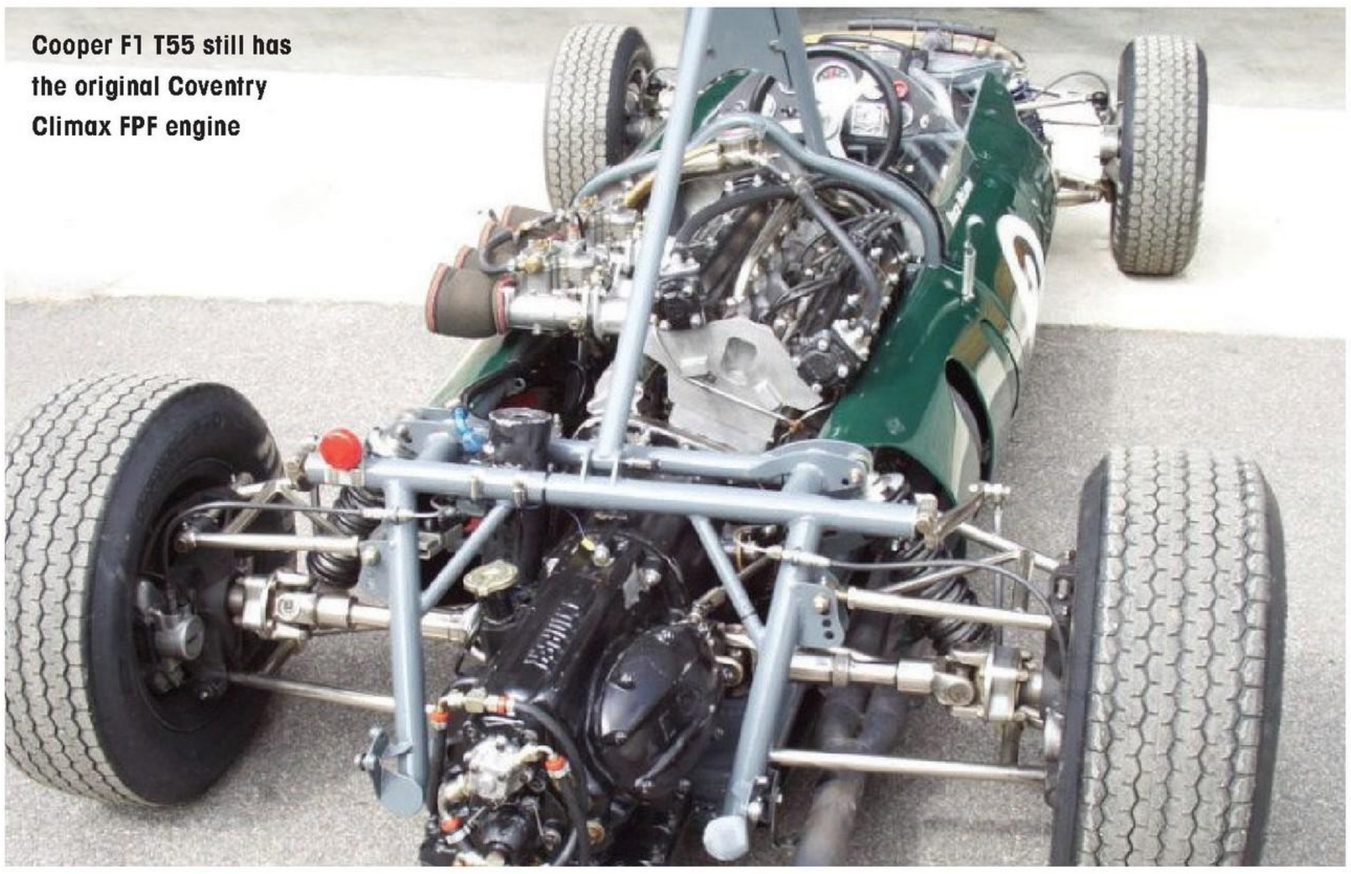
ALFA ROMEO 1900C SUPER SPRINT • ALFA ROMEO GIULIA GT 1600 PRÉPARÉE GROUPE 1 • ALPINE-RENAULT A110 1600S VB • ALPINE-RENAULT A110 1600S VC • ASTON MARTIN DB7 VANTAGE VOLANTE • ASTON MARTIN DB2/4 COMPETITION • BENTLEY S2 • BRM FORMULE 1 P201 1974 • BSA TROIS-ROUES • BUGATTI T57 GALIBIER • BUICK ROADSTER 1930 • CADILLAC SERIES 62 CONVERTIBLE 1959 • CITROËN 15/6 H • DAIMLER EL 24 LIMOUSINE 1939 • DARMONT TROIS-ROUES AÉROLUX • DEBORA PROTOTYPE LMP2, LE MANS 1993-1994 • DELAGE DM FAUX-CABRIOLET • DELAGE DI TORPÉDO • DINO 246 GTS • DINO 246 GT • FERRARI BB 512 • FERRARI 412 • FIAT 124 ABARTH • FORD THUNDERBIRD 1955 • FORD CORTINA LOTUS MK1 FORD CORTINA LOTUS MK2 • FORD THUNDERBIRD 1966 • FORD MUSTANG FASTBACK 1966 • HISPANO-SUIZA HS26 CABRIOLET VAN VOOREN • LA BUIRE LIMOUSINE TYPE 12 • LAMBORGHINI ESPADA S3 • LANCIA FULVIA 1600HF «USINE» • LANCIA FLAMINIA SPORT ZAGATO • LANCIA FLAMINIA COUPÉ PININFARINA • MARTINI-VOLKSWAGEN FORMULE 3 ORECA, EX YANNICK DALMAS • MASERATI KAMSHIN • MERCEDES-BENZ 280 SL «PAGODE» • MERCEDES-BENZ 450 SEL 6,9L EX FRANÇOISE SAGAN • MERCEDES-BENZ 170 S «PICK-UP» • MG A COUPÉ TWIN-CAM MORGAN TROIS-ROUES MOTEUR MATCHLESS • OLDSMOBILE NINETY-EIGHT SEDAN • PEGASO Z102B BERLINETTA TOURING • PORSCHE 356 ROADSTER • RENAULT SPIDER • ROLLS-ROYCE SILVER SHADOW II • ROLLS-ROYCE CORNICHE • TALBOT T120 COACH • TALBOT T26 CABRIOLET PAR GRABER

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MAISON DE VENTE AUX ENCHÈRES - AGRÉMENTS N° 2001-005



Cooper F1 T55 still has the original Coventry Climax FPF engine

Bruce's T55 for sale

1961 McLaren Cooper going under the hammer

It was on May 19 1957 at the Monaco Grand Prix that Cooper, the small family firm started by Charles and John Cooper, began to change the face of Formula 1 forever. After Stirling Moss decided that a trip through the chicane, rather than round it, was a good idea, a quite remarkable amount of debris was spread across the track taking out Brooks, Hawthorn and Collins. Fangio tiptoed his way through the debris and went on to win. However, the talk of the day was that a rear-engined Formula 2 car, driven by Jack Brabham, had managed to finish sixth.

Once Moss won the 1958 Argentine Grand Prix in a privately owned, rear-engined Cooper and Maurice Trintignant did the same in the next race at Monaco, the future of F1 racing changed forever.

Front-engined F1 cars were to become a thing of the past and Cooper went on to win the 1959 World Championship with Brabham in a T51. The small British firm continued to dominate Grand Prix racing, winning the championship again with Brabham in 1960.

But in 1961 the engine rules changed and the team struggled. However, Bruce McLaren



McLaren was third in the 1961 Italian GP driving this car

managed to finish second in a non-championship race at Aintree and third at the Italian Grand Prix in the car which RM Auctions is selling at Monterey on August 15-16, with an estimate of £75-100,000.

The T55 was campaigned by Bruce McLaren throughout the 1961 season and was driven in various races in '62 by Tony Maggs and John Lowe. It has the original Coventry Climax FPF engine, although currently fitted with 2-litre pistons and liners, and has the original six-speed Cooper Jack Knight gearbox.

Despite problems, Bruce managed to finish seventh in the Drivers' Championship alongside a certain Jim Clark, and actually beat his

AUCTION DIARY

Our pick of the upcoming sales and the items you can't afford to miss

JUNE 5 THE CLASSIC AUCTION COMPANY, Classic and Prestige Cars, Automobilia and Transport Collectables, Severn Hall, Malvern, Worcestershire, Tel: 01684 562213



STAR LOT
1958 MGA RALLY CAR, ESTIMATE: $20-25,000

JUNE 7 BCA, Brooklands Tradition, Surrey, Tel: 0845 600 6644

JUNE 7/8 H&H, Classic Auctions, Loseley Park, Guildford, Tel: 01925 730630

JUNE 14 RM AUCTIONS, The MacPherson collection, Joe's Garage, Tustin, California, USA, Tel: 001 519 352 4575

JUNE 15 BONHAMS, Collectors' Motor Cars and Motorcycles Auction, Waterloo, Sydney, Australia, Tel: 020 7468 5801

JUNE 16 BARONS, Classic Italia, Classic and Collectors' Motor Cars, Esher Hall, Sandown Park, Surrey, Tel: 0845 430 6060

JUNE 20 BONHAMS AND BUTTERFIELDS, Belmont Festival of Cars, Newport, Rhode Island, USA, Tel: 001 212 644 9001

JUNE 21 BONHAMS, R-REC Summer Vintage, Northamptonshire, Tel: 020 7468 5801

JUNE 27-29 RM AUCTIONS, The Astor Collection, The Astor Classics Event Center, Anaheim, CA, USA, Tel: 001 519 352 4575



STAR LOT
1922 AMILCAR CC15 SPECIAL, ESTIMATE: £8-12,000

JULY 2 BRIGHTWELLS, Classic Cars, Leominster, Herts, Tel: 01568 611122

JULY 5 COYS, Fine Motor Cars, Blenheim Palace, Oxon, Tel: 020 8614 7888

JULY 11 BONHAMS, Goodwood Festival of Speed, Chichester, Sussex, Tel: 020 7468 5801

JULY 21 BARONS, Classic Americana, Esher Hall, Sandown Park, Surrey, Tel: 0845 430 6060



STAR LOT
LISTER BRISTOL (BARN FIND), ESTIMATE: £50-70,000

JULY 22/23 H&H, Pavilion Gardens, Buxton, Derby, Tel: 01925 730630

JULY 26 BONHAMS, BRDC Silverstone Classic, Porsche and Lotus Collectors' Cars, Northamptonshire, Tel: 020 7468 5801

AUGUST 2 VINTAGE MOTOR CARS, Meadow Brook Hall, Rochester, Michigan, USA, Tel: 001 860 399 2311

team-mate 'Black' Jack Brabham for the first time. This is a great chance to own a car that is not only an intricate part of Cooper's history, but was also driven by one of the most charismatic racing figures.

Back on this side of the Atlantic, Brightwells is selling a 1938 Lagonda V12 short-chassis saloon on July 2. It boasts a racing connection in as much as it was first owned by the Hon Dorothy Paget, who was the financial backer of Sir 'Tim' Birkin's Bentley racing team in 1930. In 1935 Alan Good, the Lagonda boss, addressed a selection of engineers which included W O Bentley, who had just finished a five-year contract with Rolls after he sold his famous marque to the company and was kept on to ensure he wouldn't become a competitor.

Good said, "We are going to build the best car in the world and we have just two years in which to do it. That is your part of the job – mine is to find the money." The result? The Lagonda V12. This one is being sold with an estimate of £70-90,000.



Lagonda V12 first belonged to the Hon Dorothy Paget

Eighty miles south of Hatton and the Brightwells sale, H&H is holding an auction at Loseley Park, Guildford, on June 8 at which it is selling an interesting Bugatti Type 57.

Invoiced to Bugatti's Swiss agency, Bucar SA, on September 19, 1936, chassis 57443 was dispatched to Carrosserie Graber and is believed to be a one-off commissioned by its first owner, an architect. While it is usually the show-stoppers of the 57 range which grab the eye, this is a well-proportioned and handsome four-door saloon example of the most comfortable and usable of all Bugattis. It carries an estimate of £100-120,000.

So into the summer months we go. The racing schedule gets busier and classic road cars are pulled out of garages after sitting out the winter months. This is the time that auction houses expect people who don't have a classic to go out and buy one, so expect to see some good results over the coming months. Ⓜ

AROUND THE DEALERS

Competition cars currently for sale here and abroad



1961 BRM P57/3

Chassis number P57/3 was the factory Grand Prix car raced by Tony Brooks, Graham Hill and Tony Marsh in 1961 and '62. The chassis, body, engine and gearbox are all original and have all been sympathetically restored and prepared for racing. The engine (56001) has also been freshly rebuilt. The car has recently competed in the Monaco Historique and the Goodwood Revival (demoed in the hands of Damon Hill), and is eligible for historic events around the world.

POA, www.taylorandcrawley.com, Tel: 020 7823 2599



ASTON MARTIN DBR4

Four DBR4 GP cars were built in 1959 for Aston Martin's entry into Grand Prix racing with Roy Salvadori and Carroll Shelby. Powered by a 2.5-litre straight six engine, the DBR4 turned out a remarkable 280bhp. Chassis 03 is one of only three cars in existence today and is in full working order.

POA, www.speedmastercars.com, Tel: 01274 659336



LANCIA FERRARI LC2

Chassis 007 was originally built for the 1983 World Endurance Championship and ran as a full Lancia works team car for three seasons – 1983-85. It was upgraded each year and was sold by the Martini team at the end of '86. The engine was rebuilt in 2003 and the transmission in '04.

£299,950, www.oakfields.com, Tel: 01256 762415



JAGUAR E-TYPE 3.8

A competitive semi-lightweight racer, this E-type has aluminium wheel arches and bonnet. The car was raced from 1985-95 by Paolo Lado and won an Italian championship in 1988. The car has been raced as recently as 2002 in the Inter-Europe Cup and came first in the 100 Hours of Modena.

POA, www.luzzago.com, Tel: +39 030 2411 531

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Auction results

What happened to the latest classic cars to go under the hammer



APRIL 25/26
SEIDEL AND FRIEDRICH, Porsche Automobilia
- 1954 Mille Miglia trophy: £10,950

MAY 3
WORLDWIDE GROUP, HOUSTON
- 1934 Grand Prix Bugatti Type 59: £390,800
- 1928 Grand Prix Bugatti Type 37A: £343,040

MAY 10
COYS, MONACO
- 1959 Abarth 750 Bialbero Record Monza: unsold
- Maserati MC12 Corsa: £1.13m



- 1990 F1 Tyrrell-Ford ex-Jean Alesi: £140,000

BONHAMS, MONACO
- 1932 Bugatti Type 55, raced at Le Mans: £1,655,000

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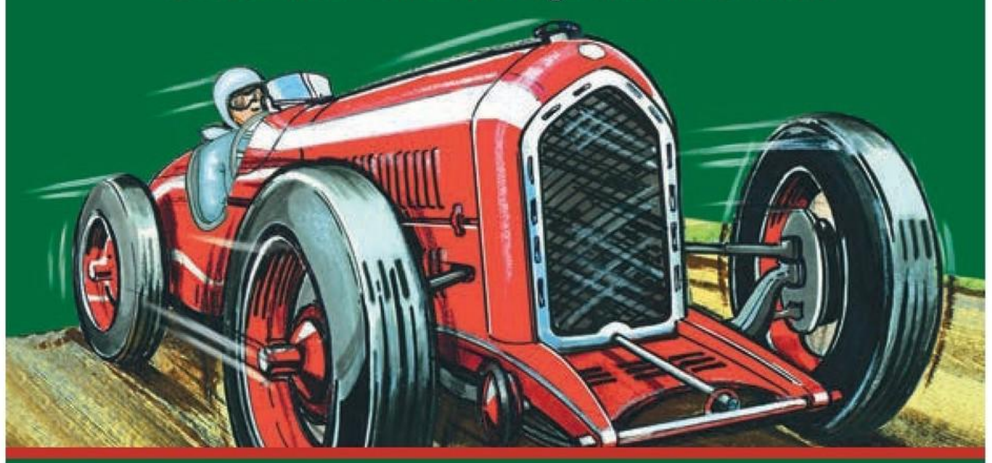
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Children under 16 free of charge when with an adult



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1924 Bentley 3 – 4½

An original Park Ward bodied 3 Litre Bentley fitted with the more powerful 4½ Litre engine. So unusually for such a conversion, the original 3 litre engine still accompanies the car. The previous owner regularly used the Bentley for long distance touring including trips to Ireland and France with the history file containing the kind of invoices required to ensure such reliable long distance touring and, as such, this 3-4½ is one of the most pleasant Vintage Bentley's we have driven.

CURRENT STOCK

1934 Alvis Speed 20

1971 Chevron B16

1924 Bentley 3 – 4½ Litre

1959 Ferrari 250 GT

1966 Ferrari 275 GTB 'NART' Spyder

1969 Ferrari 365 GTC

1972 Ferrari 365 GTB/4 'Daytona'

1973 Porsche 911 2.7 Touring

1972 Porsche 911 S/RSR 3 Litre

1964 Porsche 904/6

1988 Porsche 962 (Dayona winning Miller Car)

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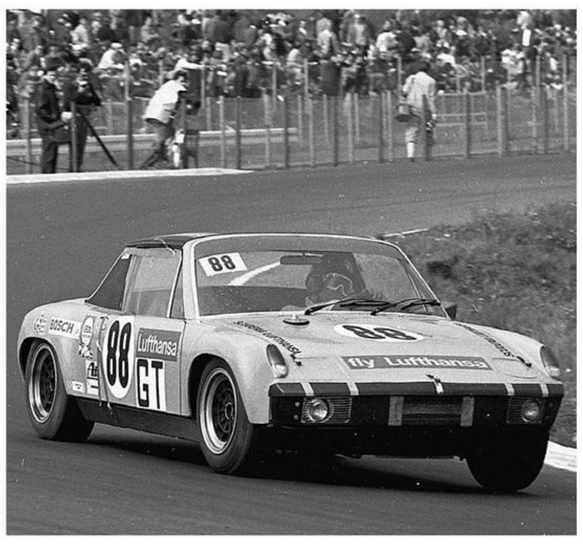
PORSCHE 914/6

It screams '70s cool and corners on rails – it's just a shame about the gearbox. But this Porsche/VW love child wasn't so well received at its birth

BY RICHARD HESELTINE
PHOTOGRAPHY BY MATTHEW HOWELL

There's fact, and then there's opinion. Rarely are the two the same. By means of a wholly inadequate segue, take the Porsche 914. When it was new, motoring hacks couldn't wait to uncork their bottles of vitriol and share the hate. They railed that this mid-engined weirdo looked a mite funny and was little more than a receptacle for Volkswagen cast-offs. A cynical marketing ploy masquerading as a proper sports car, a crude attempt at cross-pollinating two divergent brands into one decidedly average whole.

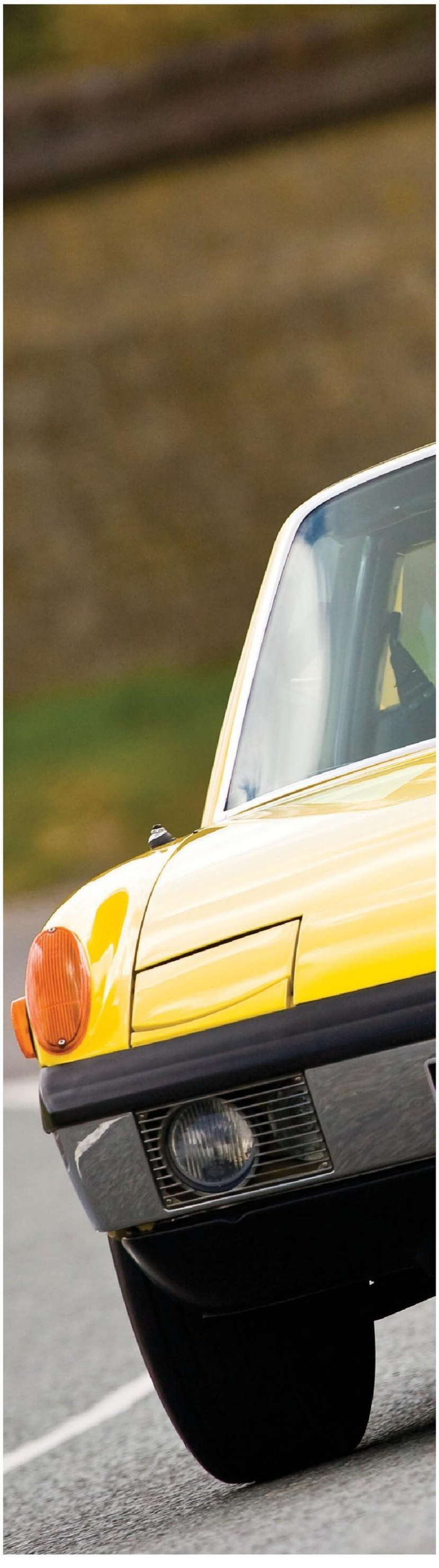
Think we're exaggerating? *Sports Car World* sneered: "If a 911 is that multi-faceted ice-cold diamond Liz Taylor wears to the opera, the 914 is your psychedelic enamel plaque on a leather thong for your dance at the electronic bubble bath drive-in." Quite. *Sports Car Graphic* meanwhile tuned in, turned on and dropped off: "It looks like a whole new bag for Porsche, this transformation from beauty to beast. And they hope it doesn't have an ephemeral effect. However, if the Volkswagen Beetle is any indication, beauty is only the outer epithelial layer of the external integument that is derived from the embryonic epiblast." Right on, er, daddy-o.



Take a trip to the present, and reaction to the 914 is altogether different. It's cool and groovy, layered with hipster gravitas that looks so new-found but perhaps was always there. Consider that in just six years production ran well into six figures. What's more, it proved hugely capable both trackside and on the rally stages. A duffer, you say? It doesn't look so bad from here.

But in order to understand this much misunderstood device, it's worth remembering why it was built in the first place. Porsche and Volkswagen have long been inextricably linked, and by the mid-'60s the latter was in dire need of a replacement for its flagship Karmann-Ghia. Porsche was looking for an entry-level model: a joint venture seemed an expedient fix. In Ferry Porsche's own words, the car was born "from the realisation that we needed to broaden our programme at a less costly level and that we couldn't do it alone". That VW's then-chairman Heinz Nordhoff was closely linked to the Porsche family ensured that they didn't have to.

Yet an independent styling house bore responsibility for creating this brave new world. Gugelot Design of Neu Ulm was handed a brief outlining how the new car should 'resemble neither a Porsche nor a Volkswagen'. It didn't, instead drawing heavily on a stillborn BMW project created some years earlier by the same firm. The 914 was conceived as a monocoque with four bulkheads to reduce flex. The glassfibre Targa roof, once removed, could be stowed in the rear boot compartment without disrupting luggage space, being virtually the same shape as the bootlid. The engine was lifted straight »»





The 914 was designed to bridge the gap between Porsche and VW. Left: Robert Huhn/Guenther Schwartz 914/6GT was second in class at 1970 Nürburgring 1000kms

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Sportier 914/6 has a top speed of 123mph, compared to 102mph in the basic model. Below: interior is cool but sombre



out of VW's dumpy 411 but turned around to be mid-engined, along with a five-speed 'box. The 1.7-litre air-cooled flat four produced a heady 80bhp, meaning MG Midget-baiting acceleration (0-60mph in 14.6sec) and a top end of 102mph. Its more powerful sibling, the 914/6, received the carburettor-fed two-litre flat six from the 911T and proved considerably faster – naturally – at 123mph and 0-60mph in 8.3sec.

Suspension aped the 911: MacPherson struts and torsion bars up front, semi-trailing arms and coil springs out back. Spring rates were set on the hard side of firm so to begin with anti-roll bars weren't deemed necessary. Outside contractor Karmann supplied the bodies with the four-cylinder cars being assembled at Volkswagen's Wolfsburg facility, its bigger-engined sibling at Porsche's Zuffenhausen plant.

Then the problems started. Nordhoff unexpectedly died in early 1968. His successor Dr Kurt Lotz had no links to Porsche and felt that the sports car constructor had no rights to the design (there had hitherto been only a verbal agreement) if it was unwilling to contribute towards tooling costs. Ultimately a compromise was reached but the project was already soured. Appearing at the 1969 Frankfurt Motor Show, reception from the public at least was positive, if not in the UK. By the time sales tax and import duties had been taken into account, a 914/6 cost £3475 – almost 50 per cent more than a Jaguar E-type. Even the four-banger version was only £1214 cheaper. And they were only ever offered in left-hand-drive, although Crayford Auto Developments would convert customers' cars to right-hookers for £550. Only 13 punters bothered.

Just to heap on the misery, the 914 suffered from something of an identity crisis, with both variants being badged and sold as Porsches in the US and in mainland Europe as Volkswagen-Porsches. Aficionados baulked and it was only in North America where the car really excelled, for all the potshots taken by the media.

In a bid to boost the bigger-engined car's reputation as a serious sports car, Porsche instigated a competition programme. The result was the 914/6GT that was offered in three distinct iterations: a customer car for competition/fast road use; a pure racer developing around 220bhp and a rally edition producing 160bhp. The first of the 12 works GTs was completed in October 1969, the model making its debut at the following May's Nürburgring 1000kms where the four-car factory equipe managed second, third, fourth and fifth in the two-litre GT class.

Altogether more remarkable was the tiddler's performance at Le Mans a month later. While Hans Hermann and Richard Attwood secured Porsche's first outright win aboard their 917K, Claude Ballot-Léna and Guy Chasseuil put in a magnificent effort to finish sixth and take class honours in their Sonauto entry. Granted there were only seven cars classified as finishers but it was still a remarkable achievement for what was essentially a lightly modded road car. August's Marathon de la Route – all 84 hours round the Nürburgring of it – was a 914/6GT benefit, with the works squad finishing 1-2-3. »»



Production numbers for the 914 ran into six figures. Right: 914/6GT was a Daytona class winner in '71. Jacques Duval/George Nicholas/ Bob Bailey won in No5 car

A year on, the 914/6GT cleaned up in class at the Daytona and Sebring enduros, while Peter Gregg and Hurley Haywood took victories at Virginia International Raceway, Bridgehampton and Summit Point en route to lifting the inaugural IMSA GTU title. Closer to home, the three-car works squad gave the GT its rallying baptism on the '71 Monte Carlo rally, the sole survivor of Björn Waldegård and Hans Thorszelius coming home third behind two Alpine-Renaults. It wasn't a happy team, though, as evinced by *Motor Sport's* review of the event: "Though their drivers were against the idea, the Porsche hierarchy decided to enter three of their mid-engined 914/6 cars instead of the rear-engined 911s which had bought them success on three previous occasions. The cars displayed neutral handling characteristics, and this was not at all to the liking of Waldegård, [Ove] Andersson and [Gerard] Larrousse, all of whom realised they would be unable to utilise the very safe tail-swinging tactics with the 914/6."

There would be wilder prototypes with larger six – and even eight – cylinder motors, but Porsche's interest soon waned. The 914/6 was dropped in October '72 after just 3360 had been made, its place as range topper being taken up by the new 91bhp 2-litre (variously badged as S, SC and 2.0) four-banger. By September '73, the 1.7-litre unit of the entry-level car was enlarged to 1795cc, the 914 range surviving for a further two years before being killed off in favour of the 924. Some 115,596 had been made.

All of which leads you to suspect that the initial press reaction was way off base, but you can understand some of the hostility on driving a poverty-spec edition. The 914 was intended as the cadet branch of Porsche and the luxury wing of VW: both aims are disparate for all the shared DNA. Thing is, the 914/6 is a proper sports car.

A compelling one, too. For all the period charm – Fuchs alloys and Chrome Yellow hue anchor it to the early '70s – this is a practical design, one that has aged remarkably well. Less so inside. Cabin space is remarkably generous thanks to the flat floor and bountiful width, but the various textures and black vinyl lend it a slightly funereal air. As on the early four-cylinder cars, the 914/6's passenger seat doesn't move, being moulded in one piece with the trim panel that covers the rear bulkhead. The driving position is slightly skewed, the floor-mounted pedals being predictably offset.

Where you really appreciate the 914/6 is on testing switchbacks. While not particularly fast in a straight line, it's only when you're taking advantage of the short gearing at elevated revs, swallowing whole sequences of bends in third and fourth, that you value its composure. Turn in is crisp, even if you're aware that there's little weight over the front wheels, and body roll is barely perceptible unless you're trying *really* hard. Let off the gas and the front end tucks in towards the inside of the turn. You drive a 914 by small steering movements, the ZF rack and pinion set-up being light but direct even if it does need a little extra guidance on the straight ahead.



"For all the period charm this is a practical design, one that has aged extremely well"

What lets the car down is the gearbox. It's not terrible but it's not much else either. There's no spring bias so guiding it between planes leads the uninitiated to grandma the odd shift: the lever tends to flop around between cogs during gentle changes.

But let's not end on a negative. Though blighted by ill-informed prejudices, the 914/6 is a real Porsche, one that nowadays exerts almost 911RS levels of arm and leg costing to restore. But then so few were appreciated in period that a fair number were binned. As the new adage goes, the only difference between kitsch and cool is about 30 years. Its time has come. Ⓜ

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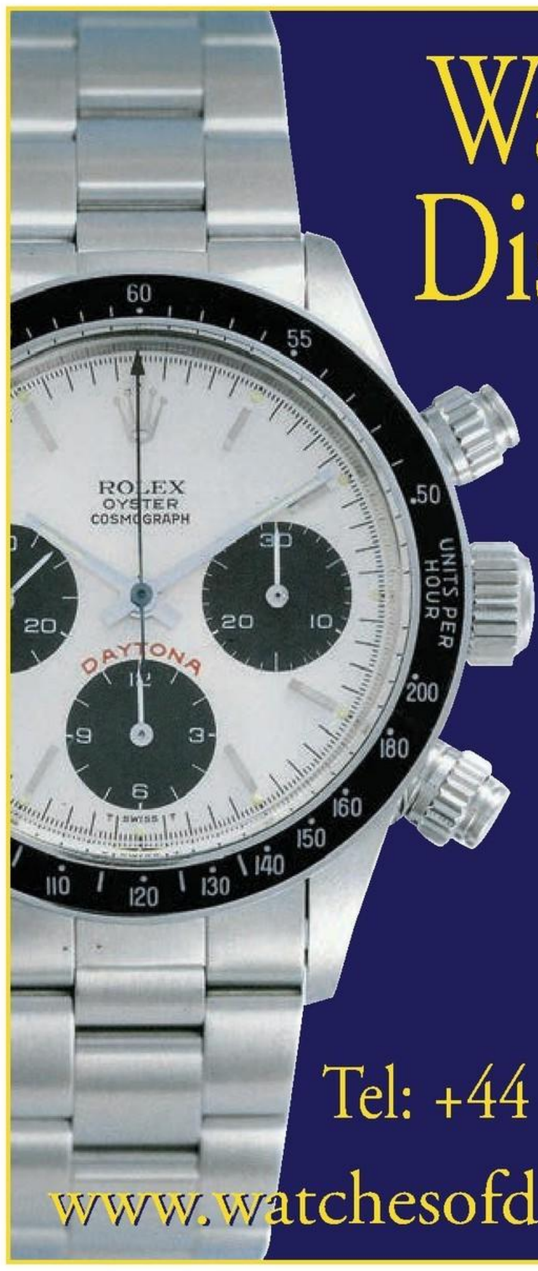
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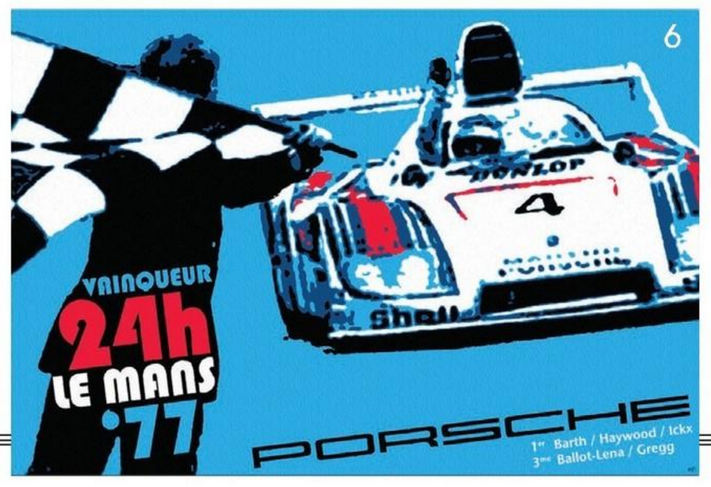
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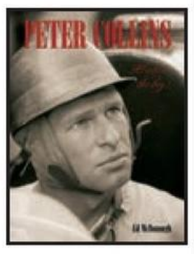
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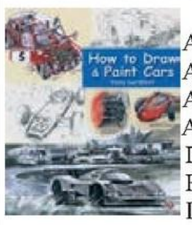
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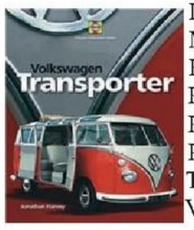


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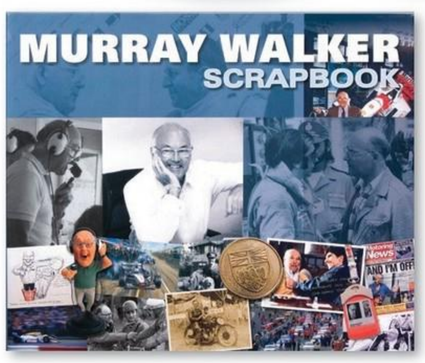
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Reviews





MURRAY WALKER SCRAPBOOK

MURRAY WALKER AND PHILIP PORTER

After the success of *The Stirling Moss Scrapbook 1929-1954*, which we hailed as "never less than interesting and frequently fascinating" in our November 2007 issue, hopes were high for the book on the ever-charismatic Murray Walker.

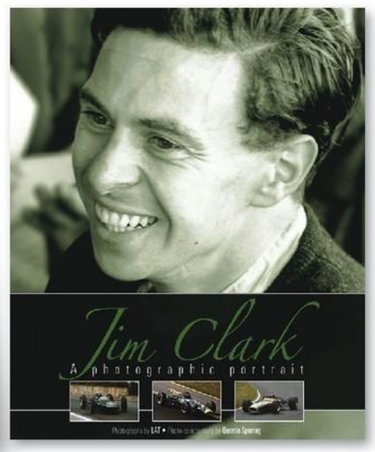
Of course the scrapbook includes some of his more famous Murrayisms such as "Mansell is slowing down, taking it easy. Oh, no he isn't! It's a lap record!" But it is the kind words from the sport's leading figures that really give you an idea of what makes this man from Birmingham tick. It is, you'll find, motor racing, in any shape or form.

The book charts his move from "son of Graham Walker", the exceedingly quick motorcycle racer, to one of Formula 1's most famous voices (and faces) in an eclectic mix of photos, letters, newspaper clippings and memories. Indeed, one of the surprises is just how wide-ranging Murray's interests are.

It is a book that you'll be hard-pushed to read cover to cover as the jumps between eras are sometimes a little confusing, so perhaps this shouldn't be bought as a biography, but as a celebration of the great man.

As Lewis Hamilton so rightly says, "Murray was The Man". **EF**

Published by Porter Press International, ISBN 978 0 9556564 5 3, £34.95



JIM CLARK, A PHOTOGRAPHIC PORTRAIT

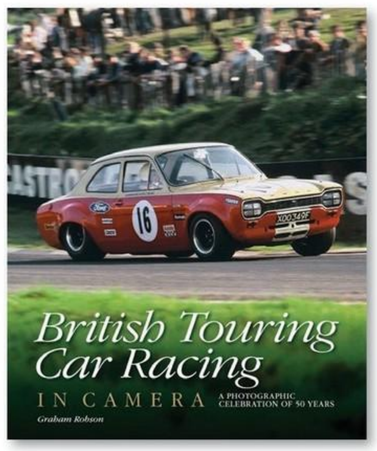
QUENTIN SPURRING AND PETER WINDSOR

The phrase 'photographic portrait' can be a get-out for the lazy publisher. Not here. Each photo gets informative captions by racing journalist Quentin Spurring, while the book opens with a meditation on the man by journo and commentator Peter Windsor. He met Clark, so his analysis includes a personal element. One tale tells a lot: when he complimented Clark on another textbook win, the Scot replied that it wasn't a perfect race – he touched a kerb because he was thinking about the headache he had.

After an outline of his early racing, each of his nine years in F1 gets a chapter, with a short scene-setting text. The photos are large and some are stunning, with a good deal of personal stuff. There is plenty here I'd not seen – like Jim downing a tot while Graham Hill looks on in kilt and tam-o-shanter. And of course Clark's range of mounts makes for a healthy spread of car types – a problem for books on today's drivers.

This would make a fine companion to Eric Dymock's perceptive biography of a brilliant driver who was also so cool he could look good in a cardigan. **GC**

Published by Haynes, ISBN 978 1 84425 501 6, £30.00



BRITISH TOURING CAR RACING IN CAMERA

GRAHAM ROBSON

To celebrate 50 years of British Touring Car racing, Graham Robson has put together a photographic record of the spectators' favourite championship.

Sadly, what he hasn't done is capture the excitement, drama or wheel-to-wheel rivalry the BTCC is famous for. Using a lot of press and PR photos means a bias towards a few teams – 23 straight pages of the dominant Astras, anyone?

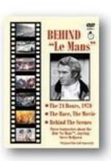
Although the book's chapters are based on periods of time, there is a confusion of dates within each one. On one page alone the pictures jump from 1991 to '99, while captioning is factual and dry. Image quality and colour reproduction don't help either. Far too many are dark, out of focus and generally of too poor a quality to do justice to this spectacular sport.

This is a missed opportunity for fans of this ever-evolving championship, for whom it should be something to look back on and enjoy time and again. This hastily assembled and costly book won't last past the first skim through. **DC**

Published by Haynes, ISBN 978 1 84425 469 9, £30.00



LA COURSE DE CÔTE DU MONT VENTOUX
Maurice Louche. Every year of the spectacular French hillclimb from 1902-76, with complete results tables. Hundreds of terrific photos, from Brasiers on gravel to Porsches on slicks. French text only. **GC.**
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BEHIND "LE MANS" Michael Keyser
A lot of photos, not that many video clips, no commentary and a slightly dodgy music selection makes watching this DVD a little tiring. However, it does provide some insight as to how the classic film was made. **EF. Distributed by Autosports Marketing Associates, ISBN 978 0 9760392 4 2, $29.95**



SUNSET ON KYALAMI 1961-1971
Gary Kegel & Brian Bennet. A blow-by-blow account of the first 10 years of the South African circuit. Thorough, but if you're not a fan of Kyalami's happenings, you'll find it heavy going. **EF. Published by Genuine Classics, ISBN 978 0 620 40586 7, £29**

YOU WERE THERE

It's hard to believe that just 30 years separate these two sets of shots. Enjoy GP action from the 1960s and Ards TT racing from the '30s



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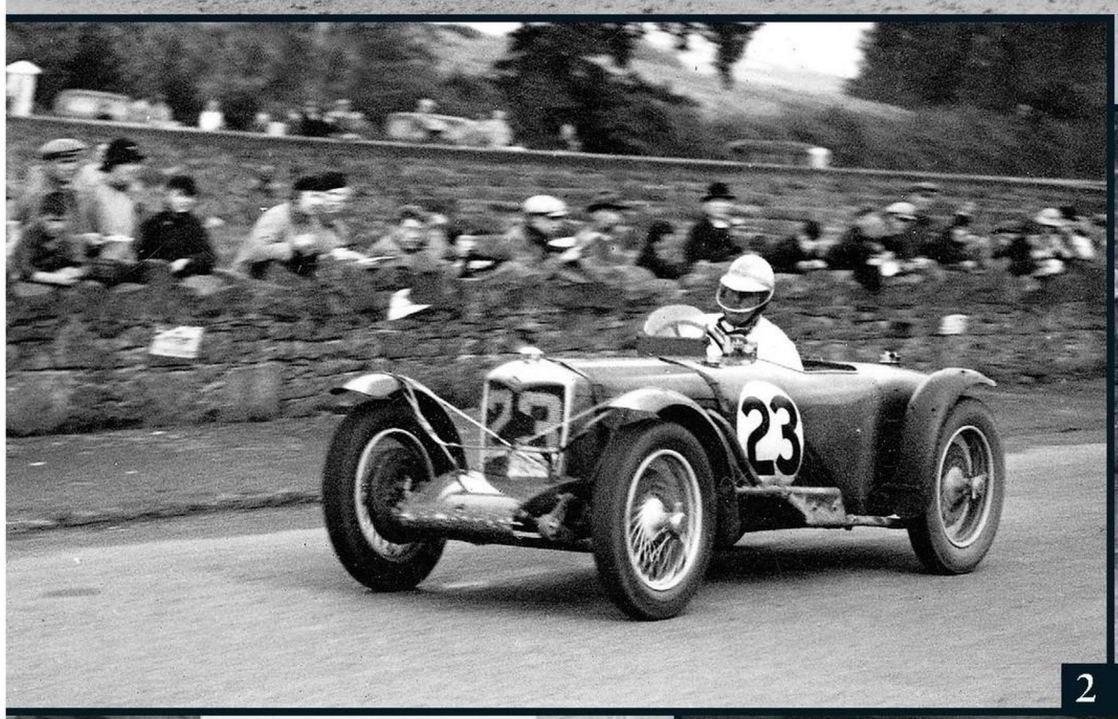


PAUL MEIS

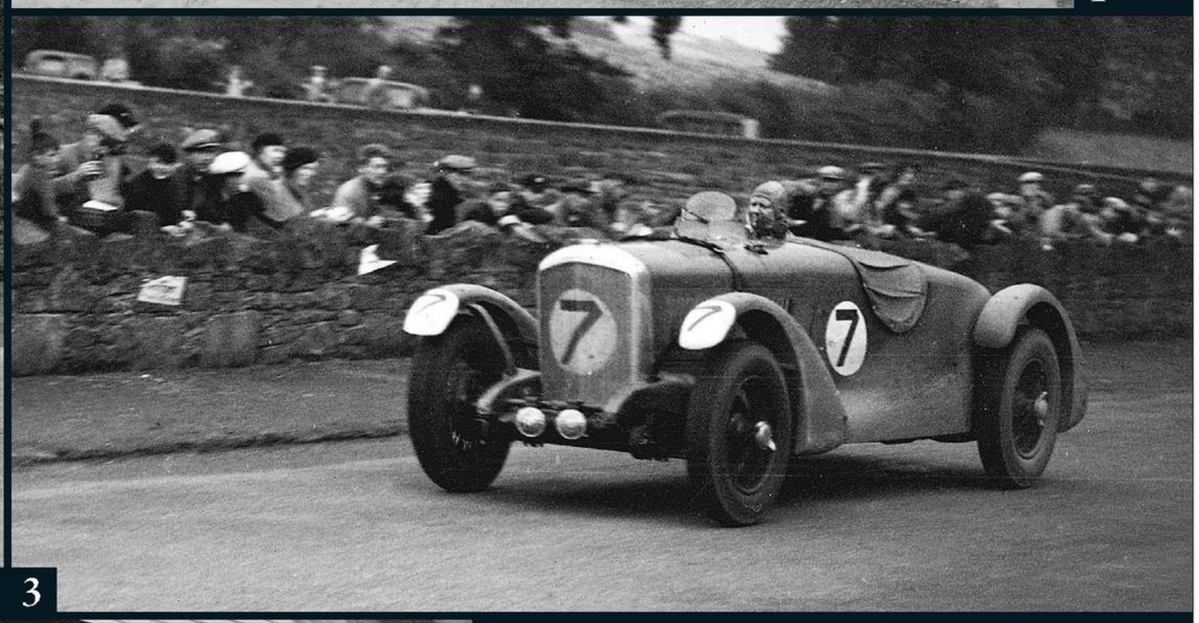
Between 1960 and '62, Paul Meis was stationed in Germany with the US army, and made use of his location to enjoy the best of European racing. He often got into the pits using "a little finesse..." {1} Dutch GP, Zandvoort 1962, first appearance of Lotus 25: Colin Chapman muses. {2} Jim Clark in the revolutionary new 25. {3 & 4} Comparing styles at the Karussel of Von Trips (above) and Phil Hill in their 156 Ferraris, German GP, '61. {5} Hill walked out to check lines from trackside. {6} Jack Brabham's first taste of Climax V8 power in his Cooper. {7} SWB of Eager/McCluggage abruptly parked in '61 1000km at the 'Ring. {8} Jim Clark in Aston DBR1 pounces on Ferrari.



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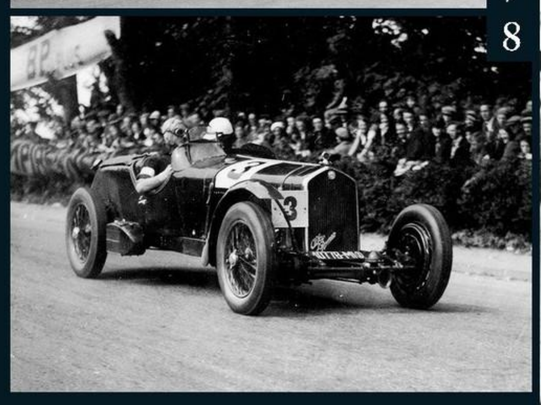
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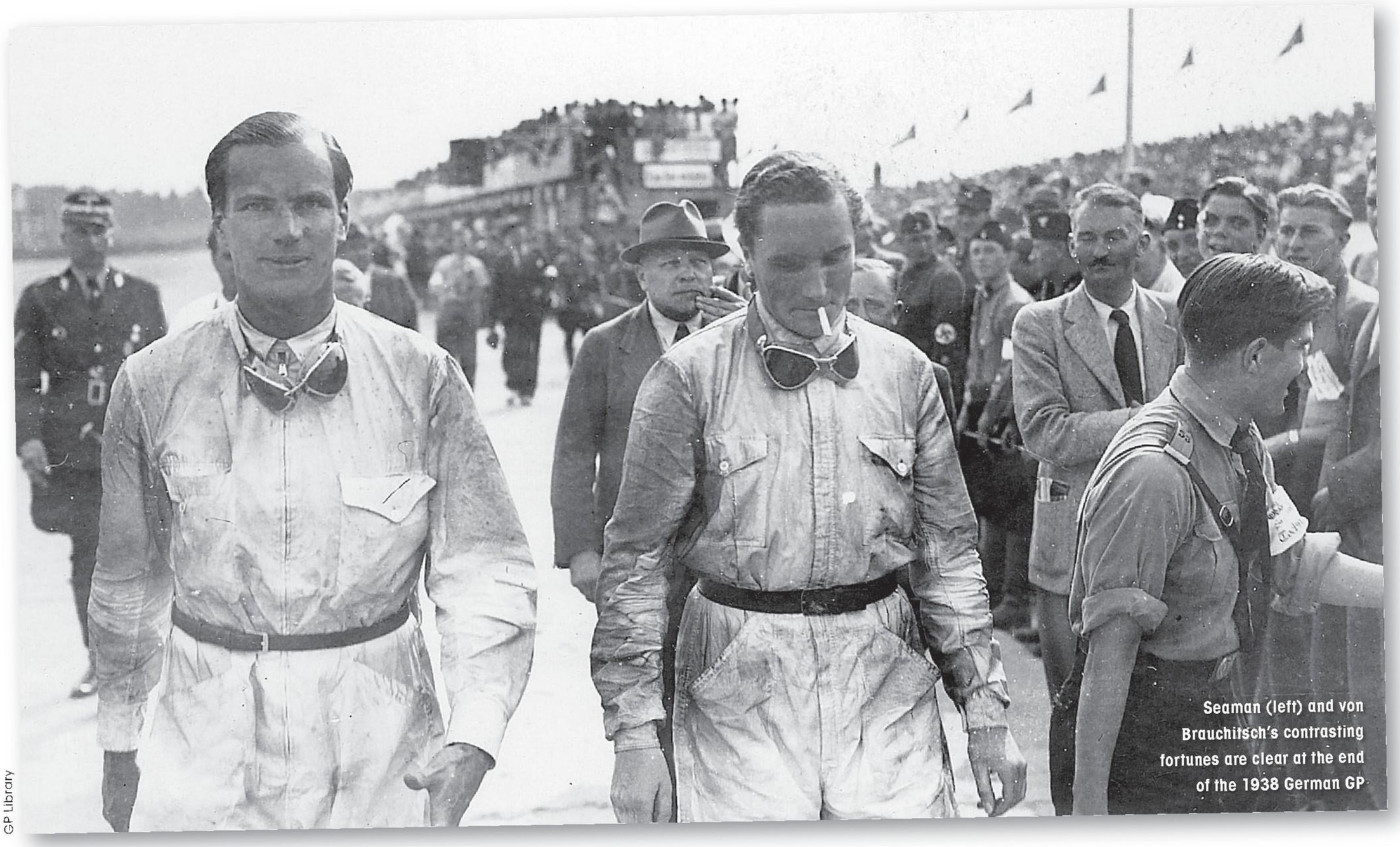


6

MARK MILNE

Mr Milne didn't take any of these shots – he found them in an album he bought at a local saleroom. It was titled 'Irish GP', but in fact the event is the Ards TT during the 1930s. {1} Tim Rose-Richards' Alfa 2.3 passes the grocer in 1933. {2} Cyril Paul in a works Riley, 1936. {3} Eddie Hall ran his Bentley 4¼ in three TTs; this is 1936, when he drove non-stop to second. {4} 1933, the biggest upset in TT history – Tazio Nuvolari wins in MG K3. {5} Fiat Balilla of AC Dobson, 1935. {6} Earl Howe, one of two men to contest all nine Ards TTs, used his 2.3 Alfa in 1932. {7} Alfa Romeo sent a works team in '31; this is Campari. {8} 2.3 Alfas were fastest in '32, but beaten on handicap; Tim Birkin in typical short sleeves.

Doug Nye



Seaman (left) and von Brauchitsch's contrasting fortunes are clear at the end of the 1938 German GP

GP Library

A PITLANE FIRE AND A TELEGRAM TO HITLER

When the unlucky von Brauchitsch retired from the 1938 German GP, letting Briton Dick Seaman through to win, the official report to 'My Führer' had to be worded carefully...

Having a rummage in some files – as one does – a faded photo print dropped to the floor. I retrieved it in surprise. It was a snapshot I didn't recall, capturing Dick Seaman and Manfred von Brauchitsch immediately after the finish of the 1938 German Grand Prix – 70 years ago this summer. That day had seen these two works Mercedes-Benz drivers experience vastly differing fortunes. The race perhaps had been scripted for von Brauchitsch – feisty nephew of the general commanding the *Wehrmacht*, the German Army – to win. He had led until a fateful refuelling stop. As the tail tank of his Mercedes-Benz W154 was being filled, Seaman in second place had pulled in behind him. The wealthy young Englishman – the first British driver to join a "crack Continental works team" for many years – was contemplating a strong second-place finish to von Brauchitsch when to his astonishment the car ahead of him was abruptly engulfed in shimmering heat as spilled fuel ignited.

Seaman was able to rejoin immediately and drive on to become the first British subject since Henry Segrave in 1923 – 15 years earlier – to win a full-scale *Grande Epreuve*. Von Brauchitsch, nerves jangling, was ushered back into his charred W154 by team manager Alfred Neubauer, but within a few miles he abandoned it in the trackside ditch – allegedly after its carelessly latched steering wheel had popped off its splines. I wonder what the German is for "It came off in me 'ands, Guv'nor"? (According to the wildly unreliable Babelfish it's "*Es kam weg in meine Hände, Regler!*").

Poor Brauchitsch had been brought back to the pits, overalls stained, charred and grubby, with the steering wheel in his hands. I suspect he'd actually brought it back to prevent it being nicked. He explained himself volubly to Neubauer and to the head of the NSKK, the Nazi motoring organisation, the snazzily uniformed *Korpsführer* Adolf Hühnlein. But then Seaman boomed across the finish line to win the Grand Prix, and after accepting a welcome drink in a bakelite mug he strode to the pit block's Continental Tower to receive his laurels, 'Browk' alongside him.

It was at that moment that the snapshot was taken. Just look at it, the upright keen-eyed English winner, marching towards his laurels,

> "Poor Brauchitsch had been brought back to the pits, overalls stained, charred and grubby"

just failing to suppress that smirk of elation, accompanied by '*Der Pechvogel*' – Germany's perennial 'unlucky bird'. Vastly differing fortune is written all over each of them. This is the 1938 equivalent of the young men being ushered podium-wards today by Herbie Blash, via the weigh-in machine, the donning of the sponsors' wristwatches and baseball caps, and the towels fresh from the chill cabinet…

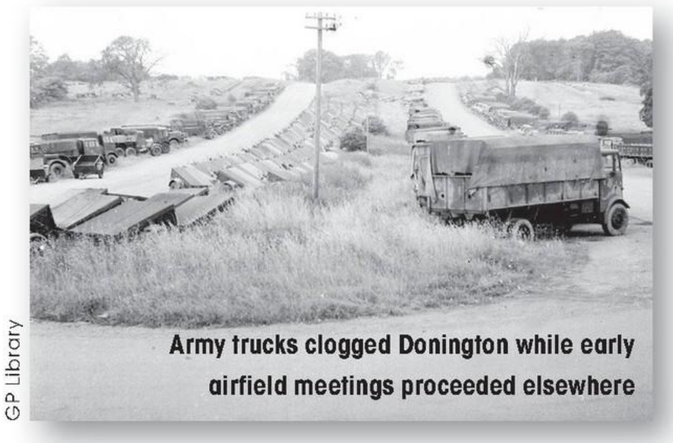
Hühnlein's customary telegram to his boss, Adolf Hitler, read: "My Führer. I report: The 11th Grand Prix of Germany for racing cars ended with a decisive German victory. From the start the new German racing construction of Mercedes-Benz and Auto Union dominated the field. NSKK Storm Leader Manfred von Brauchitsch, leading from the beginning and giving admirable proof of his courage and ability, was deprived of victory by his car catching fire while refuelling. The winner and consequently the gainer of your proud prize, My Führer, was Richard Seaman on a Mercedes, followed by NSKK Chief Storm leader Lang, also on a Mercedes, Hans Stuck and Tazio Nuvolari on Auto Union cars. Heil, My Führer."

Sounds like a recent report to the FIA?

Britain's post-war race revival

Sixty years ago on June 30, 1948, the RAC chairman, Wilfrid Andrews, announced that international motor racing upon the British mainland was poised to resume for the first time since 1939. The RAC was confident that an agreement could be reached by all interested Government ministries for the club to run a Grand Prix race on "a former military aerodrome" come late autumn. That evening, BBC radio news relayed Andrews' announcement to the world.

Here in *Motor Sport* Bill Boddy described this as "breathtaking news", while in *The Autocar* G Geoffrey Smith observed that: "Two clubs, the Junior Car Club and the British Racing Drivers' Club… may be able to stage a race each this year on airfields in England…"



GP Library

Army trucks clogged Donington while early airfield meetings proceeded elsewhere

He also described how, "…in the three years since 1945, the Derby & District Motor Club has been energetically attempting, through the RAC, to recover the best known and most suitable English road racing circuit of all, at Donington Park, Leicestershire. But the Army, which requisitioned the park during the war, has refused to budge. The War Office have (sic) now issued a final statement to that effect… It is regrettable, but the Army's point of view is made absolutely clear, and leaves no room for doubt…"

Early in the war, Donington Park had been requisitioned to become 'No 29 Vehicle Reserve Depot, Breedon'. After 1945, with landowner John Gillies-Shields, two local Derby MPs and the RAC leading the way, repeated attempts were made to persuade the War Office to allow racing to resume there. *The Autocar* had appealed direct to the Chief of the Imperial General Staff, 'Monty' himself. He had raised the matter within the War Office, but in June responded: "While sympathising with you in your desire to get Donington returned for motor racing, I am satisfied that the War Office view is the correct one. I therefore regret that I do not feel justified to intervene in this matter. Yours sincerely, Montgomery of Alamein, Field-Marshal."

The War Office issued a statement, explaining that Donington Park had been developed into "the best vehicle depot in the country", with "some £300,000" invested in it. "If the Army now decide to evacuate the site it would entail: a) finding alternative accommodation; b) a move of several thousand vehicles, nearly all of which would have to be towed; c) the erection at a new site of matching facilities; d) the Army would get no return for its investment and might face additional expenditure for track restoration… to hand back the park would involve too great a loss to the State to be acceptable."

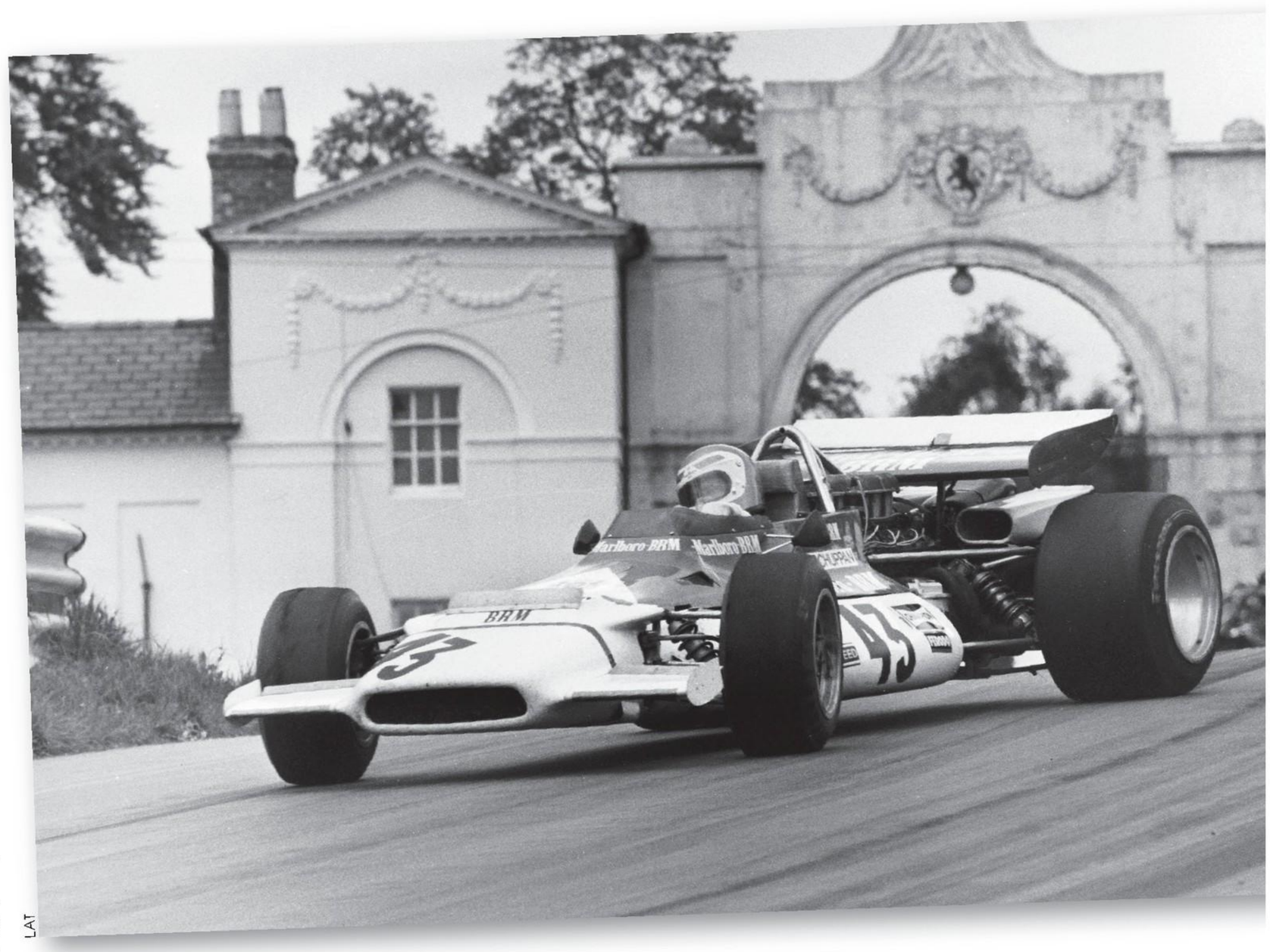
It was then on July 9, 1948, that Silverstone airfield was publicly identified as the venue for the RAC's planned long-distance international Grand Prix that October, while the JCC announced that it hoped to use "the airfield situated on the estate of their chairman, the Duke of Richmond and Gordon (and) intend to concentrate on a revival of the extremely popular Brooklands type of meeting". Its Brooklands-style programme "…will probably consist of some nine or 10 short races run off every 20 minutes or so".

Among the Government departments with which the clubs had to deal in that period of stifling bureaucracy were the Ministries of Air, War, Town and Country Planning, Agriculture, Supply, Transport, Fuel, Works and the Board of Trade. Sounds almost 'Brownian-cum-Brussels'.

As early as the end of June, The Bod had road-tested one of the latest 3½-litre Jaguar saloons around the Duke's perimeter track, lapping in "2min 31.8sec clockwise, 2min 31.0sec anti-clockwise"! He considered it "…a good sporting circuit (suffering) to some extent from lack of definement (sic) of its corners, but as grass grows beside the road, and cornfields come to the edge of it for much of the distance, this could doubtless be improved if some white lines were laid." Contemporary Brooklands-bred concerns are revealed by Bill, continuing: "One eminent authority has expressed the view that at the moment there are too many turns in the comparatively short lap. He is probably concerned with the difficulty of racing cars passing one another as, from the sports car aspect, the course could hardly be more pleasant…".

That September Goodwood hosted its first motor races. In October the RAC's Silverstone site hosted its inaugural GP. And so international circuit racing returned to the British mainland. Just 10 years later, the first two British World Champions – Mike Hawthorn and Vanwall – would top the motor racing mountain. We owe much to those indefatigable pioneers of 1948.

Schuppan's skill tested...


LAT

It's quite remarkable how many latter-day BRM Formula 1 works drivers survived the experience to build considerable subsequent careers. Vern Schuppan is probably the best example, the South Australian going on to win the Le Mans 24 Hours race in 1983 (following two seconds and a fifth place there), and the Japanese Sports-Prototype Championship that same year. Why, he even finished third in the 1981 Indianapolis 500.

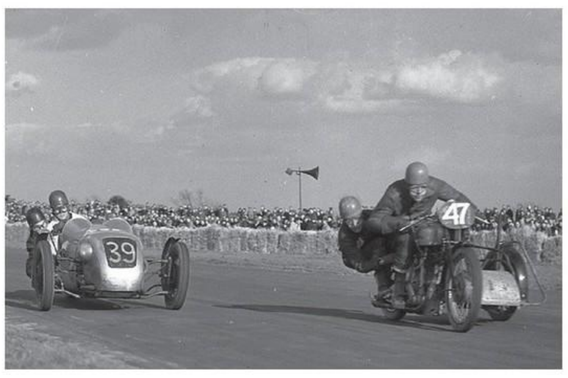
Years previously, Vern had been a precocious newcomer to Formula 1, having been signed up by 'Big Lou' Stanley for the 1972 Marlboro-BRM team despite his having raced cars for barely 18 months. His first two F1 races had then been the non-championship Oulton Park Gold Cup (pictured) followed by the John Player Victory Race at Brands Hatch. He finished fifth and fourth respectively.

On the morning after Brands, he received a call from Team Manager Tim Parnell asking him to attend a Silverstone test in a BRM P160 alongside new Formula 3 star Roger Williamson. Vern promptly rented a Ford "something or other" and set off for Silverstone where he successfully completed an incident-free test. What's more, his best time of 1min 17.09secs had been two-tenths shy of the lap record.

So Vern was feeling pretty chuffed with himself as he headed for his home in East Horsley, Surrey. "I was also a bit hungry so I decided to attack a sandwich that Jenny" – his wife – "...had prepared and that I'd put in the glove box, which happened to need the car key to open it.

"Being Australian, and knowing that only French cars then had steering locks, I got the Ford up to 100mph, slipped it into neutral, took the key out of the ignition and just as I'd poked it into the glovebox lock and turned it, the steering went 'click' and locked..."

What was it Graham Hill once said about "From ace to *****ole in a tenth of a second"?



After Goodwood's only purely motorcycle meeting in 1951, walls were suggested "to develop riders"

Goodwood not tough enough for bikers

I've always had a soft spot for racing motorcyclists. To me they have always seemed more prepared to – as John Cobb once put it – "lean that much further out of the window", at risk of falling out, than the common run of their four-wheeled brethren. Perhaps there's a hint of this in the reaction expressed after motorcycling's one and only dedicated race meeting at Goodwood, in 1951.

At day's end it was suggested to Freddie Richmond that the main disadvantage of motorcycle racing on his new perimeter-track course was that without the camber of a normal road the riders had "...an unrealistically wide choice of cornering line".

While Goodwood's fast sweeping bends were judged a fine nursery "for proper road racing", the racers expressed regret that none of the corners was truly blind, and suggested erecting walls on the infield verges "in the interests of rider development".

The fear was that riders brought up on such an easily sighted course could become dead men walking the moment they aspired to such true road circuits as the Isle of Man, Dundrod, Cookstown, the Bremgarten, Albi, Chimay, and so many more. But Goodwood became cars-only until the 1998 Revival.

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WB in his Delaunay-Belleville follows the parade behind the last tram to run in London

Bill Boddy

THE TAXI THAT WASN'T...

From undertakers' car to parade float to would-be taxi, WB's Delaunay-Belleville enjoyed a varied life – even if it left him out in the cold

From Edwardian times this make, from the factory at Saint Denis by the Seine, were fine cars, regarded by many as equal to a Rolls-Royce, although the circular radiator I felt lacked dignity.

I found my 1926 15.9hp version in 1952 when taking a side road on my way to the *Motor Sport* offices. I saw a man in an undertakers up a ladder dusting a Rolls-Royce hearse and beside it was a rare vintage car. "A Delaunay-Belleville," I said. How did you know that, he asked?

"It's my job," I replied. "Is it for sale?"

"It's the Guv'nor's, but he now has a modern car, so it might be."

I called again and it was. I produced the £40 and the Guv'nor signed the receipt, with a quill pen. With my surname I felt I should ask if it had ever followed the mourners, but was reassured after being told that it had been used only for visits to wealthy clients, to arrange elaborate funerals.

So on the next sunny day I left my office early and collected my DB. I set off for Hampshire and home, prepared to chance a day without a tax disc but not without insurance. However, a short distance away were those brokers advertising cut-price cover. I drove to one and the man got out a book to check horsepower and informed me there was no such car as a DB. "There's one outside," I told him.

Armed with a month's cover I was getting used to my new vintage car when I was stopped by two young policemen in a Panda car. Could they look at the engine, I was asked? Now instead of the bonnet sides lifting up, on a DB they fell outwards and could be lifted off. The release catch was incorporated in the radiator filler-cap. If I bungled it, the cops would suspect it was not my car. But all was well and they left, wishing me a happy journey. They must have seen the empty licence holder. Can you see this happening today?

The four-cylinder 2614cc 80x130mm overhead valve engine ran quietly, the four-wheel brakes were effective, and the radiator was impressive, and no longer circular! The interior of the Maythorn body was luxuriously endowed with high-quality leather seats, his and her companions, bevelled-glass roof light and so on. But the copious front compartment, though roofed, had no sidescreens, so while my family rode in comfort on rainy days, I got wet. I used the DB for driving to the office, for picnics, and to report on VSCC race meetings, etc. At Silverstone on one of the latter occasions I had parked well out of the way to the left of a right-hand corner. It was the day when the 10½-litre V12 Delage caught fire and Cecil Clutton was thrown from it as it went straight on into the ditch. Had he turned left it could have been the end of the Delage, DB, and perhaps the driver...

About this time a ceremony was held on the occasion of the end of London's trams. Vintage and older cars were invited to follow the last one, occupied by a troupe of dancing girls. I took the DB but all the girls were invited to ride in John Bolster's 1911 Silver Ghost Rolls-Royce and Sir John Briscoe's racing Coupe de *L'Auto* Delage, with which I could not keep up. My only passenger in the back of the DB was the lady who managed the girls – not exactly what I had intended!

One of my daughters was at the time secretary to Innes Ireland, then Sports Editor of *The Autocar*. He had apparently insisted on having as his company car the latest Aston Martin, which was outside the budget for the rest of the editorial staff – but it was that or no job, said the GP driver. When they worked late Innes would take his secretary to Waterloo Station in the AM, and later, when he moved to Wales, he told me he did GP practising on the long run

home, and I believe flew his aeroplane from his fields.

One day we decided to call on him. His wife said he had been in bed ill for some time – which surprised me as I thought racing drivers were never ill. He had a long chat with us until his phone rang. His wife said it was a TV or a film producer about what he would charge to hire them his Snowcat, and the invalid was out of bed in a flash…

I used to meet my daughter at Fleet Station, and if she was not on the first train I had half an hour to wait. One evening when this had happened, someone got into the back of the DB and told me to take him to a nearby hotel. At the hotel he asked what was the fare. "Nothing," I told him. "This is a private car." It had been an amusing way to pass the time.

When you live within a few miles of the Royal Military Academy and have daughters you can expect frequent visits from Sandhurst cadets. One was Hugo Leech, whose mother ran a ballet school in Camberley and his brother drew those accurate colour plates of cars for the *Profile* publications. Hugo wanted a Bentley but couldn't afford one. But the DB had an overhead camshaft so appeared vaguely sporting, and its back compartment would be ideal for 'sitting out dances'. I weakened and let him have it. I lost touch with him later but think he sold helicopters in the USA.

I sold the car partly because a problem had arisen. Tom Lush and I had found a 14-seater Reo coach in need of restoration, which we had driven home, but we were running out of shed space. The Delaunay-Belleville would have had to stand in the open except for a lady permanently confined to bed who lived in a big house opposite. My wife visited her for companionship. She asked what I did and the conversation turned to cars. Told of the DB's plight she said her garage was empty and I could use it free of charge.



WB's family enjoyed DB. Reo coach, below, too big a project



"Guy Griffith supplied TV props – anything from a pogo stick to a white elephant"

So the DB moved across the road into dry, secure storage. Until, that is, some builders came to do some house repairs; thinking the old car belonged to the old lady, they used it as theirs, smoking, removing the companions and the roof light glass for ashtrays and generally messing things up. This made me more willing to part with it.

I next encountered the Delaunay-Belleville in photographer Guy Griffith's museum at Chipping Camden. Guy, apart from taking motor racing photographs and racing an historic Sunbeam, supplied props for TV, anything from a pogo stick to a white elephant. From that he put these effects into this museum.

The last I heard of my Delaunay-Belleville was years later when it was auctioned, the catalogue saying it was mine and that it was in "perfect" condition. For all I knew it might have rusted away.

The only thing I had to replace while I had it was the Autovac, and I found a replacement at a nearby breakers from what was then called a 16/60, the only difference being a less impressive radiator. I only knew of one other DB like mine, but with a two-seater body.

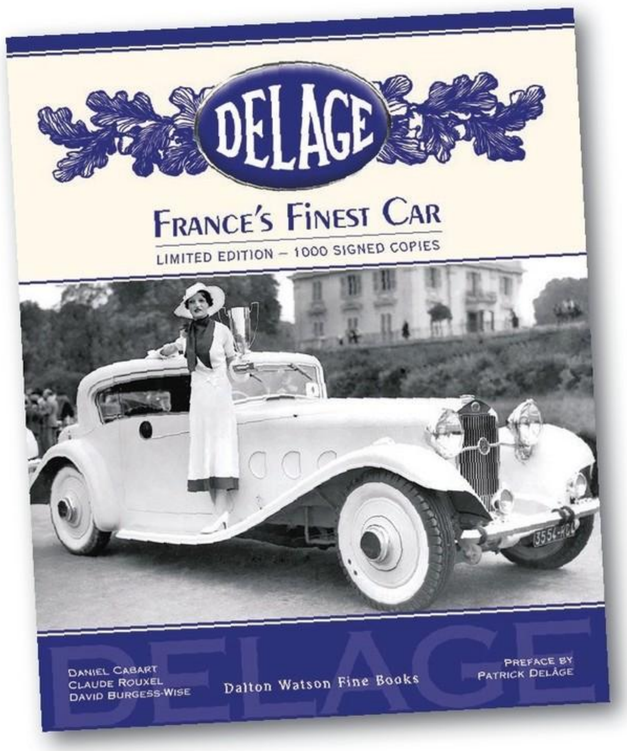
And the Reo? Lush liked buses and coaches, and once went alone on a trip round Britain by linking up the necessary bus routes, carefully noting the makes of all the vehicles he travelled on. I wish I still had his log. We did what we could with the Reo, but could not afford the cloth to replace the voluminous hood, so it too was passed on. Very many years later Tom spotted it at a Silverstone vintage race meeting, now in pristine condition. What an appropriate vehicle in which to go, vintage-style, to watch VSCC events.

Delage history translated

David Burgess-Wise has completed the stupendous task of translating into English the great 2007 work of authors Daniel Cabart and Claude Rouxel, *Delage – France's Finest Car*, and it is now available to those who at school spent their time thinking of cars instead of languages.

Its two volumes totalling 526 pages, backed up by 1000 photographs, cover the complete history of the racing cars and their achievements, and the story of Louis Delage and his production cars. The books are full of pictures of these fine cars, the majority with handsome coachwork, often offset by equally elegant ladies. This is the full record of this famous marque, so heavy that I thought I should need a crane to lift it off the floor when it was delivered…

Published by Dalton Watson Fine Books, www.daltonwatson.com, ISBN 978 1 85443 219 3, £110



Rolls-Royce Spey studies

The Rolls-Royce Heritage Trust has issued No10 of its Technical Series, in an enormous landscape style, a detailed study of the Rolls-Royce Spey engine by Michael Hartley, available from the Trust, PO Box 31, Derby, DE24 8BJ.

Bill Boddy



Michael Tee and CLS pause in Rome (and, opposite, Monaco) on their ten-capitals tour

Tee's ten-capitals tour; you couldn't match it today...

Michael Tee, one of the sons of Wesley Tee who owned *Motor Sport* from 1936 until his death in 1997, rang me the other day to remind me that it was 50 years since we went to Silverstone, he to photograph, me to report, our first British GP.

Michael was a very safe, very fast driver and an accomplished pilot, with radio licences and qualified to fly twin-engined aeroplanes.

I was never scared however quickly Michael drove; for instance in 1972 on a drive embracing 10 European capitals in 10 days, Michael did the 1789 miles in four days... My intention had been to make this a test of the new V12 Jaguar, but although their PR was a personal friend, he could not arrange this, so I asked another friend, BMW's PR, who was delighted to lend us a 3.0 CLS BMW.

Michael drove 90 per cent of the journey as he was much the better driver, with me the ineffective navigator. One night we were speeding along at a three-figure pace when I noticed a Police VW Beetle in a lay-by. Its headlights went on and it pulled out to catch us. I did not know the top pace of such a car but Michael said he would increase the BMW's speed by 10mph, and those headlamps soon faded away!

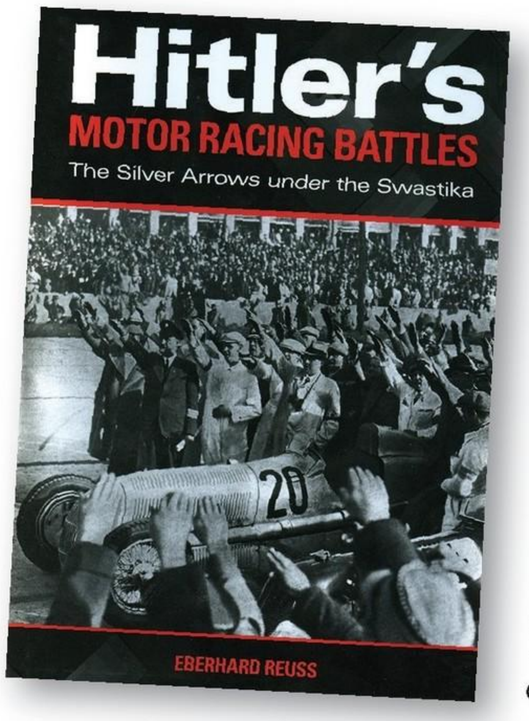
The screen wipers on my side of the BMW left mud on the glass so I could see nothing ahead; when Michael braked hard I would ask, "Was it a truck or a slower car?" Fear never arose. Nor did it on those fast times we might make, for



example, in an E-type Jaguar, from Calais to Dover, on the way home from reporting a GP, delayed only by stopping three times to re-fuel.

I was also present when the aeroplane in which we were returning from Europe encountered fog and had to be diverted to Heathrow. So bad was it that the car sent to guide us off the runway could not find us. But Michael coped calmly and effectively. He also accomplished another 'dead-stick' landing when fuel ran out and he had to put down at the disused De Havilland aerodrome at Hatfield – again made safely, but with aeroplane and cameras impounded, unfortunately for *The Autocar* whose GP film they had asked Michael to take back, as being quicker than their cameraman could in his car!

So happy times and many thanks to MJT for being such a good companion on all our trips.



The Third Reich and motor racing

There are several books about the mechanical aspects of the journalistically-called 'Silver Arrow' cars raced in Grands Prix from 1933 to the outbreak of WWII, and other books covering the races themselves, and now this book reveals the situation during Germany's Nazi regime. It took its author 20 years of research; this English translation is the work of Angus McGeach. It reveals how important the racing drivers of his German cars were to Hitler, even to Hans von Stuck's half-Jewish wife avoiding the Nazi prison camps, and these champions of the 'Silver Arrows' teams having direct access to Hitler himself.

In 1923 Hitler had a brand-new 10-30hp Benz, followed by a 16-50 Benz tourer, priced at 135,000,000,000,000 Marks (135 trillion!), due to runaway inflation. Almost a brief account of Nazism, they are all there, Goering, Himmler, Goebbels etc and, of course, Neubauer in the 392 9x6½in pages and 200 pictures, the latter mostly Nazi propaganda.

The cost of building the first cars and the discussions that arose, how young drivers to replace those killed were tested and, very interestingly, the fees paid to the successful ones, in various currencies, are described. Seaman, already from a wealthy family, is shown with his mother, Lillian Beattie Seaman, and water-skiing on his lake at his Bavarian estate, which racing paid for. But Seaman's deliberate lukewarm Nazi salute after his victory for Mercedes-Benz in the 1938 German GP is *not* included.

So this nicely rounds off the motor racing history in that fearful yet fascinating pre-WWII regime, at a very modest price. I recommend those interested in the era of GPs with cars almost as fast as today's F1 equivalents, but with far less scientific suspension and brakes, and raced over mostly hazardous road circuits, to read this important study of those pre-war days.

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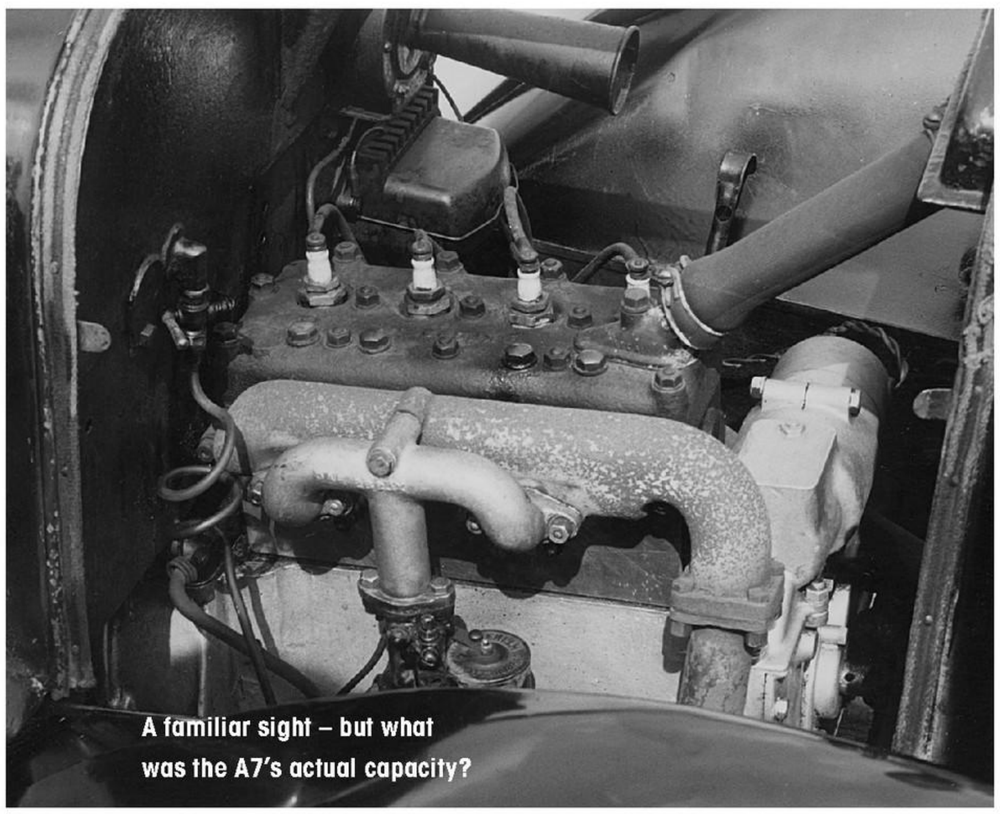
At the recent Ferrari Maranello sale, John Collins of Talacrest broke the world record for any car ever sold at auction – and not just any car - the James Coburn 250 SWB California Spyder. The car sold for $12 million and was bought for one of many high profile clients that John represents. Over the years John Collins has built some of the finest collections for Talacrest clients and sold almost every race and road-going Ferrari ever made. If you want the best contact John at Talacrest.



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Capacity question

Historians may like to debate the true engine size of the pre-WWII Austin 7. When it made its appearance in 1922 it had been described in trade circles as having a four-cylinder power unit of 56x76mm bore and stroke, with a capacity of 747.5cc. Usually, however, this was rounded off to 747cc (the prototype's capacity was 696cc), though race entries usually quoted the size as 749cc, without alteration of the bore/stroke, presumably in case an engine was over the expected capacity when it was required to be officially measured.


A familiar sight – but what was the A7's actual capacity?

I have seen a remarkable entry for a Brooklands race, when the Austin's driver is given as "Mr Tom Townsend". Provision had been made in the 1906-7 BARC rules for race entries to be anonymous on payment of an additional two guineas, to cover parental or marital objections or business rules.

This 1929 entry was unusual, not only because Tom had declared a cylinder bore of 76mm, increasing the capacity to 776cc, but because the only BARC race for which he entered, the Light Car Handicap, was run over eight laps of Brooklands' Outer Circuit instead of the normal two or three laps. This enlarged A7 was given a 5min 41sec start from Chris Staniland's scratch supercharged 1½-litre Bugatti. The A7 managed the 22 miles at 66.39mph; Staniland won, averaging 112.17mph.

The original engine dimensions were retained for the first supercharged Sevens, including the works racers nicknamed the 'Rubber Ducks'. Then there was the 900cc Big Seven.

But when in 1936 Sir Herbert Austin allowed Murray Jamieson to produce the twin-cam racing cars he used a bore/stroke of 60x65mm (744cc), on an engine designed for 12,000rpm but restricted to 8500.

So what was the real capacity of the famous A7 engine? Historians and budding mathematicians, heaven forbid, will not waste too much time over this... The Donington Museum is restoring a number of these splendid little racing cars.

Cars in books – Noel Coward

In *The Life of Noel Coward* by Cole Lesley (Cape, 1976/77) Sir Noel, as he was by then, is described as having a Jaguar in 1953 of which he was very proud. However, following a complete and very expensive overhaul, it was used for a continental tour. There was a diversion to St Germain to have the hood fixed at the Jaguar factory, after which the back axle failed, necessitating a delay on the way to Italy. A new one arrived the next day. The journey was resumed but after an hour or so the engine emitted clouds of steam, the cooling fan having seized, and a water hose leaking. A local garage set them on their way to Geneva.

The Jaguar was repaired and managed to climb the demanding Stelvio Pass, but in the main street of Domodossola the gearbox refused to accept any gear, including reverse, blocking the traffic. The car was towed to a garage and a hired Lancia and driver took the party at high speed to Como. When the Jaguar was returned there was a slight knock in its engine. Jaguar enthusiasts may take heart as this was, perhaps, a used car.

Earlier in this fascinating biography there is mention of an Austin, the air conditioner of which was much appreciated in a tropical climate. Was this an Austin extra in those times?

Gateway to history

One aspect of back issues of *Motor Sport* was 'Fragments of Forgotten Makes', a series which as Editor I ran from 1957 to 1993, starting with the Star, Cluley and Day-Leeds and concluding with Comet, Globe, Hermon, Itala, Léon-Bollée, Piccard-Pictet and Weller. The idea was to interview personalities who had owned, worked for, or knew about companies making now-rare cars, to provide information not available to other motor magazines. It was exceptionally interesting to me and led to some odd items, such as when I was told of a number of aeroplanes in WWI. I asked where these were tested and was told on the local common but as a gate wide enough for a car or truck would not be so for an aeroplane, two specially wide gates were erected. On my way home I drove to the common and those gates were still there, after some 35 or 40 years; I photographed them with *Motor Sport*'s Rolliflex camera. I hope they are still there.

Cars, racing, girls...

Must I Grow Up! – a fraction of the eventful life of Freddie Giles – so far (ISBN 978 0 9558289 0 4) is a lively 328-page account of his motoring, racing, marriages, girls and sex. The book is available from Farmer Giles Publishing, The Courtyard, Meadows Works, Court Street, Trowbridge, Wilts BA14 8BR. It opens with a *Motor Sport* misprint recalled by Freddie in a naughty picture, to lead you on to his very full and wild life, notably farming, but with his competition racing in his Frazer Nash, etc.

VSCC Rally

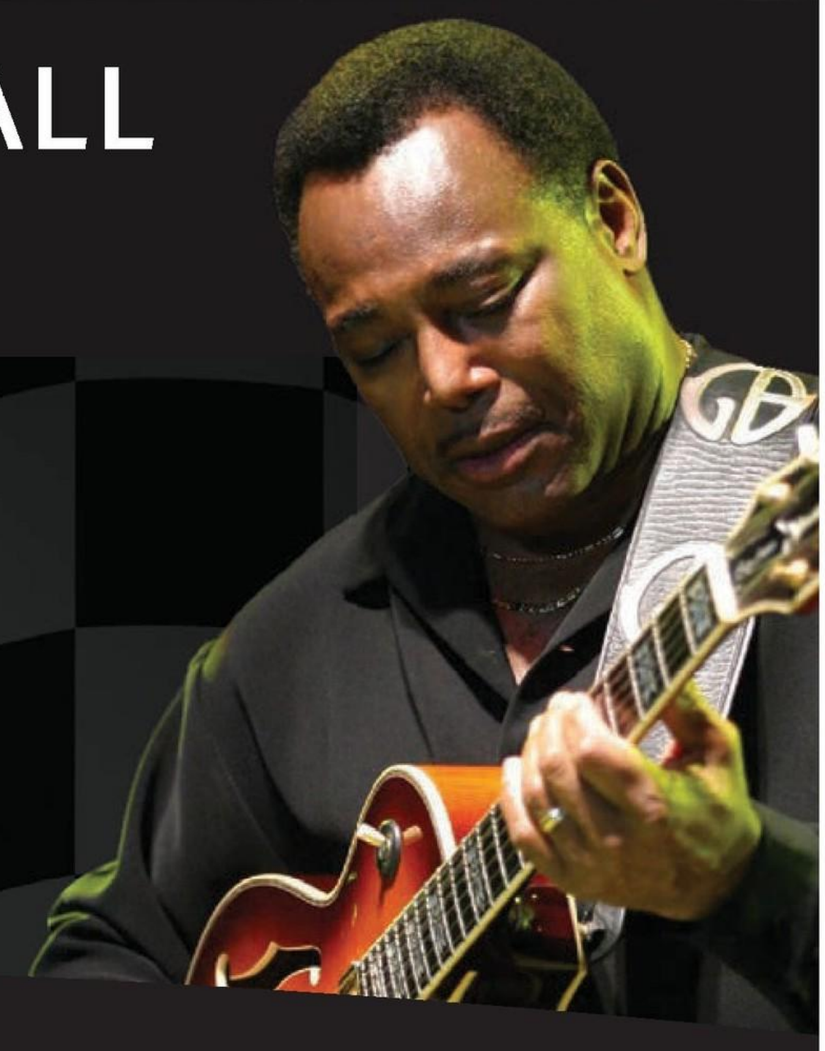
This year's VSCC Measham Rally took in 12 time controls. The Measham Trophy was won by Edward Way's 1937 Austin Ulster, navigated by Mark Groves. The Jeddere-Fisher trophy went to Barry Clarke/David Filsell (1929 A7 saloon), and the Novices awards went to Tim and Michael Brown (1930 Riley Nine). Two FN-BMWs and a 3½-litre Bentley took the team prize, as 'the Three Bees'.



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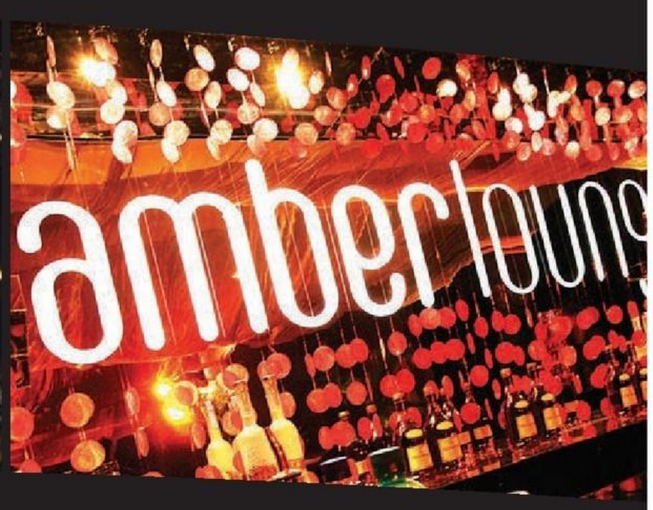
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FIA FORMULA 1 WORLD CHAMPIONSHIP

AUSTRALIA
MELBOURNE – MARCH 16

1	Lewis Hamilton	*McLaren*
2	Nick Heidfeld	*BMW*
3	Nico Rosberg	*Williams*
4	Fernando Alonso	*Renault*
5	Heikki Kovalainen	*McLaren*
6	Kazuki Nakajima	*Williams*
7	Sébastien Bourdais	*Toro Rosso*
8	Kimi Räikkönen	*Ferrari*

Fastest lap: *Heikki Kovalainen*
Pole: *Lewis Hamilton*

MALAYSIA
KUALA LUMPUR – MARCH 23

1	Kimi Räikkönen	*Ferrari*
2	Robert Kubica	*BMW*
3	Heikki Kovalainen	*McLaren*
4	Jarno Trulli	*Toyota*
5	Lewis Hamilton	*McLaren*
6	Nick Heidfeld	*BMW*
7	Mark Webber	*Red Bull*
8	Fernando Alonso	*Renault*

Fastest lap: *Nick Heidfeld*
Pole: *Felipe Massa*

BAHRAIN
BAHRAIN – APRIL 6

1	Felipe Massa	*Ferrari*
2	Kimi Räikkönen	*Ferrari*
3	Robert Kubica	*BMW*
4	Nick Heidfeld	*BMW*
5	Heikki Kovalainen	*McLaren*
6	Jarno Trulli	*Toyota*
7	Mark Webber	*Red Bull*
8	Nico Rosberg	*Williams*

Fastest lap: *Heikki Kovalainen*
Pole: *Robert Kubica*

SPAIN
BARCELONA – APRIL 27

1	Kimi Räikkönen	*Ferrari*
2	Felipe Massa	*Ferrari*
3	Lewis Hamilton	*McLaren*
4	Robert Kubica	*BMW*
5	Mark Webber	*Red Bull*
6	Jenson Button	*Honda*
7	Kazuki Nakajima	*Williams*
8	Jarno Trulli	*Toyota*

Fastest lap: *Kimi Räikkönen*
Pole: *Kimi Räikkönen*

TURKEY
ISTANBUL – MAY 11

1	Felipe Massa	*Ferrari*
2	Lewis Hamilton	*McLaren*
3	Kimi Räikkönen	*Ferrari*
4	Robert Kubica	*BMW*
5	Nick Heidfeld	*BMW*
6	Fernando Alonso	*Renault*
7	Mark Webber	*Red Bull*
8	Nico Rosberg	*Williams*

Fastest lap: *Kimi Räikkönen*
Pole: *Felipe Massa*

MONACO
MONTE CARLO – MAY 25

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

CANADA
MONTRÉAL – JUNE 8

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

FRANCE
MAGNY-COURS – JUNE 22

1
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3
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8

Fastest lap:
Pole:

GREAT BRITAIN
SILVERSTONE – JULY 6

1
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8

Fastest lap:
Pole:

GERMANY
HOCKENHEIM – JULY 20

1
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8

Fastest lap:
Pole:

HUNGARY
BUDAPEST – AUGUST 3

1
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8

Fastest lap:
Pole:

EUROPE
VALENCIA – AUGUST 24

1
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Fastest lap:
Pole:

BELGIUM
SPA – SEPTEMBER 7

1
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8

Fastest lap:
Pole:

ITALY
MONZA – SEPTEMBER 14

1
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8

Fastest lap:
Pole:

SINGAPORE
SINGAPORE – SEPTEMBER 28

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8

Fastest lap:
Pole:

JAPAN
FUJI – OCTOBER 12

1
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3
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7
8

Fastest lap:
Pole:

CHINA
SHANGHAI – OCTOBER 19

1
2
3
4
5
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7
8

Fastest lap:
Pole:

BRAZIL
SÃO PAULO – NOVEMBER 2

1
2
3
4
5
6
7
8

Fastest lap:
Pole:

DRIVER STANDINGS

1	Kimi Räikkönen	*35*
2	Felipe Massa	*28*
3	Lewis Hamilton	*28*
4	Robert Kubica	*24*
5	Nick Heidfeld	*20*
6	Heikki Kovalainen	*14*
7	Mark Webber	*10*
8	Jarno Trulli	*9*
9	Fernando Alonso	*9*
10	Nico Rosberg	*8*

MANUFACTURER STANDINGS

1	Ferrari	*63*
2	BMW-Sauber	*44*
3	McLaren-Mercedes	*42*
4	Williams-Toyota	*13*
5	Red Bull	*10*
6	Toyota	*9*

FIA WORLD RALLY CHAMPIONSHIP

MONTE CARLO
JANUARY 24-27

1	Sébastien Loeb	*Citroën*
2	Mikko Hirvonen	*Ford*
3	Chris Atkinson	*Subaru*
4	François Duval	*Ford*
5	Petter Solberg	*Subaru*
6	Gigi Galli	*Ford*

SWEDEN
FEBRUARY 8-10

1	Jari-Matti Latvala	*Ford*
2	Mikko Hirvonen	*Ford*
3	Gigi Galli	*Ford*
4	Petter Solberg	*Subaru*
5	Andreas Mikkelsen	*Ford*
6	Dani Sordo	*Citroën*

MEXICO
FEBRUARY 28 – MARCH 2

1	Sébastien Loeb	*Citroën*
2	Chris Atkinson	*Subaru*
3	Jari-Matti Latvala	*Ford*
4	Mikko Hirvonen	*Ford*
5	Henning Solberg	*Ford*
6	Matthew Wilson	*Ford*

ARGENTINA
MARCH 27-30

1	Sébastien Loeb	*Citroën*
2	Chris Atkinson	*Subaru*
3	Dani Sordo	*Citroën*
4	Conrad Rautenbach	*Citroën*
5	Mikko Hirvonen	*Ford*
6	Federico Villagra	*Ford*

JORDAN
APRIL 24-27

1	Mikko Hirvonen	*Ford*
2	Dani Sordo	*Citroën*
3	Chris Atkinson	*Subaru*
4	Henning Solberg	*Ford*
5	Matthew Wilson	*Ford*
6	Federico Villagra	*Ford*

ITALY
MAY 16-18

1	Sébastien Loeb	*Citroën*
2	Mikko Hirvonen	*Ford*
3	Jari-Matti Latvala	*Ford*
4	Gigi Galli	*Ford*
5	Dani Sordo	*Citroën*
6	Chris Atkinson	*Subaru*

GREECE
MAY 29-JUNE 1

1
2
3
4
5
6

TURKEY
JUNE 13-15

1
2
3
4
5
6

FINLAND
JULY 31-AUGUST 3

1
2
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5
6

GERMANY
AUGUST 15-17

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6

NEW ZEALAND
AUGUST 28-31

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6

SPAIN
OCTOBER 2-5

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6

FRANCE
OCTOBER 10-12

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JAPAN
OCTOBER 24-26

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6

GREAT BRITAIN
DECEMBER 5-7

1
2
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6

DRIVER STANDINGS

1	Mikko Hirvonen	*43*
2	Sébastien Loeb	*40*
3	Chris Atkinson	*31*
4	Jari-Matti Latvala	*24*
5	Dani Sordo	*21*
6	Gigi Galli	*17*
7	Henning Solberg	*11*
8	Petter Solberg	*9*
9	Federico Villagra	*8*
10	Matthew Wilson	*7*

MANUFACTURER STANDINGS

1	BP-Ford WRT	*71*
2	Citroën Total WRT	*64*
3	Subaru WRT	*42*
4	Stobart Ford Rally	*34*
5	Munchi's Ford	*16*
6	Suzuki WRT	*7*

Race Results

FIM MOTOGP CHAMPIONSHIP

QATAR
LOSAIL – MARCH 9

1	Casey Stoner	*Ducati*
2	Jorge Lorenzo	*Yamaha*
3	Dani Pedrosa	*Honda*
4	Andrea Dovizioso	*Honda*
5	Valentino Rossi	*Yamaha*
6	James Toseland	*Yamaha*

Fastest lap: *Casey Stoner*
Pole: *Jorge Lorenzo*

SPAIN
JEREZ – MARCH 30

1	Dani Pedrosa	*Honda*
2	Valentino Rossi	*Yamaha*
3	Jorge Lorenzo	*Yamaha*
4	Nicky Hayden	*Honda*
5	Loris Capirossi	*Suzuki*
6	James Toseland	*Yamaha*

Fastest lap: *Dani Pedrosa*
Pole: *Jorge Lorenzo*

PORTUGAL
ESTORIL – APRIL 13

1	Jorge Lorenzo	*Yamaha*
2	Dani Pedrosa	*Honda*
3	Valentino Rossi	*Yamaha*
4	Colin Edwards	*Yamaha*
5	John Hopkins	*Kawasaki*
6	Casey Stoner	*Ducati*

Fastest lap: *Jorge Lorenzo*
Pole: *Jorge Lorenzo*

CHINA
SHANGHAI – MAY 4

1	Valentino Rossi	*Yamaha*
2	Dani Pedrosa	*Honda*
3	Casey Stoner	*Ducati*
4	Jorge Lorenzo	*Yamaha*
5	Marco Melandri	*Ducati*
6	Nicky Hayden	*Honda*

Fastest lap: *Valentino Rossi*
Pole: *Colin Edwards*

FRANCE
LE MANS – MAY 18

1	Valentino Rossi	*Yamaha*
2	Jorge Lorenzo	*Yamaha*
3	Colin Edwards	*Yamaha*
4	Dani Pedrosa	*Honda*
5	Chris Vermeulen	*Suzuki*
6	Andrea Dovizioso	*Honda*

Fastest lap: *Valentino Rossi*
Pole: *Dani Pedrosa*

ITALY
MUGELLO – JUNE 1

1
2
3
4
5
6

Fastest lap:
Pole:

SPAIN
CATALUNYA – JUNE 8

1
2
3
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6

Fastest lap:
Pole:

GREAT BRITAIN
DONINGTON – JUNE 22

1
2
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6

Fastest lap:
Pole:

NETHERLANDS
ASSEN – JUNE 28

1
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6

Fastest lap:
Pole:

GERMANY
SACHSENRING – JULY 13

1
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3
4
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6

Fastest lap:
Pole:

UNITED STATES
LAGUNA SECA – JULY 20

1
2
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6

Fastest lap:
Pole:

CZ REPUBLIC
BRNO – AUGUST 17

1
2
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4
5
6

Fastest lap:
Pole:

SAN MARINO
MISANO – AUGUST 31

1
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3
4
5
6

Fastest lap:
Pole:

UNITED STATES
INDIANAPOLIS – SEP 14

1
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3
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5
6

Fastest lap:
Pole:

JAPAN
MOTEGI – SEPTEMBER 28

1
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6

Fastest lap:
Pole:

AUSTRALIA
PHILLIP ISLAND – OCT 5

1
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6

Fastest lap:
Pole:

MALAYSIA
SEPANG – OCTOBER 19

1
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6

Fastest lap:
Pole:

VALENCIA – OCTOBER 26

1
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6

Fastest lap:
Pole:

RIDER STANDINGS

1	Valentino Rossi	*97*
2	Jorge Lorenzo	*94*
3	Dani Pedrosa	*94*
4	Casey Stoner	*56*
5	Colin Edwards	*47*
6	Loris Capirossi	*42*
7	Nicky Hayden	*37*
8	Andrea Dovizioso	*36*
9	James Toseland	*33*
10	Shinya Nakano	*28*

TEAM STANDINGS

1	Fiat Yamaha	*191*
2	Repsol Honda	*131*
3	Ducati Marlboro	*80*
4	Tech 3 Yamaha	*80*
5	Rizla Suzuki	*67*
6	San Carlo Honda	*39*

FIA WORLD TOURING CAR CHAMPIONSHIP

BRAZIL
CURITIBA – MARCH 2

Race 1

1	Yvan Muller	*SEAT*
2	Rickard Rydell	*SEAT*
3	Jörg Müller	*BMW*
4	Andy Priaulx	*BMW*
5	Gabriele Tarquini	*SEAT*
6	Félix Porteiro	*BMW*

Race 2

1	Gabriele Tarquini	*SEAT*
2	Andy Priaulx	*BMW*
3	Félix Porteiro	*BMW*
4	Jörg Müller	*BMW*
5	Yvan Muller	*SEAT*
6	Augusto Farfus	*BMW*

MEXICO
PUEBLA – APRIL 6

Race 1

1	Jordi Gené	*SEAT*
2	Rickard Rydell	*SEAT*
3	Nicola Larini	*Chevrolet*
4	Tom Coronel	*SEAT*
5	Gabriele Tarquini	*SEAT*
6	Yvan Muller	*SEAT*

Race 2

1	Tiago Monteiro	*SEAT*
2	Rickard Rydell	*SEAT*
3	Gabriele Tarquini	*SEAT*
4	Yvan Muller	*SEAT*
5	Jordi Gené	*SEAT*
6	Tom Coronel	*SEAT*

SPAIN
VALENCIA – MAY 18

Race 1

1	Robert Huff	*Chevrolet*
2	Gabriele Tarquini	*SEAT*
3	Jordi Gené	*SEAT*
4	Yvan Muller	*SEAT*
5	Jörg Müller	*BMW*
6	Nicola Larini	*Chevrolet*

Race 2

1	Alain Menu	*Chevrolet*
2	Robert Huff	*Chevrolet*
3	Andy Priaulx	*BMW*
4	Jörg Müller	*BMW*
5	Gabriele Tarquini	*SEAT*
6	Jordi Gené	*SEAT*

FRANCE
PAU – JUNE 1

Race 1

1
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Race 2

1
2
3
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5
6

CZ REPUBLIC
BRNO – JUNE 15

Race 1

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5
6

Race 2

1
2
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5
6

PORTUGAL
ESTORIL – JULY 13

Race 1

1
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3
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Race 2

1
2
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5
6

GREAT BRITAIN
BRANDS HATCH – JULY 27

Race 1

1
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6

Race 2

1
2
3
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6

GERMANY
OSCHERSLEBEN – AUG 31

Race 1

1
2
3
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Race 2

1
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6

SWEDEN
ANDERSTORP – SEP 21

Race 1

1
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Race 2

1
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6

ITALY
MONZA – OCTOBER 5

Race 1

1
2
3
4
5
6

Race 2

1
2
3
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5
6

JAPAN
OKAYAMA – OCTOBER 26

Race 1

1
2
3
4
5
6

Race 2

1
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3
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5
6

MACAU
MACAU – NOV 16

Race 1

1
2
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4
5
6

Race 2

1
2
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4
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6

DRIVER STANDINGS

1	Gabriele Tarquini	*36*
2	Yvan Muller	*28*
3	Rickard Rydell	*28*
4	Jordi Gené	*24*
5	Andy Priaulx	*22*
6	Jörg Müller	*20*
7	Robert Huff	*18*
8	Alain Menu	*14*
9	Tiago Monteiro	*12*
10	Tom Coronel	*10*

MANUFACTURER STANDINGS

1	SEAT	*92*
2	Chevrolet	*60*
3	BMW	*59*
4	Honda	*6*

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Frustrated in his attempts to pass Jo Siffert's slower Lotus 49, Richard Attwood signals for help from the flag marshals. Siffert eventually retired with a faulty gearbox, while Attwood's BRM P126 finished seventh

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Ian Mason established the company in 1970 but is now ready to leave the running of the business to others, hence the takeover by equally well-known and popular Aston specialist Desmond Smail, whose Buckinghamshire classic Aston business continues to go from strength to strength.

Ian will stay on at the company on a consultancy basis, while the day to day running will be handled by another stalwart of the Aston world, Peter Hamilton, the former head of Aston Martin's main London agent's workshop, who has 20 years of experience in the business.

Desmond, who started work on Astons in 1976 as an apprentice with a local Aston specialist before setting up on his own, will spend at least two days a week at the London HQ, which shares a building with another branch of the growing business, **Aston Sales Kensington**. Desmond's business partner there is Alan Baker (pictured far right), who has 15 years of experience as head of Aston Martin Sales Mayfair. He's thought to have sold more Astons than any other single person.

Meanwhile the existing team will stay on: that includes factory-trained technicans John and Steve, who have over 40 years of experience of working on Aston Martins between them. In all, that's more than 145 years of experience between the seven key members of the team!

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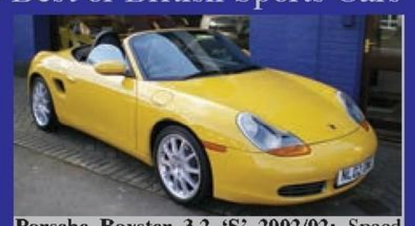
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Lotus Elise S2 S/Tourer 2001/51: Laser Blue,black leather,black hood,full ST spec,only 16000mls,fsh: £14500
Vauxhall VX220 Turbo 2005/05: Brilliant Yellow,dark green leather,one owner,only 9000mls,fsh:.....£17950
Vauxhall VX220 Turbo 2005/55: Le Mans Green,black leather,only 1500mls!!!fsh: ..... SOLD!
Vauxhall VX220(Opel Speedster) 2002/02: Brilliant Yellow,black leather,only 16000mls,fsh:..... SOLD!
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Porsche Boxster 2.7 2003/03: Seal Grey,black leather,black hood,17in alloys,climate,,35000mls,fsh:.....£18950
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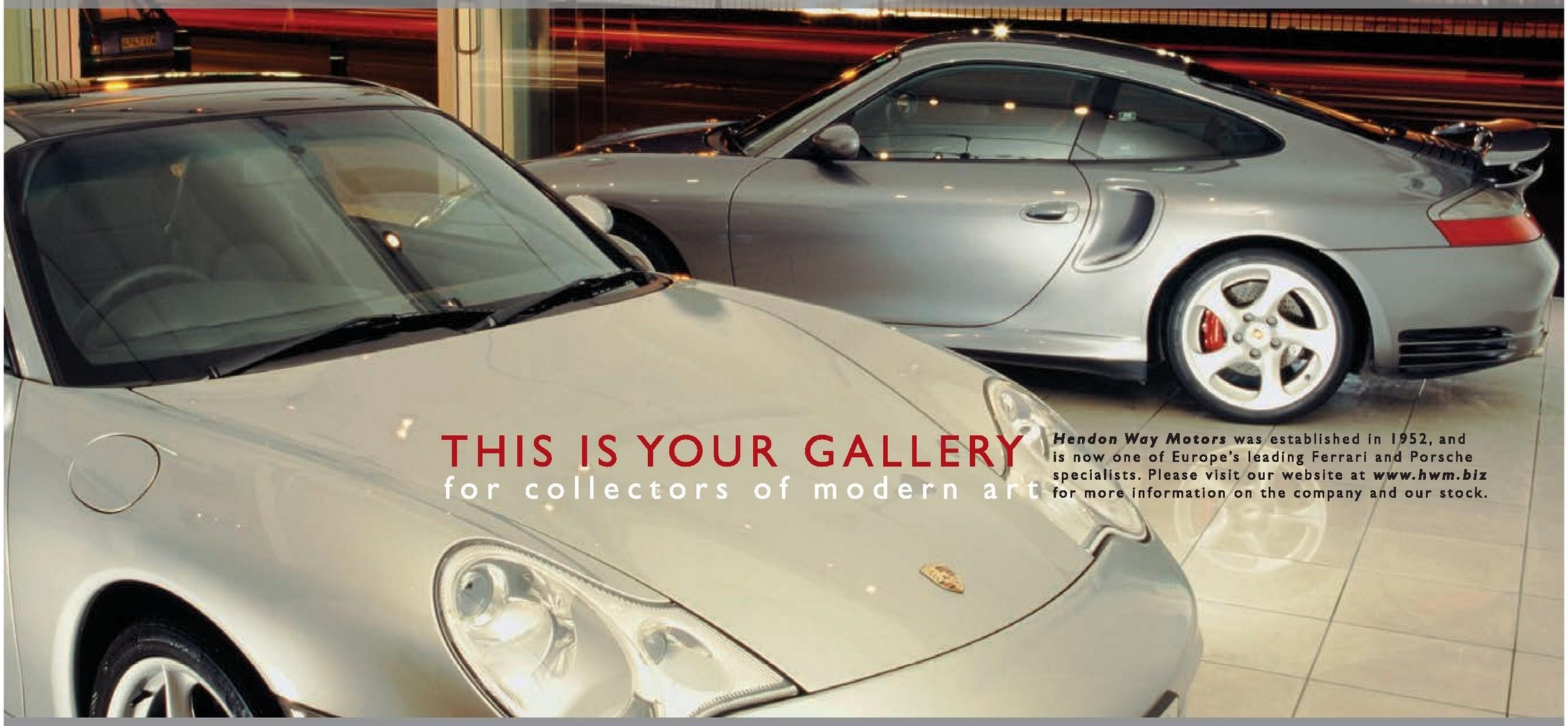
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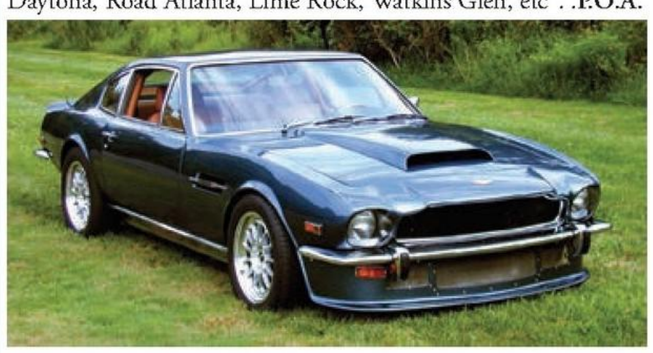
1960 Aston Martin DB4 Racecar. Full-out 1960 Aston Martin DB4 racecar. Ex Bob Akin, John Littlechild. History at Sebring, Daytona, Road Atlanta, Lime Rock, Watkins Glen, etc . . **P.O.A.**



Lotus 19. Ex John Mecum Jr team car (Pabst, Hansgen, Foyt) 4.4 liter Buick V8, 333hp. Hewland FG400. Chassis 19-965 . . . . . **P.O.A.**



1961 Aston Martin DB4. DB4/1025/R in Fiesta Red. Steel Wings 4.6 liter Aston engine, 350+hp, Steel Wings 5-speed. Gentleman's fast road-car. . . . . **P.O.A.**



1976 Aston Martin V8 Saloon. Supercharged with 5-speed gearbox. Renowned Steel Wings development car. Slate Blue with Canyon hides. Not for the faint hearted . . . . . **P.O.A.**



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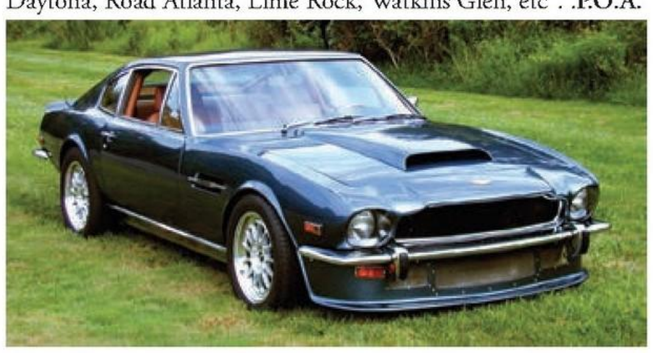
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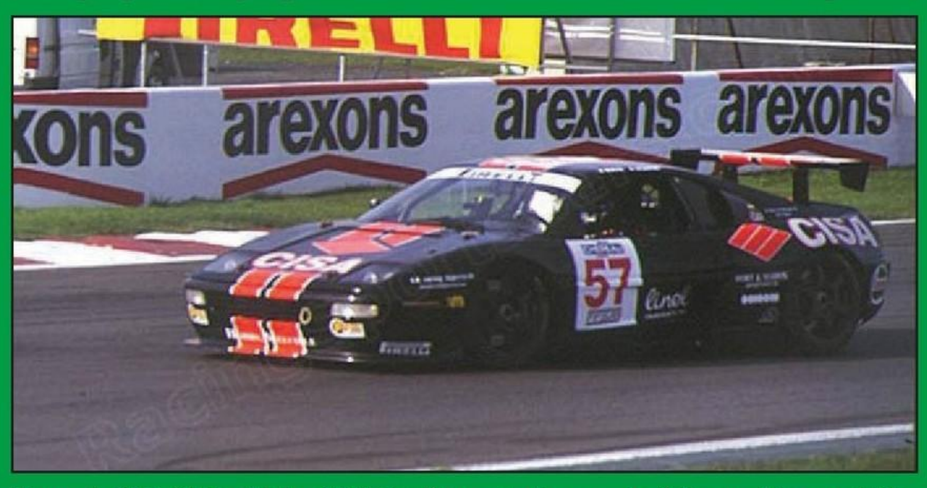
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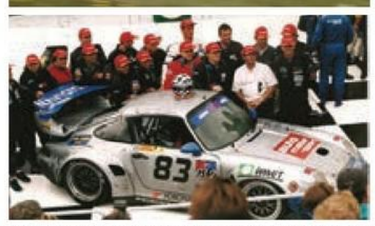
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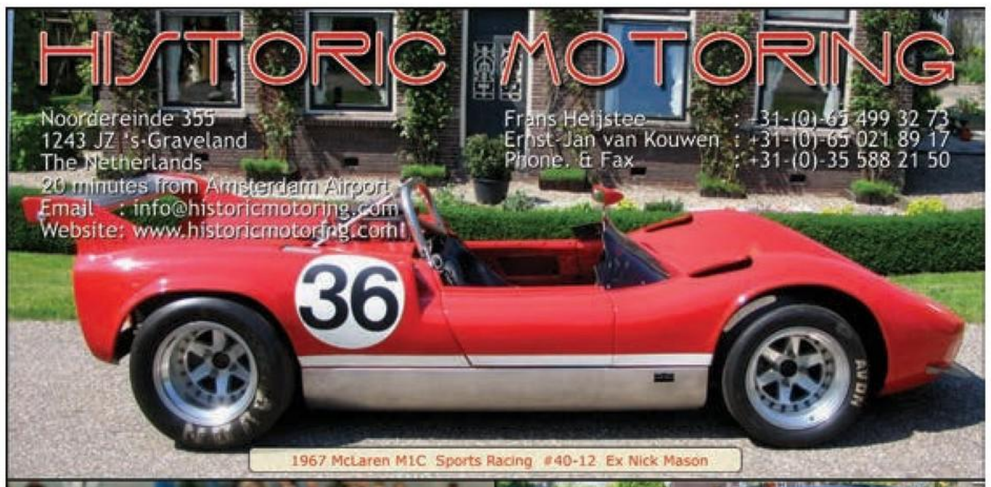
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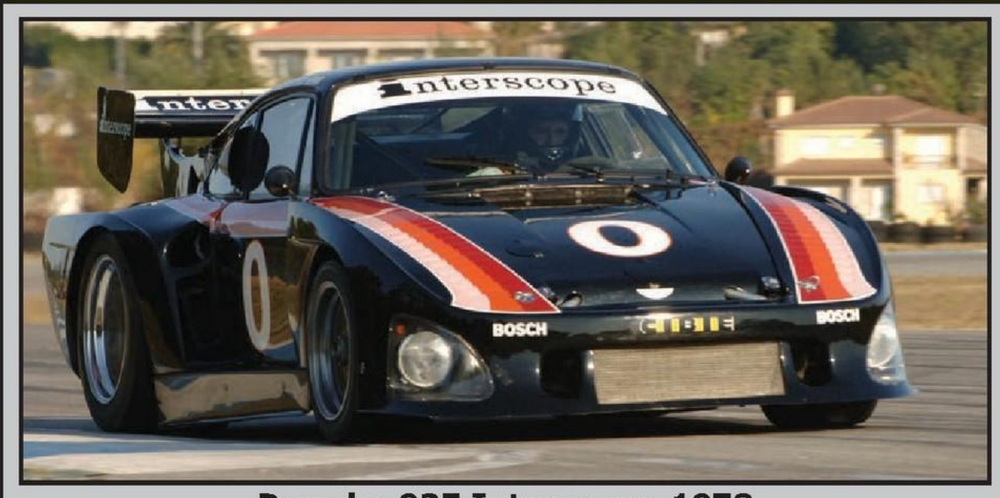


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Porsche 935 Interscope, 1978



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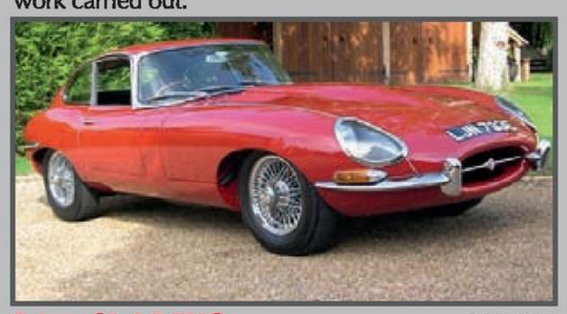
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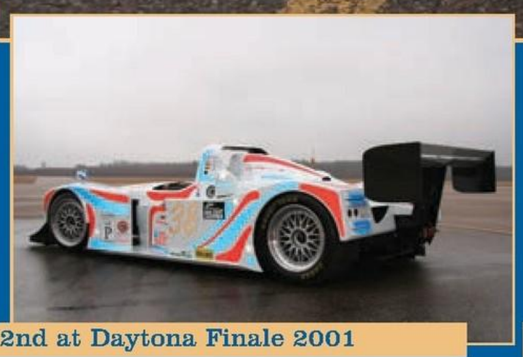
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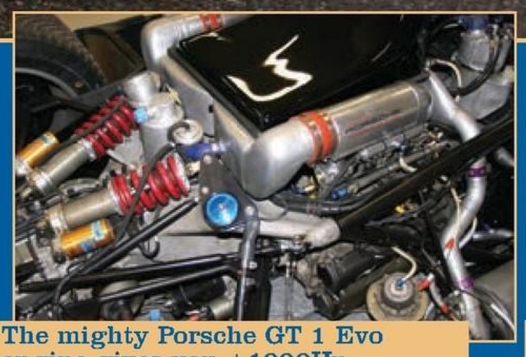
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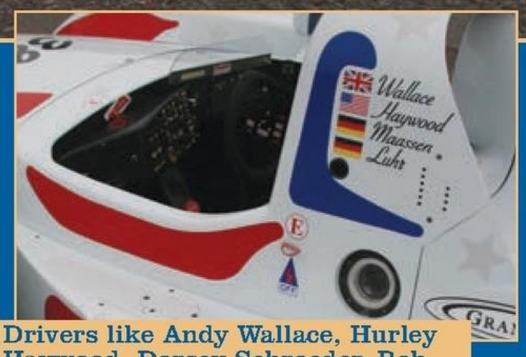
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FERRARI 250 GT TDF BERLINETTA PININFARINA SPECIALE, 1954, Blue with Blue interior, Freshly serviced, Full history, 5-speed transmission, Chassis # 0383GT is regarded as the very first Tour de France completed and one of a handful of early examples completed by Pininfarina rather than the later Scaglietti bodied cars. **$P.O.A.**



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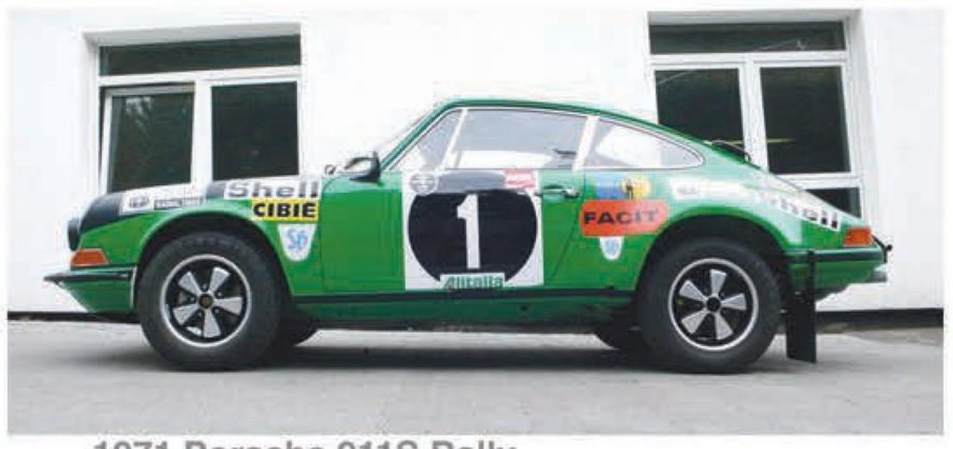
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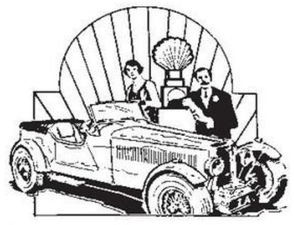


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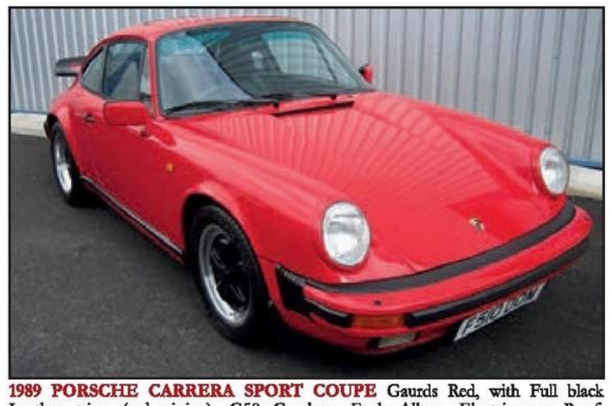
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1965 NOV ROLLS ROYCE CLOUD III CONTINENTAL finished in Dawn Blue with Dove Grey hide interior, overrugs, radio/stereo, Auto, power steering, power windows, one of the last built, 78,000 genuine miles with service history, maintained to a very high standard throughout its life, this must be one of the best examples there is, a very honest and genuine car, drives superb.....**£65,750**



1971 ASTON MARTIN DBS finished in Red with Magnolia hide interior piped Red, Auto, power, usual Aston Martin extras, some paperwork and bills and old MOTs, taken in part exchange hence price.....**£26,750**



1984 ROLLS ROYCE SILVER SPIRIT finished in two tone Green with Magnolia hide interior, piped in Green, matching lambswool overrugs, CD/stereo system, all usual Rolls Royce extras, this low mileage (73,000) example has been maintained to a very high standard, garaged from new, drives superb, what value, with service history.....**£9,750**

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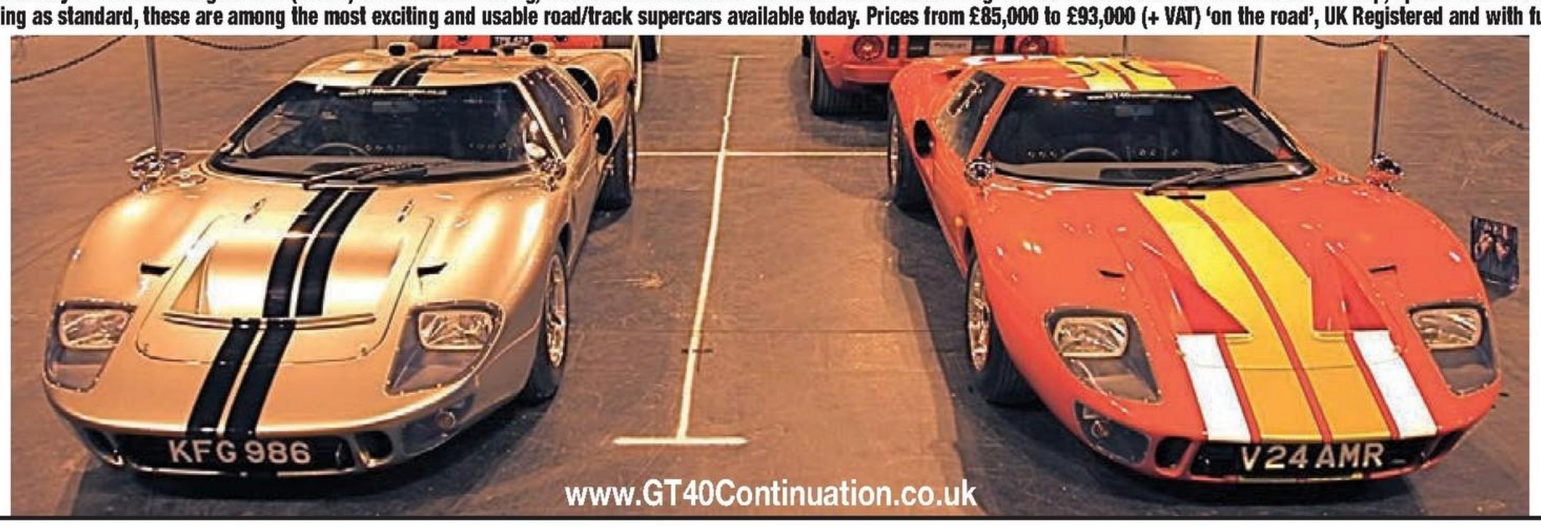
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£64,950



2002 Aero 8 4.4 V8. Silver with red leather interior, black mohair weather equipment, black leather Moto lita steering wheel with alloy boss and engraved horn push. Chrome interior mirror, chrome gear knob, radio CD player, photographic build record. 18,200 miles. 3 owners. FSH.
£37,500



2004 Roadster 3.0 V6. Jaguar Gunmetal with black leather interior, sports seats, walnut dashboard, black mohair weather equipment, alloy wheels, luggage rack, Le Mans gear knob, badge bar, Moto Lita wood rim steering wheel, paint protection film, very good condition, 2 owners, FSH, 9,100 miles.
£32,995



2005 +4 2.0 Duratec. Royal Ivory, Le Mans gear knob, blue leather upholstery, door handles, elasticated door pockets, sun visors, tread rubbers, alloy wheels, steering bearing kit, Koni suspension, negative camber plates, TOK number plate available at extra cost, 1 owner, FSH, 9,700 miles.
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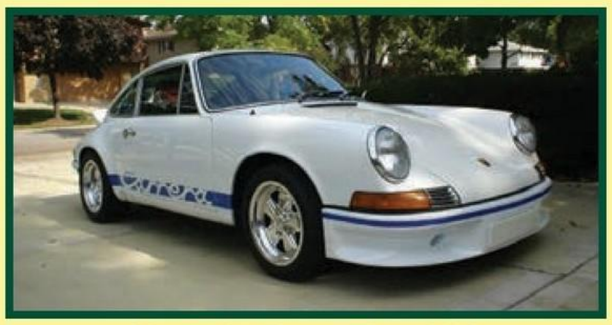
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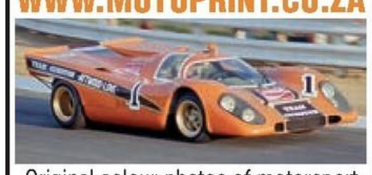
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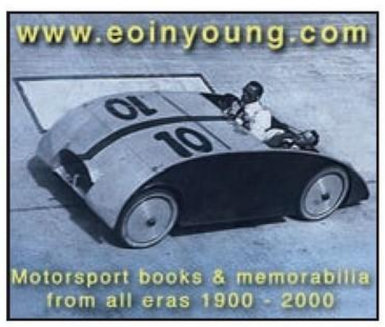


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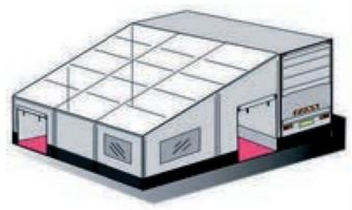
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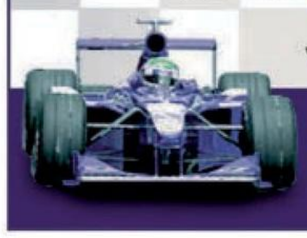


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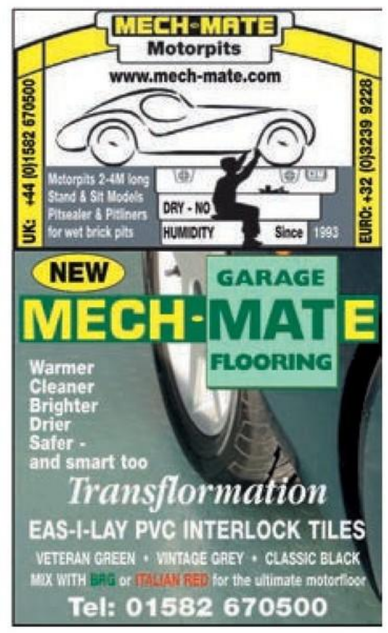
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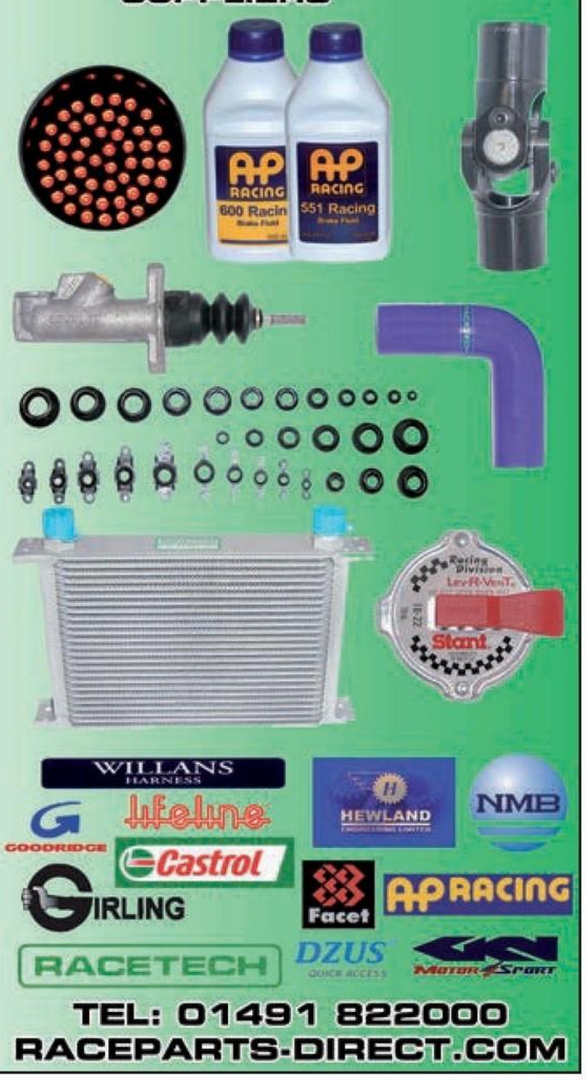
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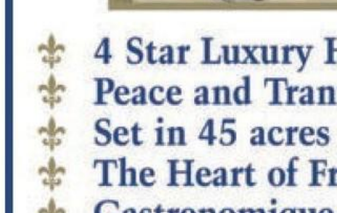
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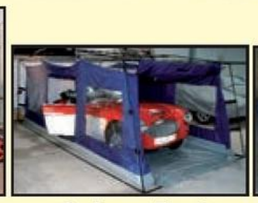
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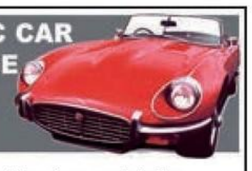
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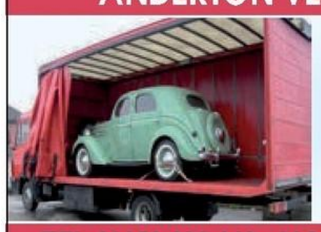
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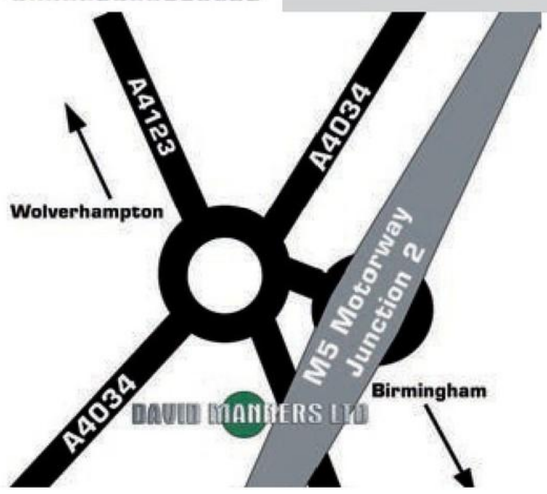
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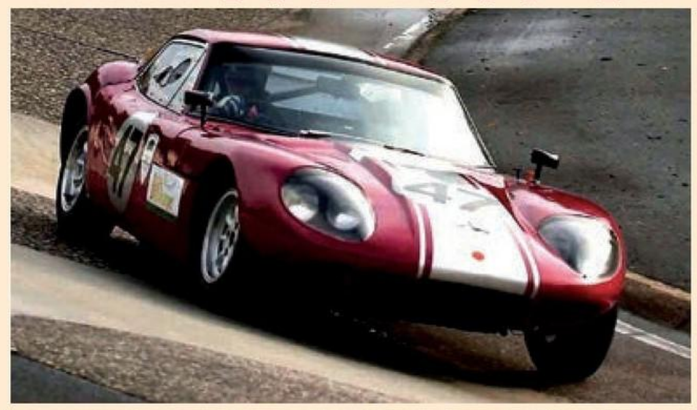


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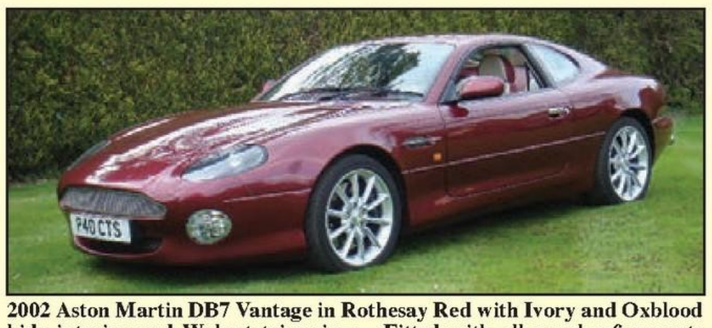
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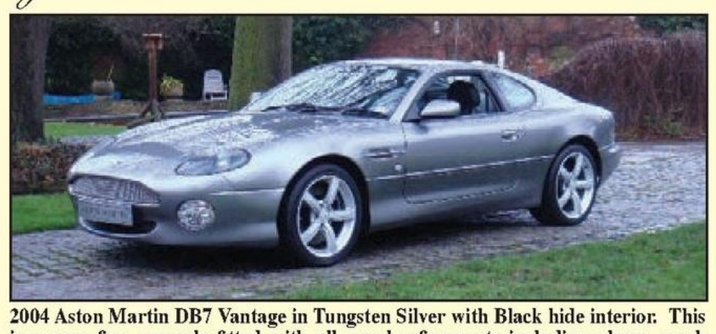
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2002 Aston Martin DB7 Vantage in Rothesay Red with Ivory and Oxblood hide interior and Walnut trimmings. Fitted with all usual refinements including Touchtronic, heated front screen, space saver alloy, alloy pedals, mesh grilles and Sat Nav. Full service history including recent major service. 60,000 miles.....£33,950



2003 Aston Martin Vanquish in Masons Black with contrasting Black and Cream hide interior and Piano Black trimmings. This car has covered 20,000 miles from new and is in perfect condition throughout. Full Aston Martin service history including recent new clutch. Superb throughout.....£72,950



2004 Aston Martin DB7 Vantage in Tungsten Silver with Black hide interior. This is a very fine example fitted with all usual refinements including alarm, mesh grilles, premium in car entertainment system, aluminium pedal pads, heated front screen, Tracker, 18" 5 spoke GT alloy wheels and 5 speed automatic transmission. Comes with complete Aston Martin works service history..... £42,950



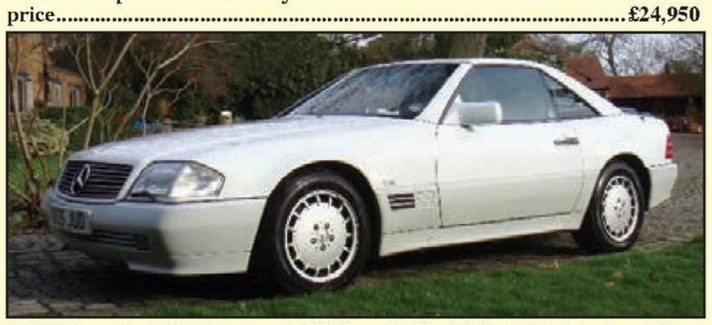
1974 Aston Martin V8 Saloon in Midnight Blue with Tan hide interior, this car is fitted with automatic transmission, power steering, air conditioning, wood rim steering wheel, alloy wheels and CD system. The previous owner has spent a lot of money on this car and is now excellent value at this price.....£24,950



1958 Jaguar XK150 Fixed Head Coupe in White with Blue interior. This car began life as a 3.4 litre automatic "special equipment" model (hence the "s" prefix to its chassis number) and this particular left hand drive example was upgraded to 3.8 litre power and four speed manual transmission as part of a "frame off" mechanical overhaul, the Jaguar received attention to its brake system, wiring harness and clutch etc. Please enquire for full specification £35,950



1991 Aston Martin Virage 5.3 Fixed Head Coupe in Squadron Blue with Magnolia hide piped Blue and new Blue carpets with Aston Martin logos and Alcantara headlining. This car has only covered 42,000 miles from new and has a complete Aston Martin service history. Really beautiful.... ..... £24,950



1991 Mercedes 300 SL in Arctic White with Dark Blue hide interior. Fitted with cruise control, electric seats, electric steering column, electric windows and mirrors, 16 spoke alloy wheels, electric soft top and removeable hard top. Full service history and in beautiful condition throughout. 73,000 miles.....£6,995



2004 Audi A8 3.0 6 speed Multitronic in Ebony Black Pearl effect with Black hide interior. A fine example fitted with extended aluminium pack, light package (interior and exterior), DVD based navigation system, handset and handsfree D Band GSM phone, 3 spoke sports multifunction steering wheel, comfort seats with electric memory, sport air suspension, heated front seats, automatic operated boot lid, deluxe front centre armrest and BOSE surround system. £18,950



1974 MGB GT in Old English White with Black cloth. This is the chrome bumper model with Red carpets, CD player Minilite wheels and fitted with overdrive transmission. The car was completely rebuilt around 3-4 years ago and is now in fine condition and represents very good value.....£6,450



1998 Jaguar XJS V12 in Arctic Blue with Magnolia hide interior, this car is fitted with automatic transmission, power steering, abs, air conditioning, twin headlamps and is in excellent condition. Service history. Must be viewed at this price.....£6,995



1987 Aston Martin V8 Vantage in Suffolk Red with Magnolia hide. Beautiful example fitted with 5 speed Manual gearbox, Ronal alloy wheels and new sills by marquee specialists. Excellent service history.....£59,950



1996 Aston Martin DB7 Volante in Mendip Blue with Parchment and Pacific hide. This is a fine one owner example with complete Aston Martin service history having covered only 39,000 miles from new. Fitted with Manual 5 speed transmission, the car is beautiful throughout.....£29,995



1970 Jaguar E Type S2 Fixed Head Coupe finished in British Racing Green with suede green hide interior. This original UK right hand drive E Type was delivered new in the summer of 1970 to Coombs of Guildford, where it became their demonstrator and was registered "BUY 1". All the numbers on the chassis, engine and gearbox match the Heritage Certificate. The chassis number is prefixed with a "P" denoting power steering and the car is still running on its original disc wheels. The previous owner, an enthusiast, has done a considerable amount of work including a full re-spray and stainless steel exhaust. The car has covered around 5,000 miles since 2000 with electronic ignition being fitted in 2006. It is fitted with its original Motorola radio and period Webasto folding fabric sunroof and original wood rim steering wheel. Beautiful throughout and sensibly priced.....£26,950



1979 Rolls Royce Silver Shadow II in Brewster Green with Beige hide. Fitted with all usual refinements including radio cassette player and 6 stack CD player, headrests, white wall tyres, automatic transmission, air conditioning and leather headlining. This is a beautiful car throughout with considerable service history.....£12,950



1956 Jagaur XK140 in British Racing Green with contrasting suede Green hide interior. This is an exceptionally nice original example in completely unmolested condition. First announced in October 1954 as a 2+2 replacement of the earlier XK120. Only 843 right hand drive models were made and this particular car was first registered in August 1956. The car has been recently enhanced with the fitment of wire wheels and a complete re-bushing of the whole of the suspension. Undoubtedly, an appreciating asset £39,950



1964 Triumph TR4 FIA Race Car in Black. This car has been freshly rebuilt from a UK right hand drive car and is fully race prepared. Huge specification including fresh full race mass engine, Weber carbs, fresh quaiffe, dog-change gearbox, LSD Salisbury axle, 2 sets of period style alloy wheels and Dunlop historic and Avon tyres. Sale price includes a comprehensive spare parts package. Comes with FIA – HTP papers.....£36,950



1965 MGB Roadster in Signal Red with Black hide. Fitted with a new mohair fold away hood and wire wheels and overdrive gearbox. A very nice example with considerable service history.....£6,995



1964 Alvis TE21. The Alvis TE21 first appeared in 1963 as a follow-on from the TD21 which was a single headlight model. It is powered by a robust 6 cylinder 3 litre engine breathing through twin SU carburettors. Finished in a pale metallic blue with contrasting grey hide interior, this particular example is in very fine condition and is further enhanced with excellent walnut veneer. This model is fitted with automatic transmission and comes with a considerable history file, detailing extensive refurbishment and maintenance with "RED TRIANGLE", which is the recognised home of Alvis motor cars in the UK.....£27,950

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