MOTORSPORT

MICHAEL SCHUMACHER; GP SEASON PREVIEW; LUNCH WITH DEREK WARWICK

APRIL 2010 VOL.86 NO.4

THE ORIGINAL MOTOR RACING MAGAZINE

MOTORSPORT

F1 season preview 2010

Michael Schumacher

"HE COULDN'T SAY NO"

The true story behind the comeback of the century

BY ADAM COOPER

SCHUEY THE TRAITOR!

How Italy is still reeling from its hero's 'betrayal'

BY PINO ALLIEVI

Return of the King

Is he ready to beat Alonso, Hamilton, Button & Vettel?

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LUNCH WITH... DEREK WARWICK

"I wanted to be World Champ. Not in F1 – in stock cars!"

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Cover image: PA Empics

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Recapturing life on the limit

A motor racing book with a difference has struck a chord as we edge closer to the most anticipated Formula 1 season for years. It's called *Overdrive: Formula 1 in the Zone* and it's different because this isn't a motor racing story per se, rather a 10-year study of an intangible. 'In the zone' is a sporting cliché these days, describing the nirvana of hitting the sweet spot of performance, and it's almost impossible to quantify, especially in an environment where man must be in sync with machine to reach it. As the book highlights, this state is at the heart of what every racing driver is searching for, and yet in a sport based on clinical, incontrovertible physics, a deeper understanding of the 'wishy-washy' psychological bit in the middle – the human being and thus the biggest variable in the mix – can be overlooked.

Of the many interviews with drivers past and present in this book, a few lines from Fernando Alonso stand out. When asked whether a trip to 'the zone' is better than winning a world title, he says: "Winning a race or a championship leads to recognition from everybody. So it is good for self-confidence because everybody thinks you are doing well. But from the inside, when it comes to the personal feeling that is inside your heart and inside your mind, this feeling is perhaps better."

Now, Alonso makes such a claim from the comfortable – and rare – position of actually having achieved what he set out to do, and at Ferrari he'll only add to his record, especially if winter testing is anything to go by. But there is a universal truth in what he says. Winning is everything? Yes, but it's the journey that matters more than the destination.

That is certainly the case for Michael Schumacher. An eighth world title is the goal, but his amazing comeback is actually fuelled by a desire to taste that old feeling again, to be living on the limit in a realm most of us can only imagine. As Adam Cooper's excellent story on page 56 suggests, Schumacher's not worried about tarnishing his reputation up against the most competitive field of rivals he has known. He's doing this for all the right reasons, which is why his return has captured our attention so completely.

Alonso once said "F1 is no longer a sport". He had good reason, in the wake of the disgraceful blocking penalty he received after qualifying at Monza in 2005. Fortunately, he was wrong. Despite the tortuous politics, the high financial stakes, the cynicism of Bernie Ecclestone, the depressing controversies and all the rest, Grand Prix racing has somehow retained its essence – despite itself. At its heart, once all the peripheral stuff has played out, is a gripping human story of driver against driver – and just as importantly, driver against himself.

The quest for Schumacher, Alonso and the rest to reach that zone is exactly why March 14 and the start in Bahrain can't come soon enough.

Motor Sport exists to capture that spirit of competition, and this passion has been at the heart of every issue since 1924. Which is why we felt justified in launching something new – our Hall of Fame, to celebrate the rich sporting heritage that fills our pages every month, in a fresh and enjoyable way.

You can read about the Hall of Fame's grand opening, held at the Roundhouse on February 10, on page 40. We hope it will be the first such gathering in what will become an established and eagerly anticipated curtain-raiser for every season to come. Our thanks go to everyone who made it possible, to our special guests who joined us on the night and to all who have inspired the true spirit of racing over the years.

Damien Smith, Editor

CONTRIBUTORS



Pino Allievi

As head of the motoring section of the major Italian paper *La Gazzetto della Sport*, Pino has been reporting on the Grand Prix circus since 1974. This makes him well placed to offer us the Latin perspective on Ferrari's greatest driver. Particularly as he has also published a book of Ferrari stories, co-authored with – Enzo Ferrari. That's what you call being well-connected.



Mark Braddel

Mark's day job is in films, but as he was born in earshot of Brands Hatch, racing was bound to get him. An early memory is of waiting at Pilgrim's Drop for his hero Carlos Pace's Brabham to appear. It was DSJ's writings which interested him in race circuits, and he wrote to Jenks on the subject. He still treasures the handwritten reply suggesting tracks to visit, and he's been at it ever since.



Mitch Pashavair

When not travelling around the world on photoshoots, only a proportion of which are about cars, Mitch enjoys sampling fine English ale and working on his collection of classic cars. Current projects include fabricating fresh steel panels on a slightly rusty Alfa GT Junior, and building a Fiat Strada Abarth for sprint work. If we stop giving him jobs to do he might be ready to compete later this year.



Anthony Rowlinson

With his Formula 1 credentials confirmed by long stretches on both *Autosport* and *F1 Racing*, Rowlinson is currently often seen in Grand Prix paddocks assembling stories for *The Red Bulletin*, the extreme sports magazine. With a name that's just too long for everyday, he's nick-named 'Prof' because he shares Alain Prost's hair stylist. He's also sometimes addressed as 'Leo'. We don't know why...



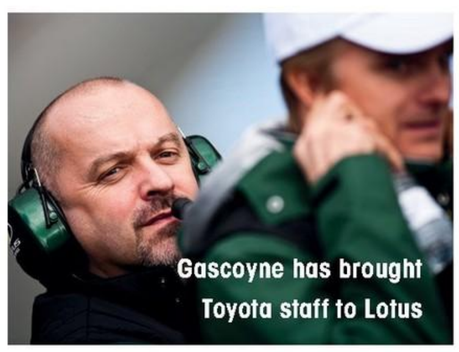
Lotus and Virgin hit the test track

THE VIRGIN AND LOTUS TEAMS SHOWED that they mean business when they joined the established runners for testing at Jerez in February.

Inevitably both suffered teething problems and languished at the bottom of the times. But the fact that they made it at all was testimony to the hard work done by the commercial and technical staffs of the two British-based teams. The professional appearance of both outfits was put into proper perspective by the ongoing uncertainty over the Campos Meta and USF1 projects.

After receiving entry confirmation from the FIA only last September Lotus shook down the metallic green T127 at Silverstone on February 9, prior to a launch in London three days later. Hazel and Clive Chapman, Sir Stirling Moss and Nigel Mansell were among those who have played a part in the Lotus story who attended the event. Team principal Tony Fernandes thanked the Chapman family for their moral support, and made it clear that he has huge respect for the heritage of the name.

Lotus Racing technical chief and motivating force Mike Gascoyne has made good use of his contacts book. Like his previous teams, Lotus is using Jean-Claude Migeot's Aerolab wind tunnel in Italy for its aero work. And even before the FIA confirmation Gascoyne had some of his former Toyota colleagues hard at work at a drawing office in Cologne.



Gascoyne has brought Toyota staff to Lotus

When the Japanese manufacturer subsequently announced its withdrawal, Gascoyne was able to headhunt other key players. Former Toyota chief engineer Dieter Gass is his deputy technical director, while the two race engineers and two data engineers have also headed straight to Norfolk from Germany.

"We've probably got 20 people from Toyota and there are more coming," said Gascoyne. "One thing about us is that everybody is experienced. The race team has got a lot of good guys from teams that have been downsizing. We're not a new team in terms of the people working for us."

The crew's collective knowledge proved useful in Jerez, where there was much troubleshooting to be done. The car suffered from hydraulic problems and a broken exhaust, while almost a day of track time was lost when Heikki Kovalainen crashed and damaged the only available front wing. However, on the fourth day Jarno Trulli completed an impressive 141 laps.

Virgin made its debut at Jerez a week before Lotus. The team also lost a lot of precious time with a front wing problem, although in this case it fell off of its own accord, a failure that led to a major rethink. The real Achilles heel was a hydraulic leak, and while the problem was pinpointed it could not be fully rectified in Spain, so the car could not run long stints between pit visits.

Given the lack of time available the two new teams expect to be racing only each other, at least in the first half of the season. "It's going to be our target, to race with them and be ahead of them," Kovalainen told *Motor Sport*. "I think it's achievable. It's difficult to read into testing times, but both teams have started from zero. I don't want to expect too much from such a short time, and we will be able to make improvements, but it will take time. That's the way it is. Hopefully when the performance is increasing, then we can raise the bar." *Adam Cooper*



Virgin's track time was limited by hydraulic leak

All images LAT

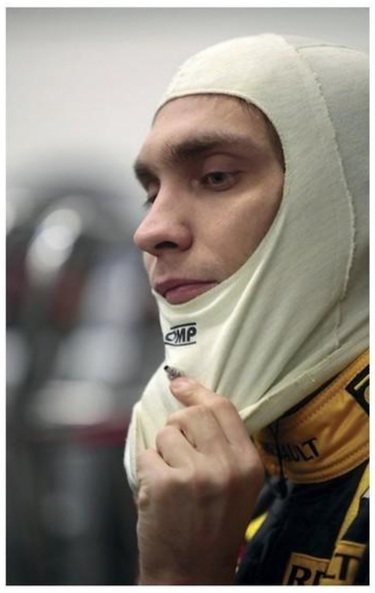
Late revision for F1 points

JUST SIX WEEKS BEFORE THE START OF the 2010 Formula 1 season the FIA confirmed a further change to the points system, after consulting with teams. The governing body hopes to encourage overtaking by making the difference between a win and second place more significant than before.

Henceforth the top 10 will be rewarded on the basis of 25-18-15-12-10-8-6-4-3-2-1, whereas in the initially announced version second place was worth 20 points. In a comparison with the old points system, used until 2009, it means 10 for a win now equates to 7.2 for second, rather than eight points as it was before. Other FIA championships will follow the same system.

Petrov aims to impress

VITALY PETROV IS CONFIDENT THAT HE can make a good impression on his Formula 1 baptism with Renault this year, despite his lack of mileage.



The Russian (left) had not driven an F1 car until after he was confirmed by the team, and his testing programme was badly disrupted by the bad weather at Jerez. But Petrov does have three seasons of GP2 behind him, and was runner-up in last year's series.

"It will be hard," he told *Motor Sport*. "But it's like everywhere – when you come to another championship it's always hard when there are guys already with a few years in this series. But we'll try our best and I'm quite sure that it's a good car. The team has already been champions and they can be again."

Intriguingly, Russia can already lay claim to an F1 World Champion, since Emerson Fittipaldi's mother was born in the country and spent her early years there before her family emigrated. *(Dubious claim of the month! – Ed)*

IN BRIEF

■ Red Bull Racing has confirmed that Aussie Daniel Ricciardo and Kiwi Brendon Hartley will share the reserve driver roles for RBR and Toro Rosso this season. British F3 champ Ricciardo impressed when he tested for Red Bull at Jerez at the end of last year.



■ Despite outscoring BMW Sauber team-mate Robert Kubica last season, Nick Heidfeld (left) has found himself without a race seat after 10 years at the top level of the sport. The German has accepted the third driver role at Mercedes GP, but is likely to be high on the list should any top team need a replacement.

■ DTM star Paul di Resta has been confirmed as Force India's third driver for 2010. But unlike some of his colleagues at rival teams the Scot will get some high-profile mileage, since Force India will use him in place of one of its regular drivers in Friday morning practice at selected races.



■ Kimi Räikkönen may be out of F1, but there's another Flying Finn on the horizon in the shape of Valtteri Bottas, who has been signed up as third driver by Williams. Bottas (left), who is managed by Mika Häkkinen, is heading into his second season with the ART F3 Euroseries team.

■ Ross Brawn received the Sir Malcolm Campbell Memorial Trophy for his achievements with Brawn GP in 2009 at the MSA awards ceremony at the RAC in London. The trophy is awarded annually to a group or individual who have excelled in the world of motor sport.

■ Andy Soucek has secured the reserve driver role at Virgin Racing. The reigning Formula 2 champion was due to attend pre-season Barcelona testing in case either Timo Glock or Lucas di Grassi were unable to drive.

■ An hour-long programme on the *Motor Sport* Hall of Fame will be shown on April 4 on Sky Sports 3 at 3pm, Sky Sports 2 at 6.30pm and Sky Sports 4 at 9pm. It will also be aired on April 5 on SS4 at noon, 3pm and 7pm.



Carabante (second from left) has saved Campos

Campos Meta

Campos gains new owner

FORMER MIDLAND, SPYKER AND FORCE India team principal Colin Kolles has taken up a similar role with Campos Meta after brokering a rescue package for the beleaguered new team.

Founder Adrian Campos failed to find sufficient backing to get the team going, and in January agreed to sell to erstwhile A1GP boss Tony Teixeira. However, the South African did not complete on the new deal. Original Campos shareholder José Ramón Carabante subsequently took over the project and has installed Kolles (above right) to run it. Campos himself has been sidelined, but Kolles stresses that the former Minardi driver will still have a role in the team.



Campos Meta was the first of the new F1 teams to complete the FIA crash tests, but due to a lack of funds work stopped at Dallara. It has now restarted, with the cars being completed in Italy before being sent to Bahrain. Initially Kolles will use his DTM/LMS factory near Ingolstadt, although eventually the team will move to a new facility in Murcia, Spain, where Carabante has strong links.

Kolles has engaged the former BAR and Red Bull technical chief Geoff Willis as a consultant, while former BMW Sauber chief engineer Mike Krack will also be involved.

Bruno Senna had signed a contract with Adrian Campos, but at the time of writing Kolles had yet to confirm the line-up and said he needed drivers with a budget. Karun Chandhok and José María López head the queue.

Ecclestone pushes for 20-round GP calendar

BERNIE ECCLESTONE HAS STATED THAT Formula 1 will have 20 Grands Prix on its calendar – more than ever before – in 2013, when a race through the streets of Rome makes its debut. "Rome is due to come in for 2013," said Ecclestone, adding, "we will have 20 races and the teams will be happy with it."

Ecclestone previously said that the number of races per year "can't go beyond 17" due to existing agreements. However, he is adamant that the teams will accept racing at 20 Grands Prix.

This agreement came one step closer with the appointment of McLaren team principal Martin Whitmarsh as chairman of the Formula One Teams Association (FOTA) in January. Ecclestone said that, "you've only got very sensible guys now like Martin Whitmarsh in charge of everything and he will understand because he is a business person".

This year F1 has 19 GPs on its calendar with the addition of a race in South Korea, but it had been widely expected that several events could be cancelled due to the weak economy putting promoters under financial pressure. Both Germany and Turkey were believed to be at risk, but Ecclestone has quashed these rumours.

"The Germans have no problem," he said, adding that he will not scrap the Turkish Grand Prix despite just 36,000 spectators attending the three days of the event last year. Ecclestone's business runs the Turkish round and in December he reportedly asked the government to double the promotion fee he receives. However, he says that the race is here to stay and eventually the crowds will come. "It's an enormous market in Turkey. Eventually they will get themselves sorted out."

Christian Sylt and Caroline Reid

Nigel Roebuck



REFLECTIONS
– Montoya and Michelin deserved more in F1
– Daytona: from the 24 Hours to the 500
– Why 'Quick Vic' loved the Porsche 917

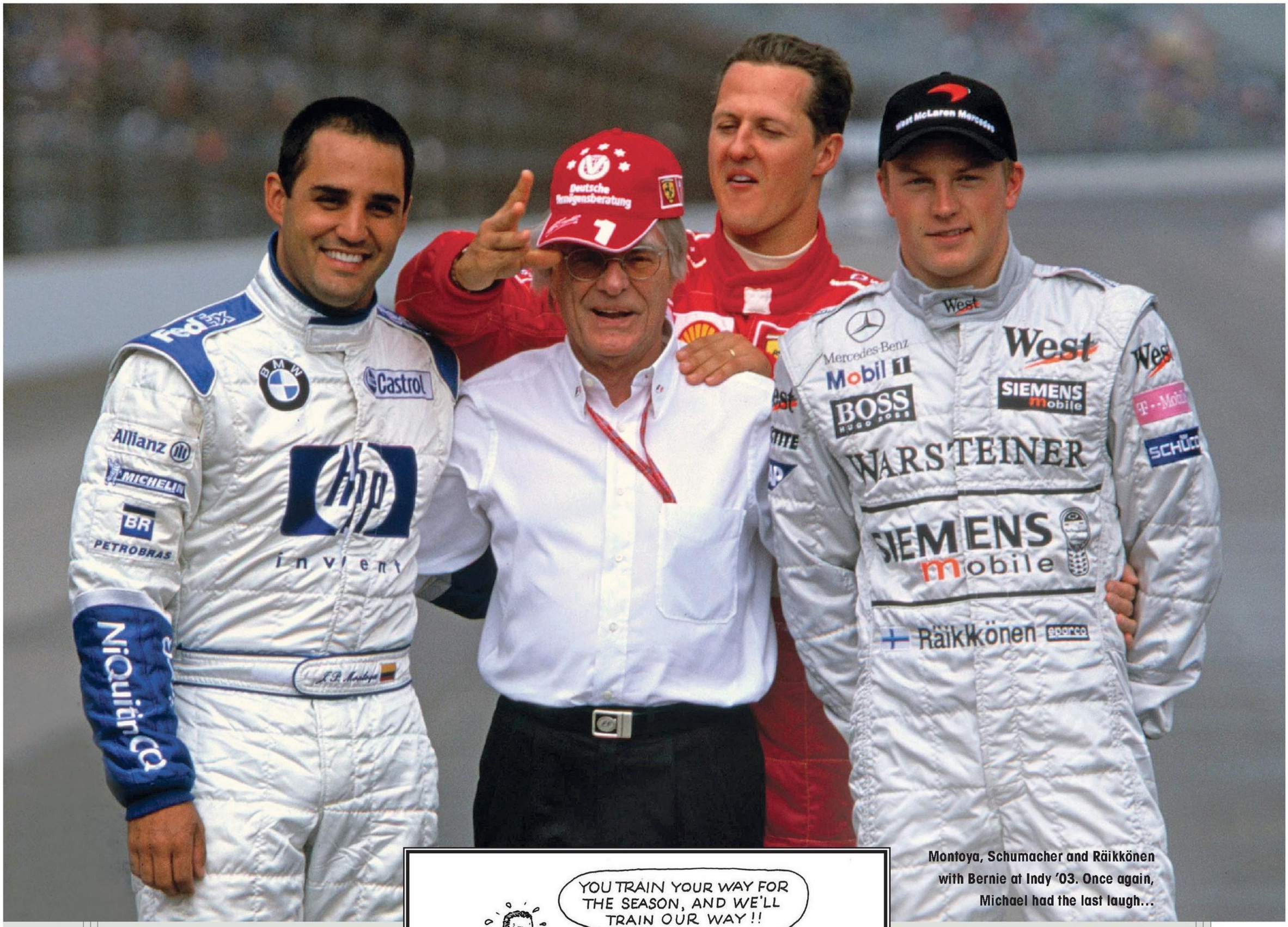
"You know," mused Vic Elford, "for years I worked for Skip Barber, doing tuition at his race drivers' school at Sears Point – it's got some other, vulgar name now [Infineon], but back then it was Sears Point. Anyway, one day this gentleman from South America turned up with his tiny little kid. He couldn't speak any English, and although I'm fluent in French I only have a few words of Spanish, but still we managed to communicate OK. The man's name was Pablo Montoya, and after three days of working with his kid I said to him, 'Look after your boy, and if you do everything right he just could be World Champion'. And I still think he should have been..."

I wouldn't argue with that, and to this day I think him a great loss to Formula 1. Juan Pablo's natural ability is from the top drawer, and if his... mercurial personality perhaps worked against him in the world of modern F1, there was no doubt that, following the retirement of Mika Häkkinen at the end of 2001, he was one of *very* few to seriously worry Michael Schumacher.

Another such was Kimi Räikkönen, and after the Hungarian Grand Prix of 2003 the World Championship standings read thus: Schumacher 72 points, Montoya 71, Räikkönen 70. With three races to go, the prospects for the World Championship were indeed enticing.

Or so it seemed. But events that day in Budapest were to have a seminal effect on the season, and not in any way that might have been predicted. Räikkönen and Montoya finished second and third in the race, but they were beaten not by Schumacher, but by Fernando Alonso, who took his first Grand Prix victory. Michael, somewhat shockingly, had finished eighth.

In 2003 both Williams-BMW and



Montoya, Schumacher and Räikkönen with Bernie at Indy '03. Once again, Michael had the last laugh...



McLaren-Mercedes significantly raised their games, whereas Ferrari did not, and a major factor in the turnaround was tyres: in '02 much of Ferrari's absurd superiority (which allowed Schumacher and Rubens Barrichello to win 15 of 17 races) stemmed from the fact that Bridgestone had its act together, and Michelin did not.

In '03, though, the opposite was true. Where the year before Williams and McLaren suffered on the tyre front, now Ferrari felt the same pain. Such is the way of it in motor racing, is it not?

Maybe yes, maybe no. Almost as soon as the chequered flag fell in Budapest there began serious 'briefing' about the legality of Michelin's front tyres, and it was greeted with considerable cynicism. The design, after all, had been introduced in 2001, yet it began to give serious offence only after the debacle in Hungary, where Schumacher, whisper it, was *lapped*.

Prior to the next Grand Prix, at Monza, the FIA abruptly notified all the teams that, as of now, it was going to change the way in which tyres were measured – in the sense that henceforth it would be done *after* the race, as well as before. Many argued, with some justification, that this amounted to a mid-season rule change, and such things, as we know, are not allowed. Max Mosley thought that a horrid thing to say.

The contention of Ferrari, clearly supported by the FIA, was that in the course of a race Michelin's front tyre 'spread' to a width greater than that permitted by the rules. If such were the case, Michelin and its teams wondered, why only now – two and a half years after the tyre's introduction – had it become a problem? And there were those who unworthily speculated that it was an attempt to destabilise McLaren and Williams, then on a roll, and threatening to keep Schumacher from winning his umpteenth World Championship. ➤➤➤

LAT

Nigel Roebuck



LAT

JPM was second to Schuey at Monza '03 following Michelin tyre woes

Patrick Head was particularly incensed by the course of events, making clear what he thought at a Monza press conference. By the end of the year, when I went to the Williams factory to interview him, he was still far from appeased.

"I thought I was very restrained at Monza, actually – certainly compared with the way I felt! I just wasn't prepared to stomach… I know Ross [Brawn] quite well – he used to work here in the past, after all – and every now and then he is quite good at putting on a holier-than-thou act, and saying that Ferrari would *never* do anything that might be… I mean, we know the record over a number of years, don't we? And some of it sticks in my craw, frankly, and I'm not prepared to stay quiet when that happens.

"If the intention of all that carry-on about Michelin's front tyres was to destabilise our, and McLaren's, preparations for the Italian Grand Prix, I'd have to say it worked – and to quite some degree. We had a very difficult Monza test beforehand, some of which was self-inflicted – Ralf [Schumacher] had a big accident on the first day, caused by a bond failure in a composite suspension component at the back of the car.



Getty Images/NASCAR

"That apart, rather than concentrating on set-up for the race, which ordinarily we would have done, we had to spend most of our time experimenting with different cambers, different toes at the front, measuring the width of the witnessed wear on the front tyre, and so on. So a great deal of our focus was on verifying that we could actually run the tyre.

"Michelin did a very rapid modification – but that was not to comply with the regulations: there was all this talk about a wide tyre, but the actual geometry of the tyre was exactly as we'd run from Imola 2001 on.

"It was basically a change of interpretation – the Michelins protested by Ferrari had all been presented to the FIA beforehand, and the rule said that the tyres would be measured *when new*, adding that the width of the tread should be no more than 270mm, which Michelin had quite reasonably assumed meant 'when new' – I don't believe there'd been any thought of, 'OK, it'll be like that when new, but we'll make it wider when it's worn'. It had just come about because of the design of their tyres, and because sometimes, when you go over kerbs and things, it scuffs the side of the tyre. But it amounted to a rule change when the FIA suddenly said, 'We're going to measure the tyres when they're worn, as opposed to when they're new'. They had *not* done that before!

> "It's the *racing* I love so much in the US"

"I'm not using this as an excuse for our not winning the World Championship, but for Michelin it was certainly a new thing, and it did definitely cause an upset. Had we not put so much of our time into that, I suspect we would have been able to get more performance from the car at Monza."

The result of the Italian Grand Prix? First, Schumacher; second, Montoya.

The Michelin controversy was merely one of a number of highly questionable happenings in that era of F1, many of them calculated to shore up the widespread belief in the paddock that 'FIA' stood not only for Federation Internationale de l'Automobile but also for 'Ferrari's Invisible Ally'.

Whatever, there is little doubt that, in the course of six years in F1 (2001-06), Michelin – in my experience an unusually honourable company – was often treated shamefully by the powers-that-be: remember, for example, the absolute lack of sympathy and flexibility from the governing body when, for once, Michelin got it wrong at Indianapolis in 2005, and all its teams were obliged to withdraw from the race.

When it was decided that, from 2007 on, there should be but one tyre supplier in F1, the company did not so much as tender for the contract, and I don't believe it was ever intended – by others – that it should. Michelin left F1 in sorrow, but also understandably bitter about the slings and arrows that had come its way. Now, as Bridgestone, too, prepares to take its leave (at the end of the coming season), the sport's most pressing priority is to find a replacement tyre supplier. I could be wrong, but I somewhat doubt that Michelin will offer a sympathetic ear. As Martin Brundle recently said, "Apart from being appalling in itself, it really wasn't the smartest thing to humiliate Michelin like that, was it?" What goes around, as they say.

As for Montoya, he remembers the tyre

scandal with a shrug. All in the past, all part of a world he left behind, and does not miss. "It's the *racing* I love so much here [in the US]," he said. "In F1 you can have a bad car, but as long as you get off the corner all right, they're not going to pass you, because there's only one line. In NASCAR, though, you're on the banking, and you protect the bottom – and they go around you on the outside; you go up high – and they go to the bottom… That makes it satisfying for a driver, because the racing is not defensive – at all."

Curious now to think of that 2005/06 McLaren superstar team of Räikkönen and Montoya: both compete still, but in branches of the sport very different from F1. And just as his friends suspect that Kimi will be much more content in the world of rallying, so there is no doubt that Juan Pablo feels at home in a NASCAR garage area in a way that he rarely did in an F1 paddock.

At Daytona I asked him what he thought of Schumacher's return. Again a shrug. "Mmm, I know at first he had a problem getting time in the car, with the testing ban and all that, but I assume he spent hours in the simulator before he ever went near the car – I'm sure he'll be fine.

"Mind you, in a situation like that, whether you like it or not, you're rusty. He's been away for three years, and the cars have changed. Yes, he's a great driver, and he won't have any problem doing the times, but *racing* is a different thing, and… I'm not saying it will, but it *might* take a couple of races before he's really back into it. After all, he'll be competing against a lot of guys new to him.

"Whatever else, this shows he shouldn't have quit when he did. I think people around him put pressure on him to leave when he was on top, but I never thought he was ready to retire. I'm sure he'll run well and be competitive."

During his years in F1, Montoya's distaste for Schumacher's intimidatory ways was well known: "It is possible to be hard *and* fair, you know…" During Michael's absence, though, the behaviour of the race stewards has emphatically hardened, to a point that now the tiniest misdemeanour will land you a drive-through penalty or whatever.

Juan Pablo laughed. "Yeah, but… with him it's different, isn't it? It always was, and I'd be surprised if it changed…

"You know what?" he said. "I raced against Schumacher for six years – and I never talked to the guy once. Not once!"





Ganassi's BMW-Riley at Daytona this year. Below: UPS advert amused LAT

I ran into Montoya in the course of a trip to Daytona for the Rolex 24, which is becoming an annual pilgrimage for me, and one that I much enjoy. The amphitheatre atmosphere of the track stirred me the first time I went there, for the 500 in 1972, and it had the same effect this time, the only discordant note being a large sign in lights which read 'What Can Brown Do For You?' I thought I was seeing things, but it proved on closer inspection to be an ad for UPS, whose trademark colour is brown. I venture the thought that the company would be wise to pass up using this slogan in Britain, where we are only too aware of what Brown can do for – and to – us.

"A lovely event, Daytona," said Martin Brundle, who won the race back in 1988, sharing a Walkinshaw Jaguar XJR9 with Raul Boesel, John Nielsen and Jan Lammers. "Without any doubt, it's the toughest race in the world – *much* tougher than Le Mans. For one thing, there's nowhere in the lap where you can relax a bit, as you can on Mulsanne; for another, you're *constantly* in traffic, threading your way through; and for another yet, it's run in January, not June, so a huge proportion of the race is in the dark. I loved it, I must say…"

Scott Pruett, another previous winner and a team-mate of Montoya at Chip Ganassi Racing, went along with that: "Le Mans to me is like driving through the countryside – I mean, yes, you haul ass, but it's eight miles long and it's got a flow, and it's in the summer, so it's only dark for a few hours. Here the track's three and a half miles long, and you're passing slower guys continuously – I think the drivers at Le Mans are perhaps a little bit more refined and experienced."

Nowadays it's the Grand-Am cars, the 'Daytona Prototypes', that dominate proceedings in the Rolex 24, and if you would struggle to call the boxy cars beautiful, there's no doubt that they race well. With more than 500bhp and not much downforce they also move around quite a bit, which makes them entertaining both to drive and to watch.

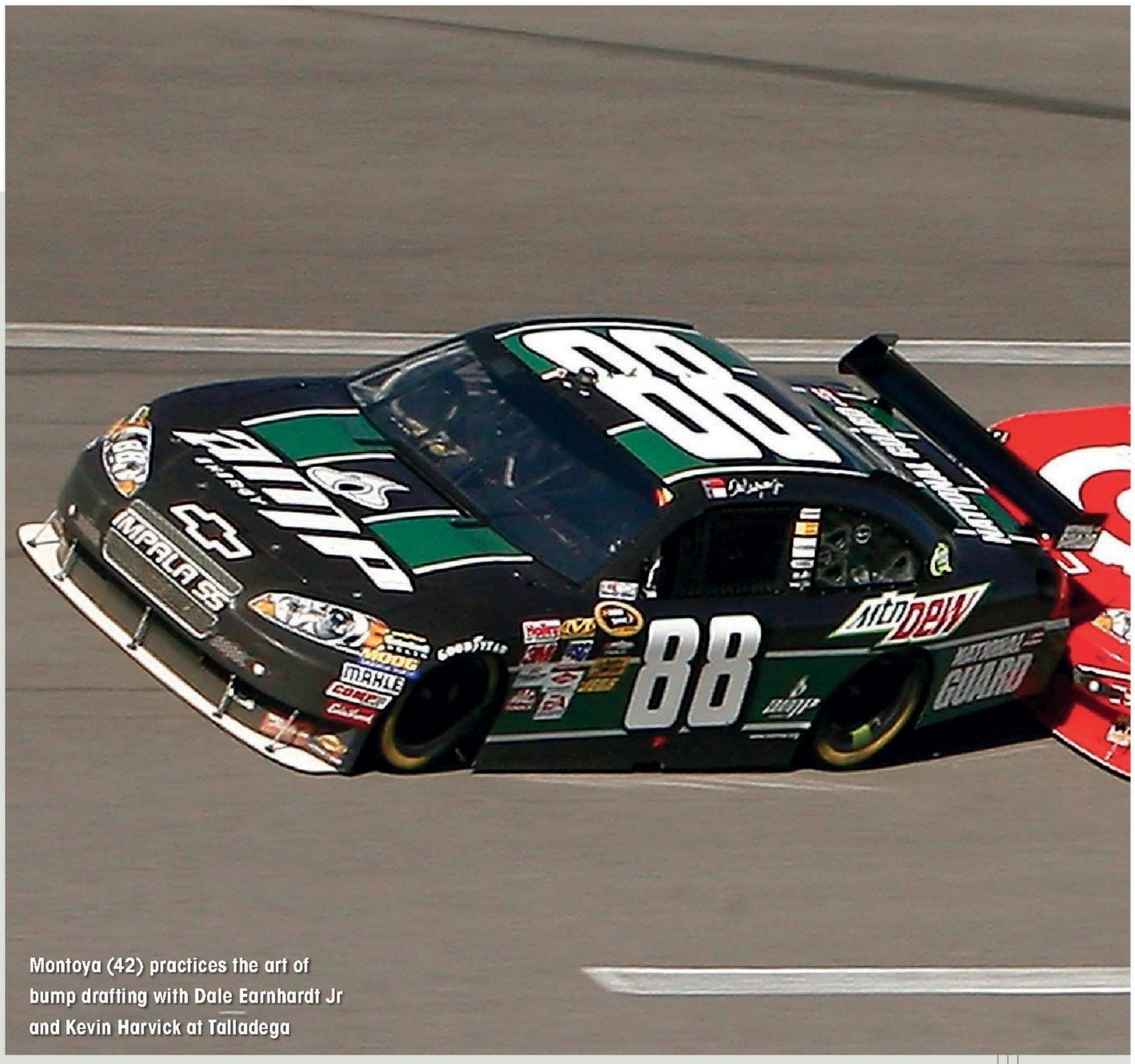
As well as that, the Grand-Am cars are remarkably bullet-proof. Through the last few hours of the 2009 race four of them remained in close contention for the win, but ultimately it came down to a two-hander between Montoya, in Ganassi's Lexus-powered Riley, and the faster Porsche-powered car of David Donohue, which ultimately triumphed – by less than half a second – in the closest 24-hour race of all time.

It was no more than inevitable that this year's event would fail to match it, but still it had much to commend it, not least the sight of cars twitching round the banking in the rain.

Montoya's car – BMW-powered now – retired around midnight and although, as we know, he likes to win in anything he drives, he may not have been too disappointed on this occasion. "I'm not a big fan of endurance racing," he said, "but when you drive for Chip, you know you're doing this race. It's not in the contract, it's not mandatory – but it's *understood*! Of course doing NASCAR we don't have enough to do – only 38 races a year…

"Actually, I do think this race is fun. The first time I drove a Grand-Am car they wouldn't brake, they wouldn't turn, they wouldn't do anything, but now they're

Nigel Roebuck



Montoya (42) practices the art of bump drafting with Dale Earnhardt Jr and Kevin Harvick at Talladega

quite nice to drive. They don't have a ton of grip, so they step out real easy – you can really change how the car behaves by how you drive, and that gives you entertainment. The harder you drive, the faster it goes, and you can't say that about a lot of cars – in some you get to a point where the harder you drive the more you harm the car, and you don't go any faster."

Former F1 driver Max Papis, also in a Ganassi car, told me that when he first started practice for the Rolex he came close to what would have been an embarrassing accident. "I went out there yesterday," he said, "and gave it a good tug on the wheel – like you have to do in NASCAR – and almost crashed in a straight line!"

Papis ran a limited Sprint Cup schedule last year, and admitted – as do all those new to the discipline – that he found NASCAR *totally* different from anything he had experienced before.

"I think," he said, "that if you put Sébastien Loeb in a Cup car, he would do better than 90 per cent of the F1 drivers, because NASCAR is not about 'the line' – it's about feel and car control and searching for grip. The rally guys are used to improvising, and last year I had to go back 15 years – if the thing goes sideways, OK, react to it! There is no 'line', as such – the line is where your car works. You're driving a 900-horsepower car on very narrow tyres, and the grip level changes so dramatically as the tyres go off – it's all a matter of trying to find a way to maximise what you've got, and that's why I really feel that a top rally driver would do better in stock cars because he'd have no preconceptions – he'd be used to improvising. When I got into a stock car, nothing I'd learned before was of any use to me."

Sadly I wasn't able to stay in Florida long enough to see this year's Daytona 500, but I watched the TV broadcast, and it was abundantly clear that rule changes introduced this year, both technical and otherwise, had worked.

Unlike F1, NASCAR has always regarded rule changes as a constant work in progress, tweaking regulations as it goes along, sometimes in the interests of safety, usually with the quality of 'The Show' in mind.

Since the formation of FOTA, F1 has begun to take note of its fans and their wishes, and not a moment too soon. NASCAR, though, has always had this awareness, and increasingly over the last few years has come to accept that the product needed an overhaul, that the quality of the racing – traditionally its strongest selling point – was not what it used to be.

"It all changed," Richard Petty told me a year or two ago, "in 1987 when Bobby Allison crashed at Talladega. He got up in the wall and into the debris fence. It didn't hurt nobody, fortunately, but I guess it scared the insurance guys, and NASCAR went to Panic City, saying, 'Man, what if that thing had got into the crowd…' They strengthened all the debris fences, and they slowed the cars down by introducing the carburettor 'restrictor plate' for races at Daytona and Talladega.

"I guess they had to do something, but the plate had a bad effect on the racing. Nowadays you want to be in the lead on the last lap – because there ain't nobody going to pass you. Back then, though, being in front was the *last* place you wanted to be, because for sure someone was going to draft you. I liked it a whole lot better like that – and I guess the fans did, too.

"See, these days NASCAR's in show business – not *racing*, OK? The old race fans don't like it, but the new ones don't know anything better – they never saw it the way it was. I guess it's very similar in Formula 1, from everything I hear…"

Occasionally, though, there remained moments to remind one of the old days of NASCAR, to the time when Petty and Allison and David Pearson were the dominant figures, when retribution was accepted as intrinsic to the sport – indeed, a new book about that era is entitled *He Crashed Me, So I Crashed Him Back…*

At Homestead, the final race of 2009, there was just such a happening. Coming off the banking, Montoya had a run on Tony Stewart, and when Stewart chopped across to block him, the two made light contact. A lap later Stewart, plainly peeved, swerved into Montoya, bursting one of his tyres and sending him into the wall. JPM struggled back to the garage area, and lost many laps while his car was repaired. Then he returned to the race – and returned the favour, spinning Stewart into the inside wall.



LAT

"You had to do that, didn't you?" I said to Juan Pablo, who burst out laughing. "Yes," he said, "I did – I *had* to do it. You know, NASCAR penalised me, and I said to them, 'Why are you doing that – when you didn't penalise him?' They said, 'Well, what he did was in the heat of the moment, but what you did was premeditated'. I said, 'No, it wasn't! When he hit me, I wanted to hit him back right away, but I couldn't – I had to wait until my car was fixed!' I said, 'Believe me, the moment he hit me I wanted to do the same to him – I just didn't have the car to do it…'

"It was funny, actually. Tony loses it sometimes, and he got mad when I nudged him, but I'd had a ton of momentum on him – most people give you room, but he came over right in front of me. When I passed him, I could see him making signs at me, so I wasn't really surprised when he tried to take me out…

"Actually, we get on pretty well – in fact, he came to me a while later and said, 'I want to apologise'. And the story from his side was funny, too. When I went back into the race I was looking for him, and he said he knew what was coming – he said he came off the corner, looking at me and saying, 'Come on, get it over with!'

"I try to drive as clean as I can, because here you have to – there's a lot of give-and-take and you've got to respect that, and the more you do it the easier it is for you. But if something like that happens, people have got to understand that you *are* going to retaliate. And the thing is, the fans loved it! They want more of that – of course you don't want to see anybody hurt, but at the same time don't cry about everything. It's a contact sport, NASCAR."

True enough, so it has always been, but still there was a belief among the fans that it was coming to be affected by the 'Nanny State' mentality so prevalent in today's world, and they didn't like it. A move to ban 'bump drafting' at Talladega last autumn resulted in a race soporific by superspeedway standards, and over the winter significant changes were made. For one thing, bump drafting was declared kosher once again; for another, a larger restrictor plate was introduced, giving back to the drivers some of the power and, more to the point, acceleration that had been lost.

As a result, this year's Daytona 500, even though twice interrupted by track repairs, was the most entertaining for a long time, and the fans must have been gratified that their complaints had been heard, and acted upon. One hopes now for a similar response from the powers-that-be in Formula 1. I'll concede, though, that bump drafting might be a step too far.

There is a custom at Daytona for a former driver to be named as Honorary Grand Marshal for the Rolex 24, and this year it was Vic Elford, who won the race for Porsche back in 1968. What made it truly remarkable was that, only 10 days before, he had taken a factory 911 to victory in the Monte Carlo Rally. Nothing if not versatile, 'Quick Vic', as he was always known.

Elford, like Brian Redman and Derek Bell, has long been resident in Florida, and at the pre-race dinner he was greatly entertaining as he recalled incidents in his racing life. "After I'd won the Monte Carlo Rally," he said, "I came straight to Daytona for the 24 Hours, run the next weekend.

"I wasn't even sure where Daytona was! I was excited to win the rally, got on a plane to New York, caught a flight to Daytona, and arrived late in the evening. Back

Nigel Roebuck



Elford and Attwood coaxed 917 into the lead at Le Mans '69

LAT

in '68 the airport amounted to a little shed, and outside was a plank thing where they threw your bags. Here was this enormous man who'd come to meet me, and he introduced himself: 'I'm Bill France…'

"I'd never been anywhere like this before. I'm a warm-blooded person – anything under 75 degrees is cold to me – and here I was, at 11 o'clock at night, and it was warm, with the smell of orange blossom in the air. I thought, 'One day I'm going to live in Florida'. It didn't happen immediately, but I've been here for 20 years now."

It struck me that when the British drivers of that era are discussed, Elford's name rarely comes up, and I can't really offer any explanation for that; apart from anything else, I always considered him the bravest of the brave, not least because of his exploits in Porsche's iconic 917.

Anyone who ever drove the original 1969 car has lurid tales to tell, Redman for one admitting that it gave him sleepless nights, but Elford, perhaps uniquely, adored the 917 from the start.

"I first saw the car at the Geneva Motor Show in the spring of '69 – and I fell in love with it. It looked beautiful, powerful, sexy – everything you could want in a car. It was still experimental at that stage, of course.

"The truth is that the 917 – and the Ferrari 512S – came into existence purely by accident. The FIA had decided that sports cars were getting too fast, and they were going to get rid of the huge engines companies like Ford had been using, and impose a 3-litre limit for '69. Then they thought about it: there were a lot of cars – GT40s and so on – around that had bigger engines than that, and they didn't want to make them obsolete overnight, so they decided to create a new class which would allow engines of up to five litres – but to qualify for that, you had to build 50 cars in a year. Ferrari and Porsche said, 'Fifty cars is too much – can we cut it back a bit?' The FIA said, 'OK, let's make it 25', whereupon Ferrari and Porsche immediately rushed off to build them – and out of a quest for safety these monsters were born!

"At Le Mans in '69 Porsche wanted to enter just one 917, for Rolf Stommelen, but in fact the only guy who really *wanted* to drive one was me. Porsche said, 'No, no Vic, you drive the 3-litre – the 908'. I kept on at them and finally they said, 'All right, you can have a 917 – but it's only going to last for six hours, and then it'll break!' I got Richard Attwood to co-drive with me, and we decided right from the word go that we were not going to race – we were just going to drive very quietly, very steadily, and see how far we got. True enough, the car did eventually break – but only after 21 hours, when we were leading by 15 miles!"

The late Frank Gardner, who – with David Piper – gave the 917 its race debut at the Nürburgring 1000Kms that year, had lurid memories of the experience: "It was simply indescribable, the motor car – about as agile as a leper in a swamp. It never did the same thing twice. Just when you thought you had it worked out, it'd pull another trick…" And Redman – hardly a scaredy-cat – maintains that the original 917 was the most frightening car he ever drove.

"Very early on," said Brian, "I got a call from Porsche to come and test it, and I thought, 'Hmm, they've got 10 drivers in the team – why do they want me?' So I said I had some important business to attend to, and I'd call them back in an hour. I rang Siffert: 'Seppi, have you tested the 917 yet?' 'No, no Brian – not me. We let the others find out what breaks first!'

"The car was very fast – but in accidents several of them broke in half, you know. It happened with David Piper's car during the filming of *Le Mans*, and with Kurt Ahrens's car when he crashed one at the VW test track – he went under the Armco, and went down the track strapped in the back half, leaving his shoes in the front half…

"Then, on the first lap of Le Mans in '69, John Wolfe, a private owner, crashed his car at White House. We'd all tried to persuade him not to race the car. Digby Martland, his intended co-driver, drove it in practice and spun in a straight line, going over the brow at the end of Mulsanne. He didn't hit anything, but drove it back to the pits, got out and said to Wolfe, 'John, I've now retired from racing'. They put Herbert Linge in as co-driver and we all said to John, 'Let Herbert start the race'. Not a chance: »»



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ABARTH

Nigel Roebuck

'I've bought this car, I'm starting the race…', and of course he was killed on the first lap. I drove one in practice that year, and it was *all over the road*; on Mulsanne you were constantly having to correct the steering."

Elford conceded that he, too, felt anything but comfortable in the 917 that first year: "I don't think anyone did, although after that, when the aerodynamics were sorted out, we all loved it.

"These days the Mulsanne Straight is disrupted by Mickey Mouse chicanes, but back then it was a straight line for real high-speed cars – except for the little right-hand kink, which you don't even notice in a road car. In a 917, though, you did notice it!

"Until the 917 arrived, probably none of us had ever been over 200mph, but suddenly this monster was doing more than 220, and it was very, *very* unstable. In the original 917, as you approached the kink, you couldn't just snap off the gas pedal – if you did, the rear of the car would come off the ground and start steering the front. Not very nice. What you had to do was ease very gently off the throttle, then gently back on, and probably go through the kink at about 180mph.

"By the following year, though, Ferdinand Piech – in my opinion, probably the greatest automotive engineer of all time – had taken over the 917 project, and it was a different car. In long-tail spec, the engineers calculated that it should do 250mph on Mulsanne, but it would get up to 243 and then run up against a brick wall – you'd sit there for 20 seconds, at 243, wondering why it wouldn't go any faster. Believe me, 20 seconds at that speed is a long, long way, with guardrails on both sides, and then a lot of trees…

"In fact, it wouldn't reach 250 because the engineers, when they did their calculations, forgot to allow for the tyres' *growth* at very high speeds, which increased the frontal area and affected the top speed.

"Even so, every lap you'd arrive at the kink at over 240mph, and OK, it took a few laps before I was brave enough to do it, but finally I was able to take it flat – even at night. And when I first did it, I came out the other side and my first thought was, 'Shit, that was easy!' Quite seriously, it was much easier to do it flat than to lift off…"

Probably Elford's most fabled win came in the 1968 Targa Florio, a race he adored, and for which, given his rally background, he was perhaps uniquely suited. On the first of 10 laps of the 45-mile circuit, he was halted by a loose wheel, but spectators came down from the mountains and lifted the car, allowing Vic to tighten it up.

"I set off again – and then went off the road because the wheel came off again! This time the tyre was punctured, but again the spectators came to help, which allowed me to change the wheel. Finally I got back to the pits and they changed all four wheels, and I began the second lap of this 10-lap race – 18 minutes behind the leader. I thought, 'Well, that's it – I'm not going to win the race, but I'm sure as hell going to have the lap record'. And I did – every lap! And that's how we won the race…"



'Quick Vic' in Jim Hall's Chaparral 2J at Riverside, 1970

LAT

Elford, as I said, was a man who raced in every conceivable category, from F1 to NASCAR, and all points between. On display near the Bill France Room (in which the dinner was held) were a Martini Racing 917 and the Chaparral 2J 'sucker car' which Vic drove in the 1970 Can-Am series.

"At the end of the Watkins Glen sports car weekend, I went back to my room at the Glen Motor Inn, and Jim Hall called me to say he'd like a chat. I'd met him a couple of times, but didn't really know him. We had a meeting and he said, 'Have you seen the Chaparral this weekend?' I said, 'Yes, sure, I've seen it', and he said, 'Well, how would you like to drive it?' I said, 'Come on, Jim, you've got to be joking – you've had Jackie Stewart driving it this weekend'. He said, 'Yes, but that was a special General Motors PR deal with Jackie for the introduction of the car – now we want someone to race it for the rest of the year. Do you want the job?' I said yes, of course I did.

"I went down to Texas, to Rattlesnake Raceway, and tested it a couple of times, and then my first race was at Road Atlanta, where in qualifying I beat the works McLarens, which were usually dominant in Can-Am – and by a couple of seconds.

"The big problem was that we only had a three-speed gearbox in the 2J, whereas the McLarens and Lolas had four-speed 'boxes, so at the start of the race – any race – they would blow me away. But the 2J's huge advantage was that it had constant downforce, from the under-car suction, and it worked at any speed.

"The car had a torque converter transmission, which meant that I still had to change gear manually, but without a clutch. That meant being very careful about getting the revs right, for gear changes both up and down.

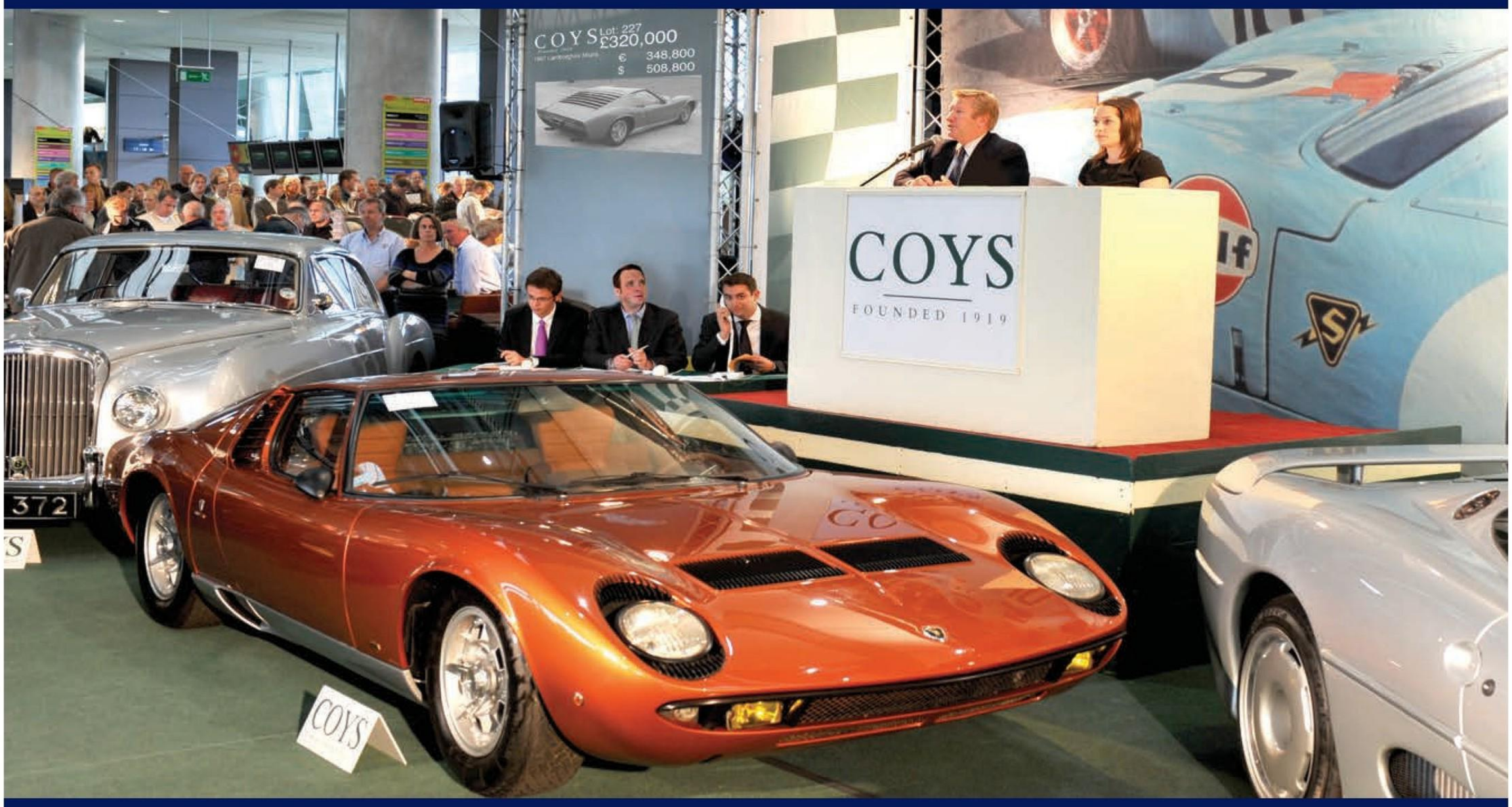
"The procedure for starting the car up was that I'd put my left foot on the brake and my right on the throttle pedal. I would hold the car on the brake, then start up the little two-stroke snowmobile engine, which would buzz up to about 6000rpm, at which point the car would sink, by about two inches, as it sucked itself down on to the road. Then I'd put it into first gear, still holding it on the brake, start up the big engine, which worked with the torque converter transmission, and then all I had to do was take my foot off the brake and the car would drive away.

"That constant downforce was the big plus. The McLarens and Lolas had been designed along conventional lines, which meant the faster they went the more aerodynamic downforce they had – but the Chaparral had *constant* downforce, thanks to the suction provided by the little engine, so in slow and medium-speed corners it was in a different class from anything else. If only it had been more reliable…" Ⓜ

• *Don't miss our podcasts with Nigel and the team – plus special guests – on www.motorsportmagazine.co.uk*

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WILL INDYCAR GO RADICAL FOR 2012?







Concepts being evaluated for new Indycar range from conventional (Lola, above), through dramatic (Dallara, top, and Swift, left) to the startling Delta Wing, below

DESIGN CONCEPTS FOR THE IRL's new Indycar formula for 2012 were revealed in February by Dallara, Lola, Swift and Delta Wing. The concepts put forward by Dallara, Lola and Swift are straightforward evolutions of the current Indycar but the Delta Wing is truly revolutionary. Delta Wing is a consortium of Indycar team owners led by Chip Ganassi, and the car has been conceived and designed by former Lola designer and current Chip Ganassi engineer Ben Bowlby. It is a striking, low-drag design that eliminates front wings and places the front wheels close together beneath the nose.

The car has been conceived to encourage close racing and more passing. It is considerably lighter than a current Indycar – 1000lbs versus 1550lbs – and much more aerodynamically efficient. Bowlby's numbers indicate the car could lap a superspeedway at over 230mph with less than 350 horsepower. "That should encourage a wider selection of engines, and they should be much less highly stressed too, and also able to run at lower rpm," said Ganassi.

Delta Wing's goal is to have multiple manufacturers build competing versions of the car once development of the prototype has been completed. The prototype is expected to be ready for testing in August and will be powered by an unspecified 2-litre, four-cylinder turbocharged engine making 300bhp at 7000rpm. Bowlby says a complete car should sell for as little as US$600,000.

"Our mantra was half the weight, half the drag, half the horsepower, half the cost, and the same speed," said Ganassi. "People want to see good racing, they want high speeds and they want performance. Our aim was to achieve all these things efficiently with half the horsepower. We've had a lot of people look at it in simulation, and verified with different engineers that it will do what the simulation says. Obviously everybody wants to see it run to see how it works out in reality."

Ganassi added that Delta Wing hopes to encourage multiple car builders by creating an open-source data bank. "We're going to have a Linux-style open-source way of doing business where any of the current manufacturers, Dallara or Lola or Swift, can be involved," he said. "It's not a one-make series. This will only be a one-make series on day one with the prototype; after that you'll have multiple manufacturers and lots of iterations of the car along the way."

Fellow team owner Roger Penske said: "Honda's been a big partner and so has Dallara, and we don't need a political battle with some car owners wanting a Delta Wing and others wanting to stay the **traditional way. I think if we wait a year and push it out to 2013 we can race what we have. We've had good racing and we can keep the** costs down, especially with the economy the way it is. Then Chip and those guys can get the Delta Wing developed. Once we get it on the race track it's going to be real obvious. I think when that happens there will either be a lot of support or there won't be.

"We need innovation. The world lives on innovation and certainly this is an opportunity. What we want to do is evaluate it properly because a knee-jerk [reaction] at this time with a new car and new engines is going to be expensive. On the other hand, it might be something to [put] Indycar racing where it needs to be. Any innovation is positive but evaluating it properly is important." *Gordon Kirby*

Davidson for LM Peugeot squad

FORMER SUPER AGURI GRAND PRIX driver Anthony Davidson will race for Peugeot in this year's Le Mans 24 Hours.

The 30-year-old has signed up for a short programme of races with the French team including the Sebring 12 Hours, the Spa 1000Kms, Le Mans and, most likely, the Silverstone 1000Kms in September. At Le Mans Davidson will share his Peugeot 908 HDi with 2009 winners Alex Wurz and Marc Gené.



Davidson, who raced an Aston Martin Racing coupé at La Sarthe last year, said: "This is everything I have been working towards since I was in Formula 1. I've got into a top LMP1 car with a chance of winning."

The Briton said he was now focused on a career in prototypes: "I'm satisfied that prototypes are the way to go."

Davidson, who looked set for a ride last year until David Brabham was brought in, landed the drive when Peugeot decided that Sébastien Loeb should focus on his World Rally Championship programme.

• AUDI has introduced new names into its R15 line-up for Le Mans. Benoît Tréluyer, Andre Lotterer and Marcel Fassler have replaced Lucas Luhr, Marco Werner and Alexandre Prémat.

Porsche to race hybrid at 'Ring

A NEW HYBRID PORSCHE 911 BUILT FOR the Nürburgring 24 Hours could hint at the German firm's future plans for a return to the prototype ranks.

Based on the GT3-RSR, the 911 GT3-R Hybrid utilises the flywheel energy storage system developed by Williams Hybrid Power for Formula 1.

Porsche Motorsport boss Hartmut Kristen is keen on hybrid systems.

"We have the greatest opportunity in decades for motor sport to again become a laboratory for automotive development," he said.

Porsche boss Michael Macht hinted in December that the company was evaluating its first bid for outright Le Mans honours since its 1998 victory.

IN BRIEF

■ Former Grand Prix racer Takuma Sato will move into the IRL IndyCar Series in 2010. The Japanese has signed to drive a Dallara-Honda for the KV Racing squad after a successful test at Sebring in February.

■ Sports car legend Emanuele Pirro will return to the Le Mans 24 Hours, a race he won five times with Audi, at the wheel of the British Drayson Racing's Lola-Judd coupé. The veteran Italian has signed up to drive the car in the enduros at Le Mans, Sebring and Road Atlanta with team regulars Paul Drayson and Jonny Cocker.

■ Spaniard Miguel Molina has been picked up by Audi for its DTM squad in 2010. The World Series by Renault graduate will race a 2008-spec Audi A4 DTM for the Abt team.

■ Versatile sports car driver Emmanuel Collard has joined the Corvette Racing squad in place of Audi-bound Marcel Fassler. The Frenchman, who lost his Porsche deal at the end of last year, will drive the Chevrolet Corvette C6.R with Oliver Gavin and Olivier Beretta in the enduros at Sebring, Le Mans and Petit Le Mans at Road Atlanta.

■ Ferrari factory drivers Gianmaria Bruni and Jaime Melo will race together on both sides of the Atlantic in 2010. They will share a Risi Competizione Ferrari 430 GT in the American Le Mans Series and an AF Corse-run car in the Le Mans Series in Europe.



■ IRL driver Marco Andretti will follow in the footsteps of grandfather Mario and father Michael by racing at Le Mans. The 23-year-old will drive an Anglo-Swiss Rebellion Racing team Lola-Judd B10/60 coupé alongside Nicolas Prost and Neel Jani.

■ Ferrari Formula 1 reserve driver Giancarlo Fisichella will race a Ferrari in the Le Mans Series this year. He will share a 430 GT run by the factory-backed AF Corse team together with Jean Alesi.

■ Ryan Dalziel has joined the JaguarRSR programme for the 2010 American Le Mans Series. "I grew up admiring Jaguar's racing heritage," he said. "It's a dream come true that my first manufacturer drive is for Jaguar."



Getty Images/NASCAR

McMurray win brings triple crown

JAMIE McMURRAY'S SURPRISE WIN IN NASCAR's season-opening Daytona 500 means Chip Ganassi joins Roger Penske as the only other team owner to win each of the Daytona 500, Indy 500 and Daytona 24 Hours.

McMurray drives a Chevrolet this year for Earnhardt-Ganassi Racing, the product of a 2008 merger between Ganassi's NASCAR team and Dale Earnhardt Inc. For the past four years McMurray has driven for Roush-Fenway Racing, but he rejoined Ganassi (for whom he had driven previously) last winter. He is teamed this year with Juan Pablo Montoya.

Ganassi won the Indy 500 with Montoya in 2000 and again with Scott Dixon in 2008. His Grand-Am team also won the Rolex 24 Hours three times from 2006-08. Penske's team has scored 15 Indy 500 wins, of course. He also won the Daytona 24 Hours back in 1969 with Mark Donohue and Chuck Parsons, and took his first and only Daytona 500 win with Ryan Newman in 2008.



LAT

Seconds apart in Daytona 24 finish

THE DAYTONA 24 HOURS HAS PRODUCED another thrilling finish. The Brumos-run Action Express Riley-Porsche driven by Ryan Dalziel, Mike Rockenfeller, João Barbosa and Terry Borcheller triumphed by just 52 seconds from the second-placed Ganassi Riley-BMW. The balance of the race swung in the penultimate hour when Justin Wilson brought the Ganassi car in for an unscheduled pitstop after hearing a "loud clonk" and feeling the car give "a big wag". Nothing was found to be amiss, but Ganassi had lost its chance of a fourth Daytona victory.

Gulf Astons due back at Le Mans

TWO GULF-LIVERIED ASTON MARTIN Racing coupés will return to the Le Mans 24 Hours in June. AMR has put together a programme comprising the Sebring and Long Beach American Le Mans Series races and the Spa round of the Le Mans Series in Europe ahead of the 24 Hours. Further races, almost certainly including the Silverstone 1000Kms in September, are expected to be added at a later date.

Adrian Fernández, Chris Buncombe and Harold Primat will drive a solo Lola-based AMR entry in the first three races, while factory drivers Darren Turner and Stefan Mücke will drive a second entry along with a so-far-undisclosed driver at Le Mans.

The two AMR entries have joined three-car squads from Peugeot and Audi on the 55-car Le Mans entry list.

A surprise return to La Sarthe is the Dome-Judd S102 that contested the race in 2008. It will be run in conjunction with the French OAK team, a regular in the LMP2 division.

The American Le Mans Series-winning Highcroft team will take in the 24 Hours for the first time. It is fielding an LMP2-spec HPD (née Acura) ARX-01c.

Mini set for rally return

MINI IS ON THE BRINK OF announcing its return to frontline rallying, with a World Championship assault planned for 2011 based on the new four-wheel-drive Countryman.

Prodrive, which oversaw Subaru's dominance of the sport in the late '90s and early Noughties, is set to run the project having already completed a generic design process for the new World Rally Car regulations, which will come on stream from next season and feature a 1.6-litre turbo engine.

Although the Banbury-based preparation firm has refused to comment on speculation linking it to BMW-owned Mini, Prodrive chairman David Richards and technical director David Lapworth joined Mini personnel on a fact-finding mission to Rally Sweden, venue of the WRC opener, last month. It followed a visit to BMW's headquarters in Munich.

Richards spoke late last year of an association with an "iconic brand", adding: "We're about to do something that will be a milestone in the WRC and for us as a company."

Mini became synonymous with rallying in the '60s after Paddy Hopkirk won the Monte Carlo Rally – the first of three outright victories for the marque – in a Cooper S in 1964.

Mini's planned WRC entry would be a welcome boost for the series, which only has two competing manufacturers and has been hit by waning public interest in recent years. The firm is likely to field a minimum of four factory cars next year with several more available for customers. Richards has indicated a build of at least 40 cars by the start of 2011.

Visuals of the Mini WRC are due to appear this month with a test car running by June. It is understood Mini's UK arm, which is putting up funding for the project, wants a Briton in the car, while a German driver is also being sought. *Richard Rodgers*



All images LAT

GT1 world series attracts star line-up

A RAFT OF TOP-LINE DRIVERS, INCLUDING Peter Dumbreck, Karl Wendlinger, Darren Turner and Oliver Gavin, have signed up for the inaugural FIA GT1 World Championship.

Ex-DTM racer Dumbreck (right) and long-time Super GT driver Michael Krumm will share the lead Nissan GT-R entered by the new British Sumo GT team. Wendlinger will race for the second Nissan squad, the Swiss Racing Team.



Turner and fellow Aston Martin Racing factory driver Stefan Mücke will race for the new Young Driver AMR team run by the German Fischer Racing squad. Turner will share his DBR9 with long-time team-mate Tomáš Enge, while Mücke will drive with Dane Christoffer Nygaard.

Chevrolet factory driver Gavin, a four-time GT1 class winner at Le Mans, will race a Corvette C6.R for Mad Croc Racing, an amalgam of the Selleslagh and DKR FIA GT teams. The Briton will share the car with sexagenarian Pertti Kuimanen, while ex-F1 driver Mika Salo will take Gavin's place when he is on duty for Corvette in the ALMS.

The 10-date GT1 World series kicks off at Abu Dhabi on April 17.

IN BRIEF

■ A 'Save Donington' day has been organised at the circuit for March 7. The public show of support for the beleaguered track, which is in need of repair work following its failed GP bid, is the brainchild of racing fan Lee Coombes. To get involved visit www.savedonington.co.uk



■ World Touring Car Champion Gabriele Tarquini (left) will defend his title in a turbodiesel SEAT run by the works-backed SR-Sport. SR, a spin-off of WTCC stalwart SUNRED Engineering, will also run Jordi Gené, Tiago Monteiro and Tom Coronel in Leon TDIs.

■ Double World Rally Champion Marcus Grönholm has been appointed as patron of the Richard Burns Foundation, a charity set up in honour of England's only WRC title winner who died of a brain tumour in 2005, aged just 34. The foundation aims to help young people affected by serious illness or injury. Grönholm said: "It's a huge privilege to be asked to become patron of the foundation. I respected Richard both as a sportsman and a person, and his strength through adversity was an inspiration for me."

■ John Dabbs, who helped look after Nick Mason's Ten/Tenths car collection, has died aged 74. Dabbs worked on armoured vehicles at Chobham and later with Leslie Ballamy, creating the Lotus-Buick for Dizzy Addicot. He then went to Bell & Colville and Tyrrell before joining Mason, attending UK races as well as Mille Miglias and other high-profile events. He also worked as a film extra and once doubled for Danny La Rue. In 1992 he was made a BRDC member.

■ Aston Martin has launched its first official works-backed, one-make series in the UK with the British GT4 Challenge. The series will feature Vantage GT4 and N24 cars and will include races at Snetterton, Silverstone, Spa, Brands Hatch, Oulton Park and Donington Park. The races will feature two-driver teams and will range in time from 90 to 150 minutes, with practice, qualifying and the race itself scheduled to run on one day. Roland Cherry, the director of GT4 racing, is keen to give car owners the chance to race in equal machinery.

Räikkönen digs deep on debut

KIMI RAIKKONEN'S WORLD RALLY debut in his Citroën C4 got off to an adventurous start in Sweden, with the Finn showing breathtaking pace but also his inexperience on what was only his sixth-ever rally of any description.

Räikkönen finished 29th overall on the WRC season-opener, after losing half an hour on the opening day when he got stuck in a snowbank following a half spin. But had it not been for that and a smaller error on the final day, he would have finished eighth overall and scored points on his debut.

To put that into context, Sébastien Loeb could only manage ninth overall on his first outing in a World Rally Car, a Toyota Corolla in the 2000 Tour de Corse – and that was after several seasons of rallying at national level.



The highlight of Räikkönen's Rally Sweden was a sixth-fastest time on the 18.14-kilometre Fredriksberg stage, where he beat 2003 champion Petter Solberg in an identical C4 WRC. The low point was when he had to dig his car out of the snow on stage six.

"There's a lot for me to learn but it's definitely coming," said Räikkönen. "The biggest difficulty is the pace notes, which are totally new to me. Also, I have to understand more about how to set up the car. But I'm enjoying myself; we are getting there."

Some insight into Räikkönen's struggle to adapt to pace notes was provided by the Finn's personal trainer, Mark Arnell, who revealed that even in F1 he disliked receiving radio transmissions. "He always felt they got in the way," said Arnell, who joined Räikkönen in 2002 at McLaren. "His view was just 'shut up and let me drive'. So I can see how he'd find pace notes the biggest challenge." *Anthony Peacock*

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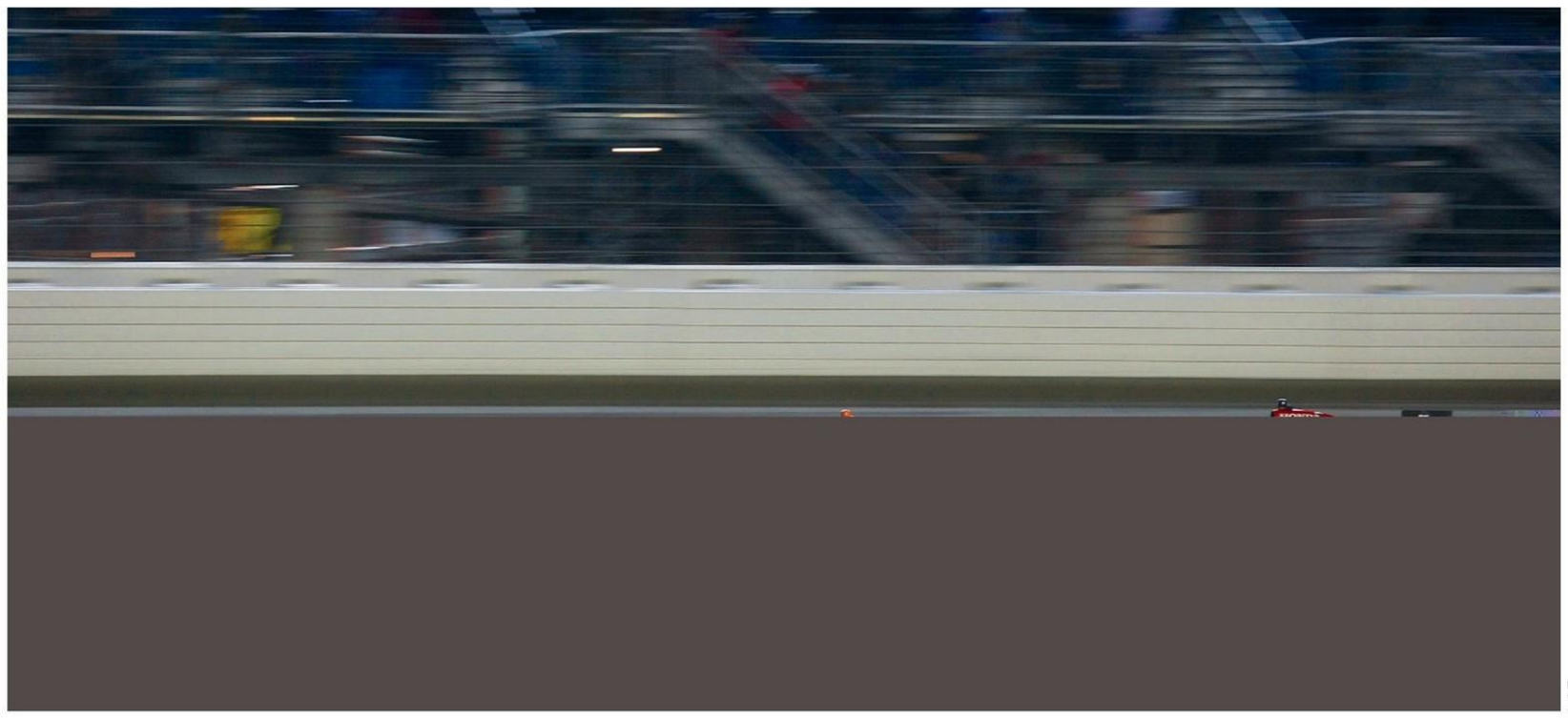
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RACING LIFE



LAT

THE IRL PLAYS AWAY

THIS MONTH I'D LIKE TO LOOK AHEAD TO THE NEW INDYCAR season which starts in mid-March with a new race in São Paulo, at least that's the plan – I hear there's still a lot of work to do. But those races in Brazil are always a little different.

We're coming off the back of a great season in 2009 but I think 2010 will be more difficult, financially anyway. Surprisingly, in the recession, we didn't see any fewer cars last year and even NASCAR, strong as it is, was worse affected. This may be because some of the IRL contracts didn't come up for renewal last year but they will this year. From a competition standpoint it was a great season, with more teams challenging Ganassi and Penske – like Newman Haas/Lanigan, who were competitive just about everywhere, and Dale Coyne who won with Justin Wilson. There's a bit of a changing of the guard in the pecking order and we have enjoyed some good racing. We (Rahal-Letterman Racing) lost our sponsor at the end of 2008 so the team is in mothballs. But we had a good race at Indianapolis last year, running in the top 10 until a mechanical failure, and the equipment is all here… but it's a very conservative environment out there right now.

Both David Letterman and I have put our own money into the team in the past but the quickest way to make a small fortune in racing is to start with a big fortune. Indycar racing costs about $10 million a season, laughable by Formula 1 standards, but still expensive – and to fund it personally is just not realistic however wealthy you may be.

Looking at 2010, a huge plus is the new Izod agreement. Indycar has never had a serious, consumer-based series sponsor, so this is a huge step forward. Izod is a clothing company that was part of La Coste and is now owned by Philips Van Heusen, and they'll be spending money promoting Indycar. The TV ratings were down a bit last year but there's a new deal with NBC Universal Sports, the biggest sports entertainment network in the States, taking over from ABC/ESPN. That will take time to get established but eventually Indycar racing will be seen in more homes than sports that aligned with ABC/ESPN, like NASCAR, so that's a big deal for the series. But I think we will see more of the effects of the recession this year, on all types of racing.

I'm hugely disappointed by the lack of American drivers in Indycar. These days, apparently, whoever has the money gets the ride, and that usually means South Americans. There are some really good young Americans – there's Jonathan Summerton, JR Hildebrand and my son Graham, who has done well at the top level. There's been talk of some NASCAR guys like Kyle Busch going to Indycar or F1, but that would be a tough job for him. I'm disappointed that yet again there are no American drivers in F1, too. Once more, it's down to money. Even if USF1 had not hit the rocks, as was slowly becoming clear at the time of writing, finance had prevented them from sticking with the original concept of promoting US talent. There's talent out there, and the usual excuse that they don't know the European circuits is fairly weak when you consider the computer simulations available these days. If you're that good a driver, you should figure it out pretty quickly. It's time someone made a commitment to a young US driver.

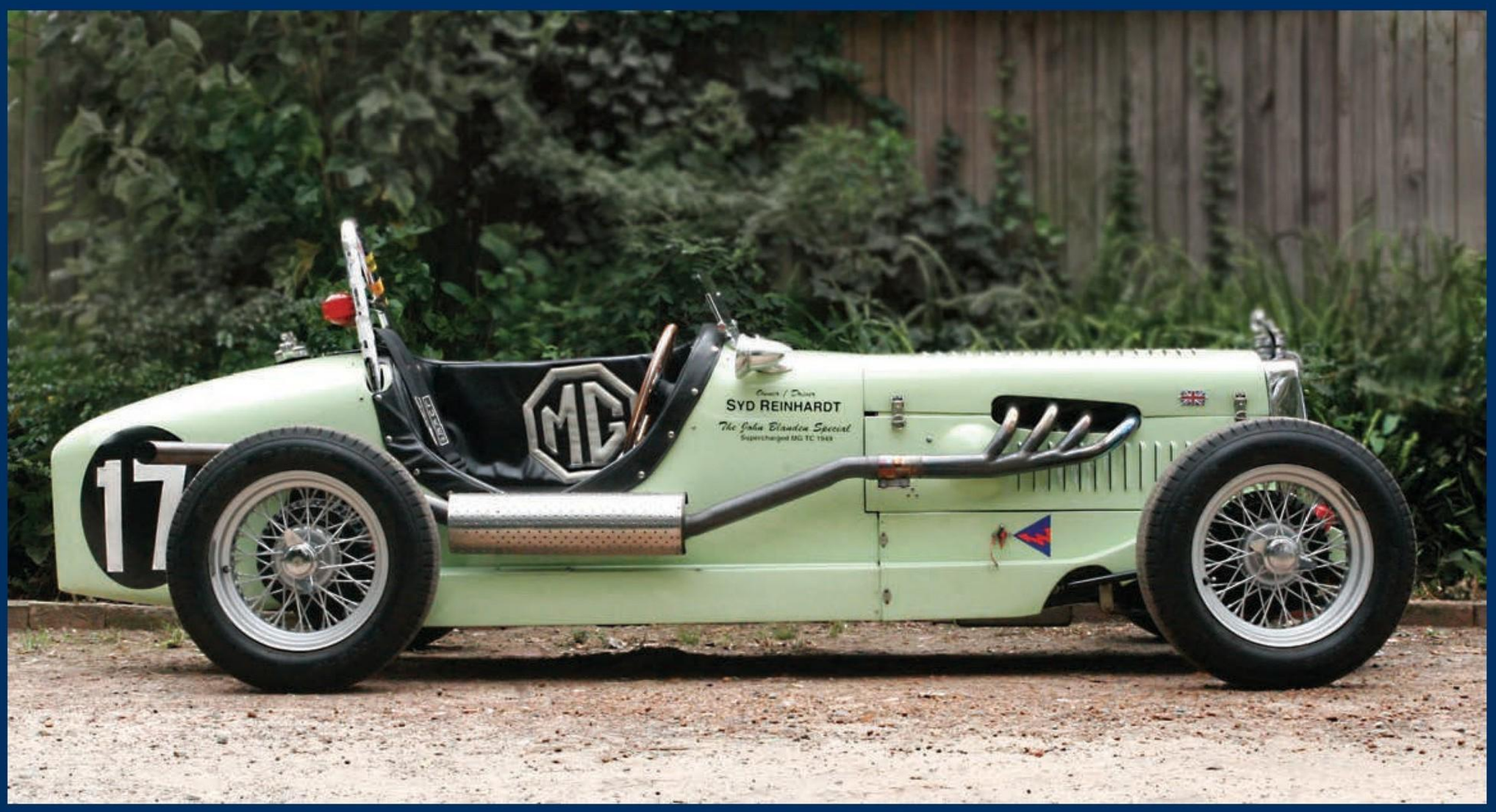
The first three IRL races are run on road courses, so the road racers will be strong, and Penske and Ganassi will be the teams to beat. Newman Haas/Lanigan and Andretti Autosport will be up there, having had the winter to sort out last year's problems. So pretty much the same cast of characters, but you have to say that Penske and Ganassi are by far the best-funded teams and they have some of the best drivers, so you can expect them to be up front.

Brazilian races are never without their drama, and this one is on a new street circuit at São Paulo, so I can imagine there may be some surprises.

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Andrew Frankel

ROAD CARS



Getty Images

TOYOTA'S STICKY SITUATION

I'M NOT SURE I'VE KNOWN THE MOTOR INDUSTRY IN MORE volatile mood. Who would have thought two years ago that Porsche would lose its independence to become just another outpost of the VW empire, that Chrysler would be run by Fiat, that Ford would be in profit, or that the once unstoppable Toyota juggernaut would have tripped over its own pedals and started tumbling towards who knows what fate? Even if the sale of Saab could have been predicted, few would have betted on Spyker becoming its new proprietor. That is one story that will run and run. There are uncomfortable parallels with the last days of Rover, and all we can hope is that Spyker knows where to find the investment required to rebuild a brand that's been run into the ground over a 20-year period by what was the world's largest car company.

But it is the precarious position of the current holder of that title, Toyota, that interests me most. This once most assured of companies has become accident-prone, a dangerous affliction in this cut-throat world. First there was a major recall in the US over mis-fitted carpets, one or more of which may have cost lives. Then there was the worldwide recall of a wide range of Toyota products to fix accelerator pedals that, under certain specific circumstances, might become sticky or even stick open. Finally, there have been reports of inconsistent brake feel on the new Prius. As I write Toyota is in the process of recalling eight million cars from around the world; as you read the figure may be considerably higher.

Has Toyota started making dangerous cars? If you listened to the hysteria emanating from, in particular, the US, you would be forgiven for thinking so. Then again, the cynic in me finds it hard to ignore that the fall of the US auto industry was precipitated by the rise of its Japanese equivalent. And as by far its biggest player and the car company that overtook GM in 2008 as the world's largest, if Toyota provided enough rope, I can't see the still powerful US auto lobby wasting much time assembling the gallows.

Toyota has been unlucky, too, in its timing. As the pointless pandemonium caused by SARS, BSE and swine flu have shown we like a good scare, and with only the same old stories emanating from Iraq, Afghanistan and Copenhagen, the world was ripe and ready for something new with which to indulge its neuroses.

So perhaps a sense of perspective is required. On the entire continent of Europe not a single accident, let alone an injury, has yet been attributed to the accelerator issue. The carpet problem was confined within the US and the Prius brake issue in no way affects the car's ability to slow down, merely the feel of the pedal. If you press it hard enough, the car will stop in the usual way.

Nevertheless, this is serious, as anyone working at Audi in the US in the mid-80s will attest. Then it was alleged that the new Audi 5000 would run amok without warning, rendering its hapless occupants victims of 'unintended acceleration'. In due course, it turned out that in fact owners were treading on the wrong pedal. But it didn't stop Audi sales being decimated, even after it was exonerated. The recovery was measurable in decades.

I'm not saying Toyota is entirely innocent in this: clearly even the potential for the throttle to jam open is a serious fault in need of immediate attention. But the public fear that's been whipped up by the associated media storm is entirely out of proportion. I also think there's an educational shortfall here: I doubt there is a single driver reading this magazine who would not first feel a change in throttle response – it doesn't just jam without notice but becomes progressively more sticky – and then if it did stick open wouldn't know either to dip the clutch or shift into neutral.

Toyota can be criticised for many things, not least its decision to cull all the sporting cars from its ranges, but would I advise anyone otherwise inclined to buy a Toyota to keep away because their prospective purchase might be unsafe? The very thought is nothing less than absurd.



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Mat Oxley

MOTO GP



LAT

THE WORD ON THE STREET

MOTOGP HAS BEEN GOING THROUGH TOUGH TIMES lately. At some of last year's races the grid numbered just 16 riders, which makes for a sparse charge into the first turn. There's an obvious reason for the half-empty grids – a serious dearth of sponsorship cash. And for once we can't blame the recession. Even before the global financial system imploded MotoGP often had fewer than 20 starters, which just isn't enough.

The harsh fact is that the motorcycle industry cannot afford MotoGP. The prototype class is simply too expensive for the factories to build more than a few bikes (last year Honda supplied six riders, Ducati and Yamaha four each, Suzuki two). If we guesstimate that the global motorcycle industry is worth five per cent of the car industry, it's not hard to see why there's not much spare cash.

Certainly the factories could afford to build more bikes if there was more sponsorship, but blue-chip brands steadfastly refuse to form an orderly queue at the paddock gates, despite the sport's steadily increasing TV viewing figures.

This shaky scenario has forced rights-holder Dorna into drastic action. Last year it decided to rewrite the technical rules, axing the current 800cc machines. The 800s were introduced in 2007 to replace the original 1000s, deemed too fast and dangerous. The 1000s were certainly fast – in '04 Loris Capirossi's Ducati Desmosedici nudged 216mph at Catalunya, several miles an hour faster than Michael Schumacher's Ferrari at the previous year's Spanish GP.

Of course, the 800s didn't slow MotoGP down. The more nimble bikes were in fact faster through the corners and only marginally slower on the straights. But they were resoundingly more expensive to run, all the Japanese factories immediately incorporating pneumatic valve springs into their 19,000rpm 800 engines.

In 2012 MotoGP will revert to 1000cc engines. This is the third change in engine capacity since it went four-stroke in '02; during the category's previous 53 years engine size changed not once.

This time there's a crucial difference – restrictive new rules will emasculate the 1000s, turning them into glorified road bike engines. All engines will be limited to a maximum of four cylinders and a maximum bore width of 81mm. This will significantly cut rpm, to about 15,500. That represents something of a cost saving in itself, but the real thinking behind these rules is to turn MotoGP into a street-engined series. Street engines were previously banned in MotoGP but are now actively encouraged. Dorna wants everyone running street engines, with a dramatic cut in costs and a consequent increase in the number of bikes on the grid.

Purists are horrified at such 'dumbing down', but the feeling in the paddock is to hell with technology, let's put on a show – a philosophy more in common with NASCAR than GP racing.

But there are reasons to be cheerful. Current sport bike engines make pretty good race engines. BMW's recent S1000RR makes a staggering 183bhp at the rear wheel out of the showroom, equivalent to perhaps 200bhp at the crank. And the S1000R's engine just fits inside MotoGP's 2012 rules with an 80mm bore…

Here lies another subtext to the new rules. Dorna desperately wants to get more factories involved in MotoGP because the sport is very much owned by the Japanese. The latest rules may just encourage makes like BMW and Aprilia to enter. These brands currently race their street bikes in the much less costly World Superbike series, motorcycling's version of touring cars.

World Superbike bosses are already making see-you-in-court noises about MotoGP's new direction, which they believe trespasses on their territory. However, the FIM earns much more money from MotoGP than from WSB, so there's little doubt whom the FIM will support if the two championships come to blows.

In other words, Dorna's new rules are a masterstroke: lower your costs, get more brands involved, improve the show and knobble your main rival.

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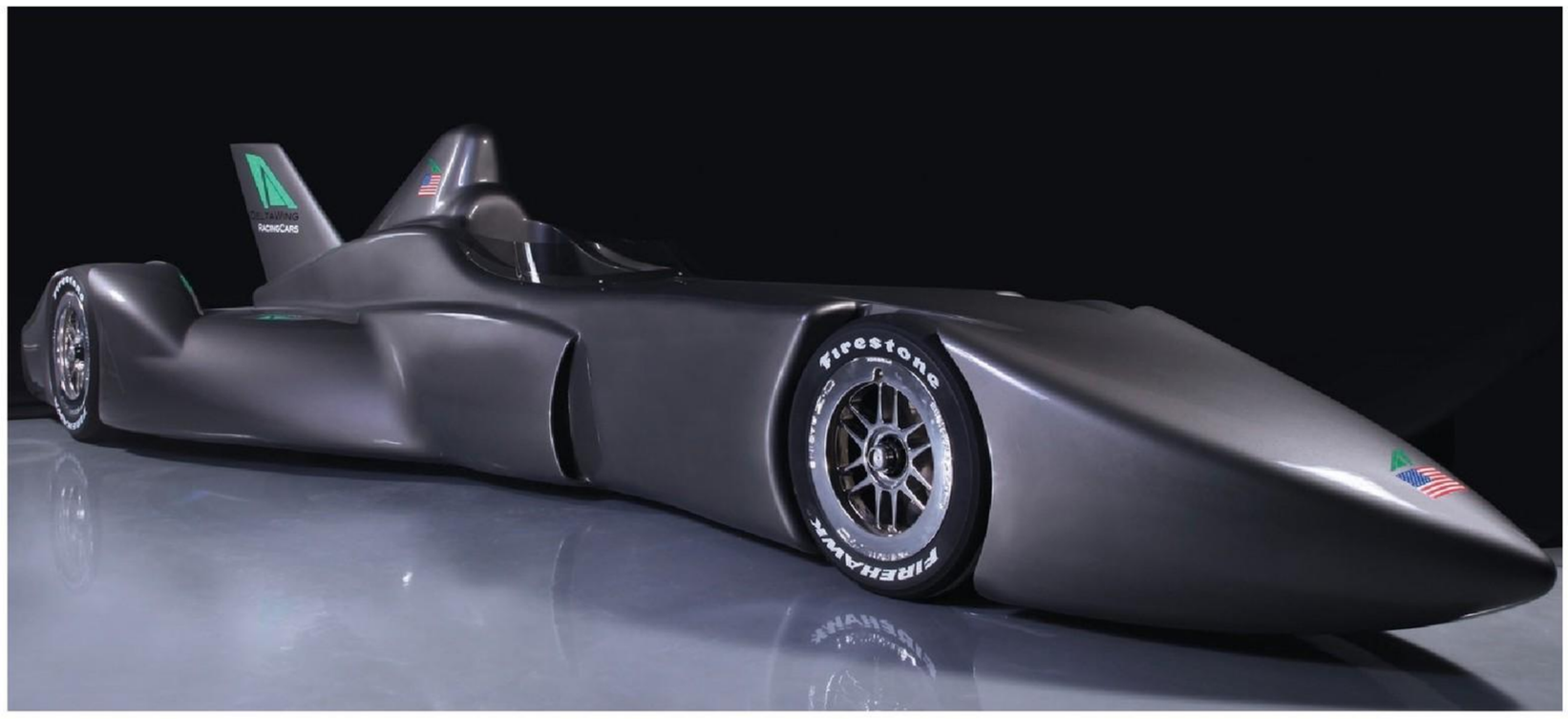
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Gordon Kirby

THE US SCENE



DELTA-WINGED WONDER

THE SHARPEST OBSERVATION ABOUT THE DELTA WING INDYCAR concept described on page 24 in this issue was made by veteran Indycar engineer and Andretti Autosports technical director Peter Gibbons, who believes it's essential that the IRL adopt the Delta Wing (above) for 2012. "If they don't, then at some point fairly soon it's over," he says. "We've got to take a major step and think way ahead. We need some relevancy. There's no relevancy in what we're doing and even less with what NASCAR's doing. When gas is eight dollars a gallon, which isn't far off, and we're still pounding around in these fat, horrible, heavy cars, we're in trouble."

The Delta Wing addresses many issues faced by the beleaguered Indy Racing League, including how to create a more spectacular, more raceable, more appealing and technologically more relevant car. The Delta Wing is an attempt to shake up Indycar racing by applying a wide range of new technologies and new thinking to revolutionise and re-energise an almost moribund form of the sport that has literally run out of gas, both technically and commercially.

"I view this as quite a large personal risk, and for Chip (Ganassi) and the other team owners involved," says Delta Wing designer Ben Bowlby. "But I'm prepared to stick my neck out because I think this can be a real game-changer and provide Indycar with an option for the future – and perhaps help us have a brighter future. This is the time for this concept. It's a significant step. Therefore we have got to give ourselves the opportunity to really drill down to make sure we're doing something that's going to work in a wide operating window, from Indianapolis at 235mph on the straight to the Long Beach hairpin."

The wheels comprise 54 per cent of the drag of a current Indycar at Indianapolis and a desire to substantially reduce this number led to the creation of the Delta Wing's ultra-narrow front track. Bridgestone/Firestone are enthusiastic supporters of the project. Bridgestone is working closely with Delta Wing to design and develop the car's four-inch wide, 15-inch diameter front tyres.

"We've developed a single-seater that's very different from what we have today," says Bowlby. "The first question was, could that work? So we did some simulation experiments and, to our great surprise, the vehicle dynamics were incredible. Under braking we discovered we'd created a unique condition – in racing car terms – where more than 50 per cent of the braking comes from behind the centre of gravity.

"Normally, more than 50 per cent of the braking comes from in front of the centre of gravity, and that is an unstable condition where you have to be terribly careful not to lock the rear brakes. The reality is that the front tyres give us an incredibly responsive directional change. This is because there is very little inertia and very little mass, and the tyres are tuned to that mass so we have an optimised, highly responsive car."

Bowlby says low-revving, small-capacity turbocharged engines are essential to the Delta Wing's design parameters. "We're really trying to find a platform for the auto industry to showcase their future powertrains. We want to introduce the concept of fuel flow rate control. What we want to do is limit the amount of fuel and make as much power from that fuel (as possible). Then you won't be revving as high, which has good cost implications, and work on reducing friction and other esoteric elements are all about what's being done with road cars. So suddenly there's relevance because the technologies you're going to apply are technologies that need to be showcased for customer awareness in road cars. This will make us extremely relevant to the road car industry."

Like Peter Gibbons, Ben Bowlby and many others, I believe Indycar racing desperately needs the Delta Wing. Here's hoping the IRL allows it to fly.

Letters

Exercising a veto

Sir,

In Lunch With Robin Herd (March issue), Robin tells of Ronnie Peterson wanting to leave Lotus and return to March. There was a rather amusing side to that story.

In December 1975 Alan Henry and I went to Hethel to interview Colin Chapman for what had become our Christmas feature in *Motoring News*. Chapman complained that brilliant as he was, Ronnie never took any exercise and his lap times flagged towards the end of the race. "The nearest he gets to exercise," said Colin, "is sitting on his sofa watching his tropical fish tank."

Alan did not use that exact quote in the story, but nevertheless adequately conveyed Chapman's view. The next we heard, Ronnie was so upset that he got in touch with Robin and said he didn't want to drive for Chapman ever again.

Mike Cotton, Shiplake Bottom, Henley, Oxon

The stroppy side of James

Sir,

While I'm flattered, not to say embarrassed, by Robin Herd's reference to me in Simon Taylor's excellent Lunch With, I'm provoked to write to you about a couple of other items in yet another compelling issue of *Motor Sport*.

I can confirm that Noel Edmonds' account of his relationship with James Hunt on the Tour of Britain, recalled by Andrew Frankel, is the correct one. I had recently started work at Donington Park where the barely-outlined circuit hosted a stage of the event. I knew both of them well and they both sought sanctuary from each other in my house in the museum car park. James to my bedroom (*tout seul* for a change!), and Noel and Gill and PR team to my lounge where I got a first-hand account of the stroppy side of James which I knew well. They were not on speaking terms.

While writing I should say the 'David Phillipps' (one P, not two) referred to in Brian Shawe-Taylor's fascinating memoirs was my father. Hawthorn coming through the bedroom window at 5am was more of a surprise to my mother, who still recounts the story to this day!

Ian Phillips, Piddington, Oxfordshire

My grand tour

Sir,

The entry sheets for the 1973-76 Tour of Britain may have "read like a roll-call of the great and the good" but on the '75 Tour, starting 78th out of 85, was an unknown 22-year-old who couldn't believe his luck to be there.

I'd only begun competing in autocross, autotest and road rallies at the end of 1974 and never believed that my entry would be accepted. With barely two months to go I still hadn't qualified for the necessary international competition licence. On a final outing before the Tour I obtained the coveted signature to qualify for the licence, despite my co-driver Niall Heywood being as sick as a dog and finishing plum last after several 'comfort breaks'!

My first recollection of the '75 Tour was receiving a jaunty wave from eventual class winner Tony Dron as he lapped me at Silverstone. Having set an optimistic target of finishing in the top 30, my trusty Escort Sport TUG120M was classified in the top 40. I remember that we effectively drove for two days before having the only overnight break on the three-day event, something that would never be allowed today.

Imagine our delight in later finding our car featured on the front of a video of the event, a case of mistaken identity with the winning RS2000 of the late Tony Pond!

Suffice to say that those three days in August represent many happy memories, when I was lucky enough to rub shoulders with the great and the good of '70s motor sport.

Duncan Woodcock, Lancaster, Lancs

Lodging a correction

Sir,

I have usually found *Motor Sport* (which I have been reading since 1926!) to be the most accurate motoring paper, but there is a slight error in the excellent and nostalgic article on the 1949 Jersey races, which stated that the first Gransden Lodge races took place in 1947.

In fact the date was June 15, 1946, a year earlier, and it was the first race in England since the war. I remember it well as I was there, and won my very first motor race. At the time I was a director of Raymond Mays' racing and tuning company and was proud to have Mays and his chief mechanic Ken Richardson standing beside my car on the starting line to encourage me.

I still have the programme which shows that among the competitors were Parnell (Maserati), Gerard (ERA), Whitehead (ERA), Abecassis (Bugatti and Alta) and Roy Salvadori (R-type MG). Probably Roy and I are the only drivers there that day who are still around.

Highlight of the day was the last race which featured the five fastest race winners (not me!) who started in a row five abreast! That does not happen today…

Tony Crook, Coombe, Surrey

The end of car-sharing

Sir,

Contrary to Nigel Roebuck's belief, the 1962 Aintree 200 was won by Jim Clark in a Lotus 24 (the revolutionary 25 did not appear until the Dutch GP), while the 1963 event was not the last time a car changed hands in a Formula 1 race. It was not even the last time Clark took over a team-mate's car.

During the 1964 US GP at Watkins Glen, Jim stopped his car at the pits with a fuel injection problem. Colin Chapman then called in Mike Spence for the two to swap cars. Jim could no longer score championship points for a shared drive, but he might possibly have taken points away from other contenders. In the event neither car finished the race.

Ten months later Scuderia Centro-Sud entered three obsolete BRM P57s in the non-championship Mediterranean GP on the Enna circuit. Giampiero Biscaldi's car was an early retirement, and when team-mate Masten Gregory arrived at the pits with smashed goggles, damaged spectacles and a badly cut face from a flying stone, he took over the American driver's car. He was subsequently disqualified.

David Cole, Oakham, Rutland

F1 in stereo

Sir,

I see from your advertising pages that an ex-Surtees 1962 F1 Lola is described as a Grand Prix winner, but this is incorrect as the F1 race it won was a non-championship event at Mallory Park on Whit Monday, 1962.

On the same day Innes Ireland won an F1 race at Crystal Palace in a Lotus 24, also recently advertised for sale in your pages. Am I right in thinking this was the only occasion on which two F1 races have been held in the same country on the same day but at different circuits?

Bill Watt, Minehead, Somerset

LETTERS TO THE EDITOR

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Letters

Paddock whispers

Sir,

As historic race organisers, I suspect we at Masters are not alone in being much struck by the mysterious advertisement in the last issue of *Motor Sport*, apparently aimed at warning off prospective buyers from a particular AC Cobra, whose very existence, let alone its history, was being questioned, or praised, or doubted – depending what view one took.

What the rights and wrongs may be of this particular case is not of importance here. What was most worrying was that there was no advertiser's name and address. Odd; here was a very public statement, implying some wrong-doing, yet without any attribution or right of reply at all.

I'm sure your staff thought carefully before letting that unattributed advertisement through, but may I (gently) take issue with that decision?

In historic racing it is just a fact that there will always be disputes over a car's history – period records were often poorly kept; and above all the 'new brush, new handle, same broom' argument will be ever-present. Sadly, there is plenty of rumour and ill will in every race paddock; regrettably, someone is always whispering about someone else's motor car. Each race weekend there are always the whispered "off the record, old chap, but in fact…" type of statements which eventually reach the race organisers, as they are meant to.

It is very rare that we ever hear anyone say straight out: "That car is wrong and mine is right, check it out", or even less likely: "Yes, that car is straight; it's just quicker than mine". Another 'scene you rarely see', is: "Please will your technical commissioner check out that car, for the good of the championship? And of course we will all chip in for the costs of his strip-down…".

Why not? Probably for much the same reason that someone thought it appropriate to take out that Cobra advertisement, but was not brave enough to set out their real opinion, or to have cited an independent expert witness, or to have printed their own full name and address. Whatever the rights and wrongs of one particular case – and let us remember that duplicate chassis plates were a standard part of most race car manufacturers' tool boxes 'in period' – historic racing and the entire classic car movement is all the poorer if this sort of anonymous behaviour goes on to become the accepted norm.

Christopher Tate, Series Director, Masters Historic Racing

Great Britain versus Italy

Sir,

Lotus – Britain's own Ferrari? No, they were much better! Good luck to Mike Gascoyne et al.

Ian Mann, Divonne les Bains, France

Left to pick up the tab...

Sir,

Regarding the John Player dinner (Letters, March), Eoin Young has dined out on this one at my expense for many years, but it would be best if the whole story were told. I arranged the dinner for David Walker at a posh restaurant in Clermont-Ferrand, where the big gun Geoffrey Kent (boss of John Player) was due to be present. It was the biggest test with which my new career in PR had been faced up to that moment (if we exclude nearly being locked up in one of Franco's jails).

That afternoon, it transpired that Lotus's supply of fuel had been delivered to a local depot which was now locked up for the weekend, leaving Team Lotus without its specially formulated jungle juice.

Because I spoke French, I was ordered by Peter Warr to go with a couple of mechanics down to the depot, where liberating the fuel involved climbing over fences, disabling alarms and the illegal use of cutting devices. When I arrived at the restaurant I was about two hours late, sweaty and unwashed, and full of desire to kill Peter Warr.

ESY had decided to entertain the assembled hacks by decorating the menus with various anti-ciggy slogans, and the gentlemen of the press had got hilariously lit up on countless bottles of expensive wine. You'll know by now who got the blame for the ugly scenario which greeted his Majesty GK when he arrived…

The entire cost of the dinner was charged to my personal credit card, and in the extremely unpleasant aftermath of the event at Stanbury-Foley (the PR agency from which JPS operated the F1 account), it was decided to punish Doodson by withholding payment.

I won't go into details of the various disasters which then enveloped me, but some of them involved court orders and gentlemen in bowler hats arriving just after dawn at my flat.

ESY thought, and thinks, that it was all hilarious. I thought, and think, otherwise.

Mike Doodson, Forest Row, East Sussex

KEEP IN TOUCH

The *Motor Sport* website is fast becoming one of *the* places to discuss motor racing past, present and future. Don't miss the opportunity to comment on blogs, video and audio podcasts, and read Nigel Roebuck's newsletter and the editor's monthly letter. To get involved in the discussion simply log on to www.motorsportmagazine.co.uk and tell our writers exactly what you think! Also, don't forget that if you have any images which would be suitable for our You Were There feature in the magazine, please send them to the office (address on p36).

A plea for tradition

Sir,

I can still remember the excitement that I felt in June 1966 when I first witnessed the start of a Le Mans 24 Hours race, so it is inevitable that most present-day spectators would like to see the many historic series continuing to use this iconic procedure. However, drivers wear a multi-point seat harness for reasons too obvious to restate here… So, may I suggest a way in which both schools of thought could be satisfied?

After the cars have been positioned on the side of the start/finish straight the driver would install himself safely in the car with his harness in place, the external isolator switch fitted to most racing cars turned to the 'off' position. The other driver, or one of the mechanics, would then take part in the dash across the track and turn the switch to the 'on' position, allowing the engine to be started by the driver and the race to begin. It's so simple that someone, somewhere, must have already thought of it?

In a similar vein, I remember my first visit to the Goodwood Revival when I found Phil Hill and his son Derek busy fitting a series of bungee straps to the harness on their Shelby Cobra due to take part in the RAC Tourist Trophy. After Derek had explained their purpose – to assist with the driver change – Phil growled that he thought that the organisers should make all competitors stop for a minimum period of time that would allow those wishing to race in harnesses to do so without being penalised for wishing to preserve their lives. He had a point, but I do not know whether the organisers heeded his plea. Perhaps, being the gentleman that he was, he chose to remain silent on the matter for fear of offending his gracious host Lord March.

Nicholas Milton, Wellington, Somerset

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A night to remember

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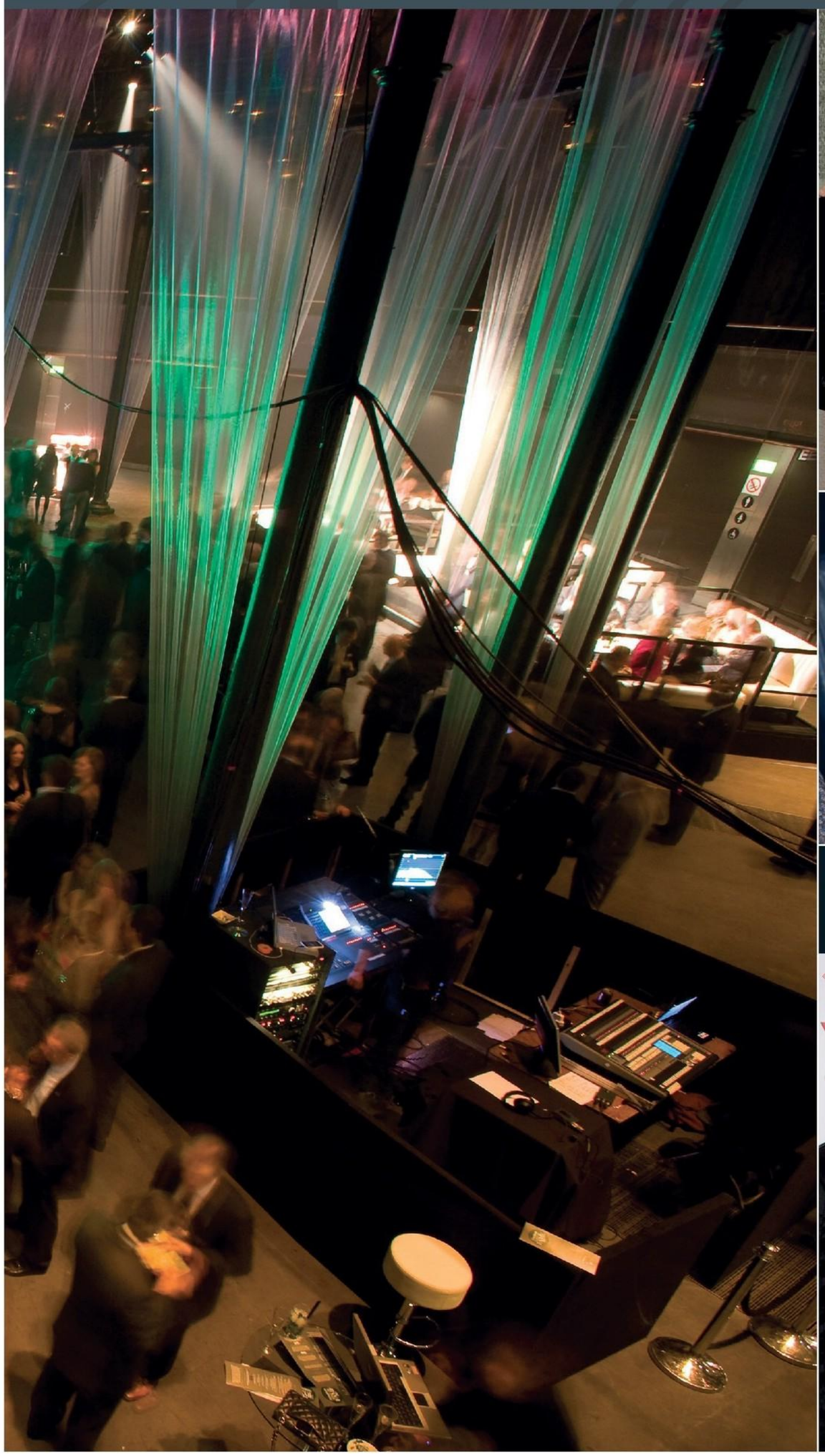
It never crossed my mind, watching Jim Morrison and The Doors play at the Roundhouse back in 1968, that one day I would be back there drinking champagne, celebrating the first ever *Motor Sport* Hall of Fame.

The Victorian engine shed in Camden Town is now a smart and slickly-run venue for the arts and corporate functions. But the place retains an atmosphere, its huge round open space and vast domed roof giving any occasion that special feel. And the *Motor Sport* Hall of Fame 2010 was no exception.

So, champagne, more champagne, some exquisite canapés, and then the moment we'd all been waiting for. Onto the stage came Jake Humphrey, the BBC's face of Formula 1, who proceeded to preside over the evening with the ease and skill that saw him through his first season in the limelight. First it was time to introduce the founding members of our Hall of Fame with a sequence of stunning films capturing the careers of Tazio Nuvolari, Enzo Ferrari, Juan Manuel Fangio, Stirling Moss, Jim Clark, Jackie Stewart, Ayrton Senna and Michael Schumacher.

The knights, Moss and Stewart, came forward and spoke warmly of their peers, their boyhood heroes, their own achievements and their passion for the sport to which they have given so much and from which they have become household names across the world.

Next it was the turn of the four new members, the first men to be inducted into the Hall of Fame. Jacky Ickx came all the way from Africa and, in an emotional speech, gave thanks not only for his career but also











Joining the stellar cast of our Hall of Fame members, inductees and presenters were the likes of Jody Scheckter, Johnny Herbert and Richard Hammond



for the legions of mechanics, engineers, team managers and fans who have supported him along the way. Tony Brooks, arguably the most underrated of Grand Prix drivers, spoke of his early days with Connaught, his triumphs with Vanwall, and the ever-present dangers of racing in the 1950s and '60s. Next came Ron Dennis, honoured for his outstanding contribution to the team founded by Bruce McLaren and which he has built up into one of the most successful companies in motor racing history. He paid tribute to his staff, their commitment to excellence, and repeated his assurance that he has absolutely no intention of stepping down any time soon. Finally, from America, came Mario Andretti, to thunderous applause and whoops of delight from the 400 guests who had crowded round the stage. Always the consummate professional, Andretti spoke amusingly and interestingly about his quite extraordinary career, which saw him compete at the sharp end for nigh on 40 years. His easy style, and the undoubted charisma of the little man, provided the perfect end to the business of the evening. The flashbulbs popped, the cheers went up to the roof and Mario grinned from ear to ear.

Motor racing people know how to have fun. And they did, jigging to the mellifluous music of Kyle Eastwood and his band, toasting triumphs past, present and to come, telling ever more hair-raising tales, gossiping and letting it all out before the start of another tough season. Motor racing never stays still, always demanding that extra edge. But the Hall of Fame is here to stay and, by common consent, it will become an established date on the winter social calendar. *Rob Widdows*

All Images Matt Howell

MOTOR SPORT SINCE 1924 HALL OF FAME 2010

THE INDUCTEES

TONY BROOKS

SIX-TIME GRAND PRIX WINNER AND WORLD CHAMPIONSHIP RUNNER-UP



TONY BROOKS would never have made it today. Not because he lacked skill – he won six Grands Prix. Or because he wasn't flexible – he won in sports cars too, notably at Spa. Or because he lacked race-craft – his 1958 Nürburgring victory was a lesson in strategy. No, the one thing Tony Brooks lacks is bragadoccio. A naturally retiring man who would rather be out of the spotlight, it's impossible to imagine him wearing sponsor caps and fronting bank adverts. On the telephone the day after his induction into the *Motor Sport* Hall of Fame, he asked if it was possible to have a copy of the short film of his achievements – "I'll pay, of course... It's just that the family have never seen their old man in action. In fact they grew up not knowing that their boring old dad had won a few races".

'A few races' hardly does justice to a man who brought the first post-war GP win for a British driver in a British car, matched team-mate Stirling Moss for wins in the year Vanwall became the first champion constructor, and was one of the charmed band invited by Enzo Ferrari to drive for the Scuderia.

On stage at the Roundhouse Sir Stirling, at different times both team-mate and rival to Brooks, compliments his fellow Hall of Fame member. "If I was putting together my ideal team I'd have Jim Clark and Tony Brooks alongside me." Both Moss and Brooks, of course, were runners-up in the World Championship, and no one doubts that Brooks would also have been a worthy champion. Smooth and mechanically sensitive but with an innate grit hidden by his mild exterior, his natural skill was obvious early on when he made a habit of being the first F2 driver behind the F1 cars. But he also drove with his head: after a couple of mechanical breakages he decided his life was more precious than prizes and while continuing to be supremely rapid, he avoided taking the extra risks which just might have made him World Champion. Pragmatic as well as modest.

"It came as a complete surprise," he says of the invitation to be one of our first Hall of Fame members. "In fact it took me a while to comprehend what it was all about, and I was astonished to realise that I was to be one of the first inductees." Anyone who knows racing history won't be. *Gordon Cruickshank*



THE INDUCTEES

MARIO ANDRETTI

F1 WORLD CHAMPION, INDIANAPOLIS 500 AND DAYTONA 500 WINNER

IF ONE DRIVER was to epitomise what the *Motor Sport* Hall of Fame is all about, it is Mario Andretti.

Even though he has previously been voted driver of the year, the decade *and* the century, he described being inducted into our Hall of Fame as "delicious".

Welcoming Andretti on stage, host Jake Humphrey joked that the American "couldn't come to the UK after the winter we've had with a suntan like that". He then asked what the accolade meant to him. "It's a real privilege," said the 1978 Formula 1 World Champion. "As a matter of fact, on the way up here I was thinking 'how am I going to describe this?' and the only way I think I can is that this is... delicious."

Andretti paid tribute to Lotus and Lola lynchpins Colin Chapman and Eric Broadley for the role they both played in his long and varied career, but said he also felt thankful for having being able to realise so many of his ambitions. "In moments like this you start reflecting and thinking that everyone who's been celebrated here this evening started with a dream," he explained. "Some people were not able to completely fulfil the dream, and that's why I consider myself the luckiest man in the world being able to stand here and say that I really was able to fulfil them all. I don't take anything for granted and I count my blessings every day."

Brian Redman (left), who was on stage to help induct Andretti, competed against him in Formula 5000 and sports cars. When asked if he could tell that the Indycar and F1 driver would be a winner in his field, he said: "Unfortunately, you could! At the end of 1973 the Sports Car Club of America joined USAC so we suddenly had an influx of 'roundy-roundy' guys in F5000, including Mario. But he was the only one who was really, really good at road racing."

In typically understated fashion, Humphrey paid his own tribute to the final inductee of the night, saying: "As I'm sure you'll agree, for a 'roundy-roundy' guy he went on to do quite well." That he did, and it's a pleasure to have Mario Andretti in the Hall of Fame. *Ed Foster*

MOTOR SPORT SINCE 1924 HALL OF FAME 2010

THE INDUCTEES

JACKY ICKX

LE MANS 24 HOURS LEGEND AND WINNER OF EIGHT GPs



"HE RECORDED SIX LE MANS VICTORIES, including three in succession between 1975 and '77," host Jake Humphrey began. "It's an achievement that's only been bettered in recent years by Tom Kristensen and the guys at Audi. Many people will try and claim they are the *real* king of Le Mans, but they'll have to go some way to better this guy…"

They certainly will, as this inductee is quite simply one of the best sports car drivers of all time. Although a flight cancellation on the day of the Hall of Fame left Jacky Ickx racing to catch the Eurostar, he still made it to our start-studded event at the Roundhouse. But it was clear as he took the mic from Humphrey just why he had made such an effort.

"To be an inductee of the *MotorSport* Hall of Fame is so important to me, as not only was it unexpected, but also because it makes me think – seeing all these drivers here like Stirling Moss and Jackie Stewart – that racing in the past was great fun, but also very dangerous," said Ickx. "Today, accepting this, makes you realise how lucky we are to be alive and it's a pure joy to be here, a pure joy."

One of the Belgian's great contemporaries, Vic Elford (left), was on hand to describe what it was like to race against such a "formidable opponent", as Humphrey put it. "In 1969 Jacky was one of the first guys in sports car racing to start really pushing for safety and security," said Elford. "At the start of the '69 Le Mans 24 Hours I was driving an original, horrible 917 and Jacky Ickx was driving a GT40. To emphasise what he thought about safety, while the rest of us ran across the road like a bunch of maniacs, jumped in our cars and set off, Jacky just walked across very slowly, got into his car, put his belts on, turned on the engine, drove away and he won. That just about sums up the guy."

It also neatly sums up why Jacky Ickx is one of the first four motor sport heroes to be inducted into our Hall of Fame. *Ed Foster*



Jake Humphrey


David Piper






Jonathan Legard


Kyle Eastwood




Gordon Spice




Mario Andretti, Susie and Stirling Moss





MOTOR SPORT SINCE 1924 HALL OF FAME 2010

THE INDUCTEES

RON DENNIS

McLAREN GROUP CHAIRMAN, CEO AND FORMER F1 TEAM PRINCIPAL



HOW DID RON DENNIS FEEL, as he waited in the wings? How was it to be one of the first inductees into the *Motor Sport* Hall of Fame?

"I feel like I'm part of an ignition system," he said with a big, mischievous grin. He's enjoying himself, having a night out on the town. "You know, it's a funny word, inductee, isn't it?" And I have to agree. It's going to be that kind of night. "No seriously, I feel proud, not just for myself but for McLaren. If people want to recognise my achievements, they're really recognising McLaren's achievements, and I'm very proud of what the company has done."

He's been a *Motor Sport* reader for a long while – when he has time. "I think the magazine is the equivalent of what *The Times* used to be, because even *The Times* has succumbed to a bit of tabloid behaviour. But *Motor Sport* has been true to its values while withstanding the trial of competition against the weeklies. So it's nice to see it refreshed and rejuvenated, and now it's celebrating the kind of motor racing people who make it possible for the magazine to survive. I mean, you can't have *Motor Sport* magazine without motor sport."

He has, he said, always been a big fan of fellow inductee Mario Andretti. "Mario was a phenomenally accomplished and talented driver, a man who could change his style to accommodate all the different disciplines of the sport, and he won consistently in both America and Europe. He was a great competitor."

What about this year's line-up at McLaren, where there are two British World Champions to manage? It's something Dennis knows a bit about from the great days of Senna and Prost.

"Well, every challenge is different, and for Martin (Whitmarsh, team principal) the challenge of working with these two drivers is something he relishes. They have the same approach to racing, and they share a strong dedication to their physical and mental condition as well as a phenomenal talent. So I don't foresee any problems because they both have a balanced perception of being in F1 and being part of the team. The least of our problems will be managing them if we're so competitive they are racing each other – if that's Martin's biggest problem, I'm sure he'll relish it."

Time will tell. But Hamilton and Button have very different styles, doesn't he agree? "Actually, I don't," he grinned. "They have different strengths and weaknesses, which is inevitable in competitive people, but I think they have the ability to vary their styles according to the characteristics of the car. Ultimately, the sum of the total will always be something very equal, they will just get there in their different ways."

Having received his TAG Heuer watch from the firm's Antoine Pin (left, opposite Nick Mason), he walks away, champagne in hand, to enjoy his induction into the Hall of Fame. I've not seen him so relaxed for many a month. *Rob Widdows*

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JOURNEY TO THE END OF THE WORLD

QUITO - TIERRA DEL FUEGO

23rd January - 23rd February 2011



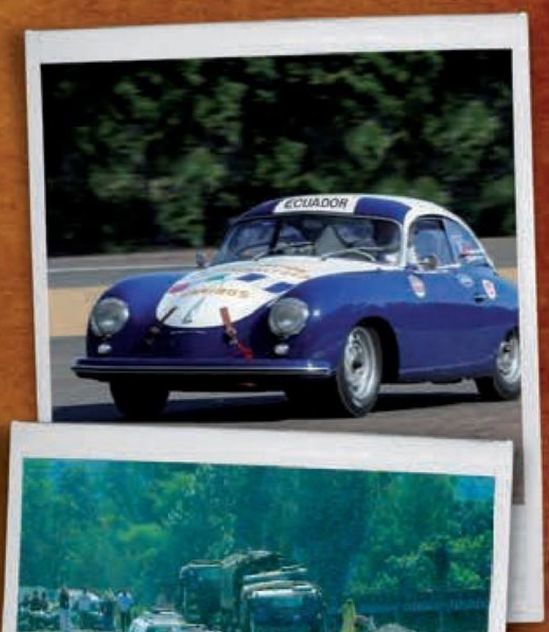


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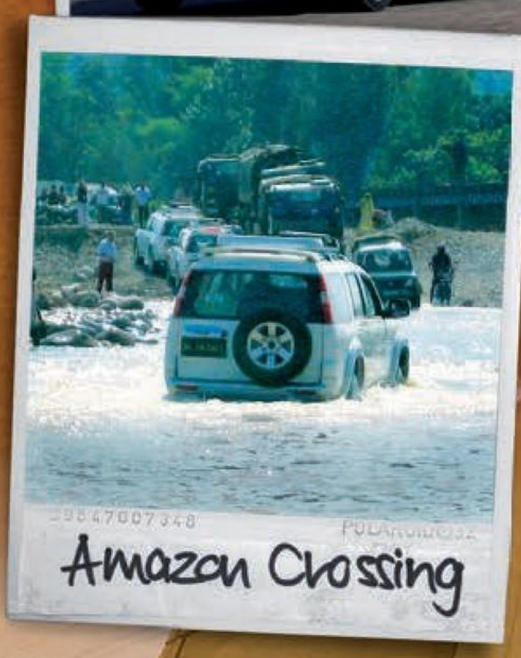
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MotorSport
SINCE 1924

F1 season preview 2010

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F1 season preview 2010

‘Am I alone in anticipating the 2010 Grand Prix season with more relish than for many a year?’

BY NIGEL ROEBUCK



Apparently not. Although Formula 1 history shows it is invariably better to travel than to arrive, there could – should – be four ultra-competitive teams this year. And although we may have lost Kimi Räikkönen, at least temporarily, we have picked up the gentleman who dominated an entire generation of Grand Prix racing, and now feels he'd like to do it all over again.

Say what you like about Michael Schumacher – and I've said plenty in my time – the fact is that for a dozen years, following the retirement of Alain Prost and the death of Ayrton Senna, he was the driver against whom all others were measured. And in the short term at least, even if Michael proves to be not *quite* the force he was, that will not change.

Ageism – the only 'ism' tolerated in the contemporary age – is alive and well in F1, as everywhere else, and there are plenty who believe that, at 41, Schumacher *cannot* be the driver he was. Frankly, I think that nonsense. Michael was always Olympian fit – more so than any of his rivals – and in three years of retirement he has not let that go. So long as his neck injury is behind him, I'll warrant that no one on the grid in Bahrain will be in better shape.

A different matter is recovery time. Many a driver of my acquaintance has conceded that as the years roll by it takes – like jet lag – a little longer to get over the strains of a Grand Prix weekend than it did. There are 19 races this year (two more than in '09), and the schedule includes four double-headers: Melbourne/Sepang, Barcelona/Monaco, Hockenheim/Budapest and, to round the season off, Interlagos/Abu Dhabi.

However, even if Schumacher's stamina should prove a little less than that of a driver half his age, consider the weapons at his disposal simply not available to many of his rivals, most notably that unmatched experience. Can there be a scenario in Grand Prix racing which Michael has not faced, and dealt with?

What fascinates me most about his return is that he will face greater opposition than he ever knew in the past. It was indeed a brief shining moment when he competed against Senna and Prost, but after 1994, while others occasionally bothered him a little, the only true opposition came from Mika Häkkinen and, in the last years, Fernando Alonso.

Alonso has always been rightly proud that his two World Championships to date, in 2005 and '06, were won in competition with Schumacher, and although he dislikes him personally, we can believe him when he says that he is delighted to see Michael back. Fernando likes his coffee strong.

Jackie Stewart has pointed out that the overall standard in F1 at the moment is higher than for a very long time, and Schumacher will inevitably have a target on his back – such as Lewis Hamilton and Sebastian Vettel have never competed against him, and they can't wait to take him on.

"There are some *very* strong partnerships this year, aren't there?" says Martin Brundle. "Jesus! Schumacher/Rosberg, Alonso/Massa, Hamilton/Button, Vettel/Webber… I'm massively excited about the coming season – I think an incredible story is coming our way. »»»

LAT











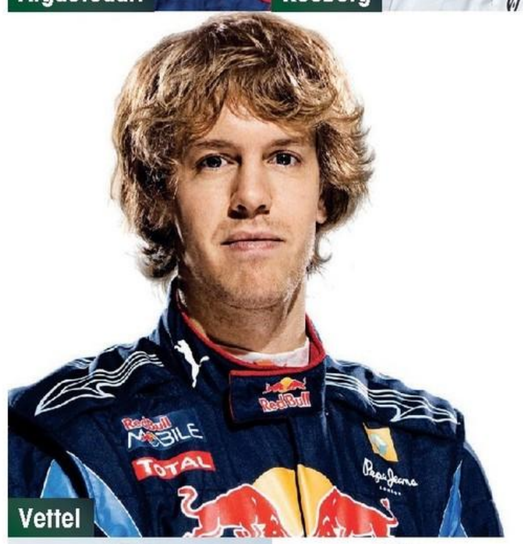
Schumacher


Hülkenberg


Trulli


Alguersuari


Rosberg


Vettel


Petrov


Liuzzi



“Let’s be blunt: if you were starting an F1 team, there are three guys on the ‘must-have’ list, aren’t there? You’d need to have one of them: Vettel, Hamilton, Alonso. That’s what I thought a few months ago – and now you put Michael Schumacher into the mix…

“Look at all the scandals we’ve had in the recent past, and how depressing F1 got at times, with the endless rowing between Max [Mosley] and FOTA… Yet now, as I start year 14 as a commentator, I can’t remember when I’ve ever been more excited about a season ahead. I mean, *what* is going to happen next? Bernie must be sitting there, believing he can do no wrong – thinking that, whatever happens, F1 can weather the storm.

“A lot of the manufacturers have legged it, and so now you’ve got the adventurous entrepreneurs taking their places. When the tobacco companies went, the banks arrived. When the banks go, the entrepreneurs arrive. It’s as if F1 keeps re-inventing itself.”

It is a fact that many expect effectively a two-tier F1 in 2010, with the new teams – all powered by Cosworth – unable to get on terms with the establishment. Brundle isn’t so sure, believing that at least one of them will cause a surprise.

“I think the Cosworth will have some grunt – although whether or not it’s reliable is a different thing – and some of them will get their chassis right. I don’t think they’ll be an embarrassment, I really don’t. Some people are saying they’ll be five seconds adrift – they won’t.

“A guy said something recently that made me angry – he said, ‘I suppose you’ll be taking the piss out of these new teams…’ I said, ‘I don’t do that – OK, if Toyota spend £400 million a year and don’t win anything I’ll refer to it, but I don’t take the piss out of people.’ On the contrary, I think the new teams need a bit of leeway, a bit of support – and it’s the same with Cosworth.

“Think about it: Cosworth have got to get a *lot* of motors together, for five teams – and they’re starting off with four ‘flyaway’ races. The logistics of that are terrifying. So I think we’re going to have to turn a blind eye occasionally, support them, be impressed by what they achieve – and then, if they’re not showing improvement by mid-to-late season, we’re going to think, ‘You know what? They’re not going to cut it…’

“I’m going to walk onto the grid in Bahrain, and if there are 26 cars there I’m going to be a very happy man, because the human story of these guys is – to me, anyway – so much more interesting than Toyota or BMW. I don’t think



Alonso joins Ferrari, and (clockwise from top left) Buemi is at Toro Rosso, Liuzzi at Force India, Button at McLaren and Schumacher at Mercedes

All images LAT & teams

I ever did a story on either of those teams – they just didn't inspire me at all. That's not saying anything against any particular person – it was just that there was nothing whatever inspirational about Toyota going F1. Some of these new teams, though... it's going to be 'Calamity Jane' in some cases, I would think, but it's going to be a great human story. Maybe it will be division one and division two at the end of the race, but I wouldn't be surprised if a lot of the new teams outperform their budgets, and that's good news – David and Goliath..."

Bernie Ecclestone has said he has doubts that all the new teams will make it to Bahrain for the first race, but Lotus and Virgin may be regarded as certainties, and it will be fascinating to see what such as Trulli, Kovalainen and Glock make of their new, financially reduced circumstances.

Ecclestone also reckons that Vettel will win the 2010 World Championship for Red Bull, and there is little doubt that overall Adrian Newey's RB5 was the quickest car of 2009. Unfortunately for Sebastian, though, attempts by the team to organise Mercedes power for '10 failed, and he and Mark Webber continue with Renault engines, good but not the best.

Amid the flurry of driver changes elsewhere, it has been a quiet winter for Red Bull, the only team of potential championship-winning status which is unchanged for the new season. That stability – familiarity – could be worth a lot.

As I write, though, the new Red Bull has yet to run, the team having calmly skipped the opening test at Valencia, where the pace was set – apparently – by Ferrari. I say 'apparently' because this year, more than ever, testing times are not something by which you should set your watch. Refuelling is banned as of now, so educated guesswork is the only guide to who was using how much fuel when a time was set. On the strength of Valencia, however, Ferrari and McLaren, each keen to atone for a disappointing 2009, appear to be in fine shape.

From the moment I first heard of contact between Ferrari and Alonso, two years ago, it seemed to me an exquisite match: Fernando, surely, is one of those people – like Clay Regazzoni, like Gilles Villeneuve – put on earth to drive for Ferrari.

Brundle agrees that Alonso is the most complete driver in F1. "I know Fernando can be a difficult character sometimes, but boy, does he deliver! I view him as a mercenary – he's passing through F1, and he'll take from it everything he needs, and then disappear. He's got his circle of management and friends around him, and I don't blame him for that. »»»



Webber remains at Red Bull and (right, clockwise) Fauzy is third Lotus driver, Kubica is at Renault, di Grassi at Virgin, de la Rosa at Sauber and Hülkenberg at Williams

"Putting all that aside, however, Alonso is a *great* racing driver, of that there's no doubt at all. When he was at Renault, first time round, he had a bizarre driving style, coping with the car's terminal understeer, and I began to think that was his natural style. I remember wondering how ever he would get on in a McLaren – and he went there, and drove in a completely different way. The bizarre style in the Renault was simply him adapting to what the car needed – it wasn't his *natural* style at all, but he could produce it if he had to. He can adapt to whatever he has to drive, and that is a skill that's a step above the others. He's awesome.

"Whenever I've interviewed Alonso, I've always felt there was a sort of glass wall between us, and at first I thought that was a bit disrespectful. It's a feeling of, 'Will you make any difference to my career? No, so I'll do whatever it is I have to do with you, but if it's not affecting my salary or the stopwatch, then don't expect any more from me.' And you know what? He's absolutely right!

"As for Massa, well, he impresses me enormously, because he's just kept polishing his act and raising his game when he had to. I mean, he had *much* the upper hand over Kimi, didn't he? Do I think Felipe is a Senna or a Schumacher? No, I don't, but I do think he's a seriously good Grand Prix driver, who has improved and improved. It seems pretty clear there are no after-effects from the accident."

An immensely strong driver pairing at Ferrari, then, and the same is true of McLaren. Like everyone else, I was more than surprised when Jenson Button announced his decision not to re-sign with Brawn/Mercedes, but I'm not one of those who believes he will be completely shaded by Lewis Hamilton. Very well, you might expect Lewis to have it on sheer pace, particularly over one lap, but in the race it might sometimes be a very different matter. With no more refuelling, it will be essential, particularly in the early laps of a Grand Prix, to be relatively kind to your tyres, at which the Prost-like Button is historically rather more adept than Hamilton. That said, if the MP4-25 sometimes requires a bit of bullying, you would look to Lewis to get more out of it than Jenson.

Brundle sees it in more clear-cut terms. "There's only going to be one winner there, isn't there? And one loser. I really don't understand why Jenson opted to leave Ross Brawn for McLaren – but then I think his thought processes in the past have sometimes been questionable.

"It all depends on how it plays out, doesn't it? If it turns out that the cars need nurse-maiding




Kubica


Di Grassi



Alonso


Buemi


Kobayashi


Button


Kovalainen

The F1 grid is a mix of known quantities and drivers who are still trying to prove themselves


Sutil

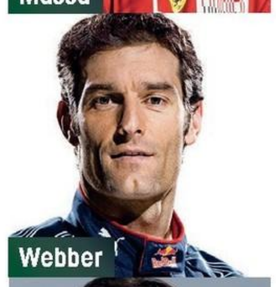







Hamilton

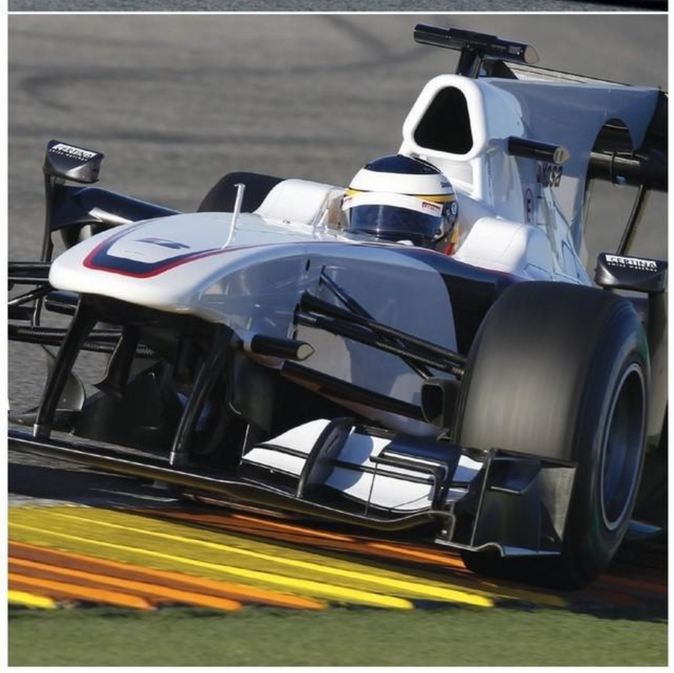

Massa


Webber


Glock


Barrichello


De la Rosa



a bit through the race, particularly with regard to tyres, Jenson will look very good. But if the cars need manhandling through various stages of oversteer/understeer imbalance, I think Lewis will have him.

"If you look at all the multiple World Champions – Schumacher, Senna, Prost, Lauda – they've always *owned* the team, haven't they? They had a team inwardly focused 100 per cent on them, and I'd have thought Jenson had a chance to do that at Brawn/Mercedes. But he walked away from it – and into the lion's den."

So he did, and, whatever else, it was not for the money, McLaren's offer being somewhat less than the final one made by Brawn. People have said that Button was bowled over by the McLaren Technology Centre, not least by the lobby area, with its long line of cars that have taken people to the World Championship.

"Yes, sure," Martin responded, "but the MTC's lobby area won't give you one point of downforce or one horsepower. Don't get me wrong – I'm a former McLaren driver and extremely proud of it. I remain impressed to this day by the expertise of McLaren. But I can see the sales process – I can hear the words…

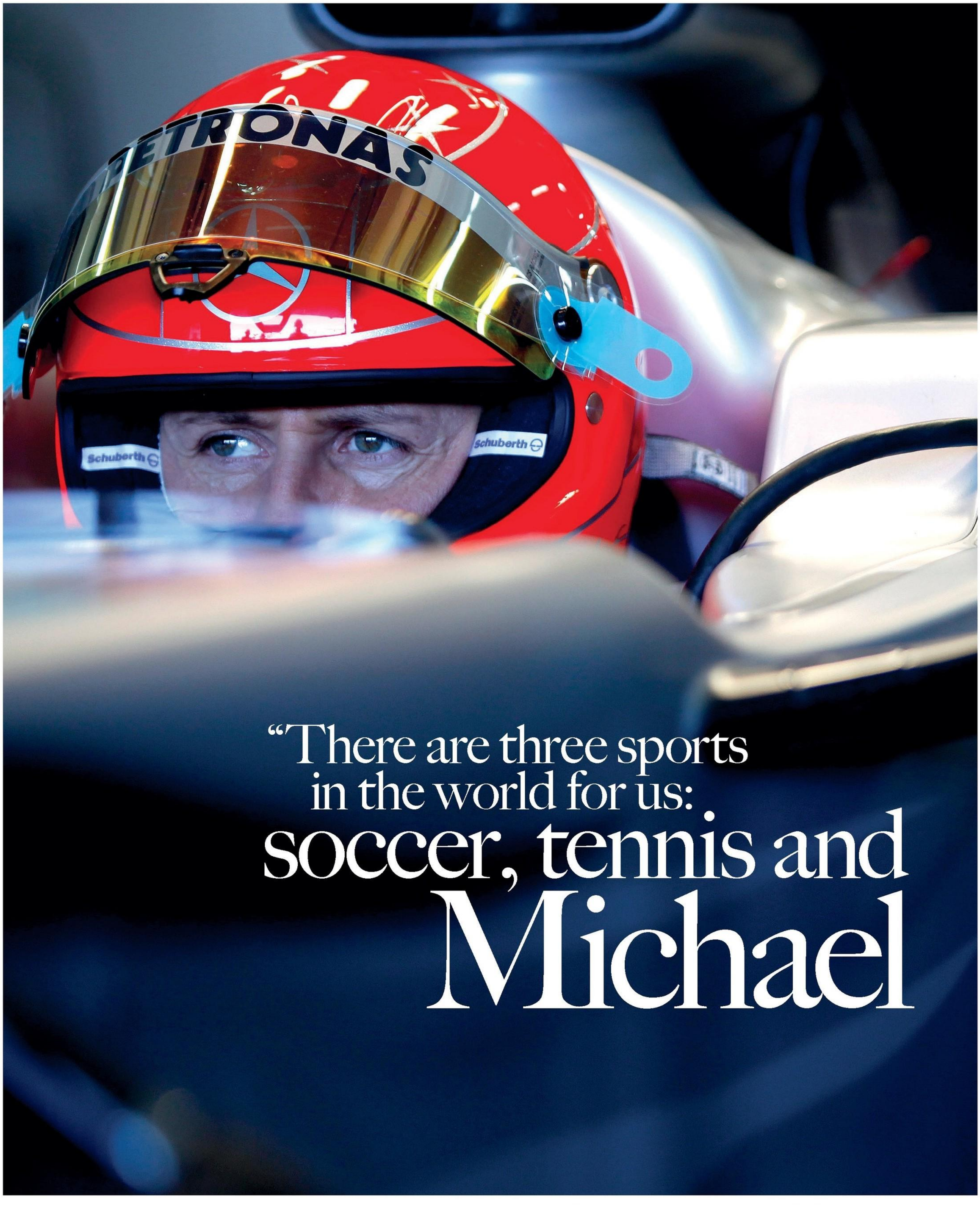
"Time will tell. We don't need to second-guess what's going to happen – but somebody's going to get burned, and at this point I'd have thought it was going to be Jenson."

For much of last year the word was that it would be Nico Rosberg at McLaren in 2010, replacing Kovalainen, but in fact it was some time ago planned that he would take Rubens Barrichello's place at Brawn/Mercedes as team-mate to Button. Once Jenson had made other arrangements, Nico looked set to be *de facto* number one, perhaps with Nick Heidfeld as his team-mate. The return of M Schumacher necessarily changes that, although Ross insists that the two will have identical equipment, and that there will be none of the team orders for which Michael had such a taste in his Benetton and Ferrari years.

"Nico's a great little driver," said Brundle, "and I said that to Ross. I really enjoy watching him race. Nice kid, too. The big question is: has he had it too comfortable? Actually, I fancy him fighting his way through it.

"A guy we haven't talked about yet is [Robert] Kubica and I must say I was *amazed*, when the future of Renault was up in the air, that someone didn't step in and grab him. I think Nico and Robert would have been an awesome partnership – and Nico and Michael… that'll do, won't it? I'd have that…"

Difficult to argue, really.


PETRONAS
Schuberth
Schuberth
"There are three sports
in the world for us:
soccer, tennis and
Michael

F1 season preview 2010

Schumacher!”

For his German fans, F1 *is* Michael Schumacher. But amid the huge excitement at his return, the man himself is taking a measured approach to racing a Grand Prix car once more

BY ADAM COOPER

All Images LAT

F1 season preview 2010



Success and controversy have gone hand-in-hand in Schuey's F1 career, as at Spa '94, when victory turned to disqualification

On a Friday morning in August 1991, I was in the Jordan garage at Spa to watch Michael Schumacher take part in his first official session as a Grand Prix driver. Nearly 19 years later I made sure I was at Valencia to witness the start of a new and unexpected chapter in a career story that has already taken more twists and turns than a Hollywood epic.

As Michael edged his Mercedes into the pitlane dozens of photographers and TV cameramen were present to capture the moment, a clear indication of the interest he's stirred up and a portent of the chaotic scenes that are likely to follow at every race this year. When he stepped out of the car he had a huge smile on his face. Not known for dwelling on the past, he had made the same connection that I had.

"In a way it's like '91," he said. "When I came into Formula 1 I was shocked on the first lap, and I was extremely excited on the second and further laps. It was exactly that today. I feel like a young boy that has a toy in his hands and just enjoys himself!"

For Michael Schmidt of *Auto Motor und Sport* – a long-time confidante of Schumacher and Germany's most influential F1 journalist – the comeback is a mixed blessing. He's pleased the sport is back in the spotlight, but at the same time he's frustrated by his countrymen's continued focus on one man.

"The impact is unbelievable," says Schmidt. "F1 has woken up again! The problem is that Michael is a synonym for F1 in Germany. The old RTL TV boss once said, 'There are three sports in the world for us: soccer, tennis and Michael Schumacher!' He didn't mention the name F1.

"In Michael's high days they didn't use him to promote the sport, they only promoted Michael. So obviously they were left in trouble once he had retired. Even with Sebastian Vettel, who had a chance to win the championship last year, the TV numbers came down from 10 to 11 million with Michael, to maybe five to six million.

"We had a good driver, a young guy who is more open to the media, but it didn't help. All of a sudden Michael comes back, and the whole enthusiasm is back, as if there was no F1 in the last three years."

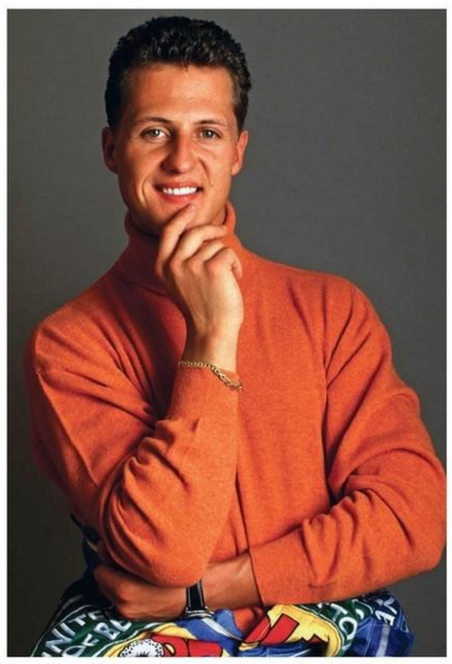
Few people know Schumacher better than Sabine Kehm. A former journalist, she has worked with him for 10 years, initially in a press officer role and latterly as managing director of his Swiss-based company. Even she has been stunned by the interest.

"It's been massive, but not only in Germany," she says. "A lot of interest from Asia, especially from India, and this time significantly a lot of interest also from the USA. It's a typical American story, in a way. I think they're very interested in this story, him coming back and putting himself at risk of losing against the young guys."

Kehm chose to stay with Michael after his last start with Ferrari at Brazil in 2006. She never expected to accompany him to a GP again.

"I definitely was convinced that was it. And I would have said the same even after the comeback try last summer. I thought then, that was it. Every time I would have been fully convinced, and every time I also think Michael himself was fully convinced…"

So what led Schumacher to sign a contract that will see him at Mercedes until the end of 2012, when he will be just two months short of his 44th birthday? It's a story that Hollywood would have struggled to invent.



"We only promoted Michael, not F1"

Key is Michael's decision to retire in the first place. At the time many of us felt he was pushed out, and the man himself reinforced that view by confirming he had made his call early in '06 so as to let Felipe Massa know he would still have a job. With Kimi Räikkönen coming, there was an awkward three-into-two won't go scenario. But Kehm insists Schumacher had in any case sensed the time was right.

"It was really one of the first races of 2006 where he felt something. Then there was Felipe, and they got along very well. For him it was 'giving over my car to somebody I like. He's good, he's talented, he's young, and it's a nice thing to be able to give a car to a friend'. That was kind of his feeling."

Usually drivers stop when they realise they no longer wish to explore the limits, or an instinct for self-preservation kicks in. With Michael it was more a question of being worn out by 15 years at the very top of his game.

"There certainly wasn't an element of suddenly seeing a risk or a danger in driving," says Kehm. "That I'm sure of. In those days every time you'd come back from a race, you started testing again. He was constantly into it, and he was beginning to get tired from the constant attention.

"That was to a great extent why Michael felt he didn't have the energy any more to really have himself on the spot for doing that. He was tired for these constant demands from everywhere, where he felt that he couldn't fulfil all these demands anymore."

A three-year deal as a Ferrari consultant, with some F1 testing thrown in, made it easier for him to wind down. However as soon as he returned to a Grand Prix weekend he looked a little uncomfortable. He did do a bit of testing, but that stopped when it became obvious that, with ever tighter restrictions, the race drivers needed all the mileage they could get.

The general perception was that he didn't really have a properly defined role at Ferrari, but Kehm disagrees.

"I can fully understand that to the outside it sometimes looked a bit strange, but his actual work or link to the race car department was not at the races so much. He was present at the pre-race meetings and the after-race meetings. Coming back from a race, on the Tuesday or Wednesday, all the different departments sit together and discuss."

As the seasons ticked away, and Michael's insight became less relevant, he became more closely involved in developing Ferrari road cars, something he clearly loved.

But what really caught the attention was his attempt at going bike racing. Calling it a midlife crisis might be an exaggeration, but it was pretty obvious he still needed the buzz of competition, albeit at a modest level. And yet it seemed crazy for him to expose himself to danger.

"I have to say, as with a lot of things around Michael, this was totally exaggerated," says Kehm. "He did it very carefully. At the start he let himself fall behind, to get out of the casino in the front. One race he didn't participate in because it started raining. So he did it in a very responsible way. He was really trying to improve himself, and he liked it a lot. He could well understand that he was not at the level of MotoGP or something, but he was improving extremely fast.

"People were counting accidents, but it was just that you are in a corner, and the bike slides away. He came back and maybe his suit was a little scratched, and that was it. It's exactly what you do when you try to improve, and you try to find out how far you can go. There was literally one accident, which was the famous one."

The 'famous one' occurred when Schumacher fell off his Honda Fireblade at Cartagena, Spain on February 11, 2009. A local doctor initially gave him a clean bill of health, and it was only several days later in Switzerland that four separate neck injuries were diagnosed. The bike racing was put on hold.

Fate then intervened on July 25 when Massa was injured in Hungary – ironically by a spring thrown from a car built by Schumacher's

future team, and driven by his former team-mate Rubens Barrichello. Like I said, Hollywood couldn't make it up. Michael soon emerged as Ferrari's replacement of choice.

"We spoke Sunday, Monday and Tuesday," says Kehm. "But at this time I was more towards the feeling that he wouldn't do it. He was very sceptical at that point, because he didn't really have the feeling that he wanted to go back.

"I remember he called me on the Wednesday, when he had the meeting with [Ferrari president] Luca [di Montezemolo]. He said, 'I'm just coming out of this meeting.' And I said, 'What did you say?' because I really wasn't sure. He said, 'I said, OK.' 'Really!' I think he was going into that meeting thinking he'd say no, but in the end he couldn't say that…"

Ferrari soon announced to the world that Schumacher would stand in for Massa, although in the small print it was acknowledged that he would have to prove to himself that he could do it. A test at Mugello in a 2007-spec car soon indicated that his neck wasn't ready.

"He was going over a bump, and it was really painful. He thought maybe it would go away, but then over the weekend it didn't at all, it intensified. So then they knew it wasn't that the body wasn't used to driving anymore, but it was really an after-effect of this accident.

"It was a question of time. Three of the four injuries had healed by the summer, but one had probably 20 per cent missing. It was clear to Michael that if Felipe had had his accident two months later, probably no one would even have known about the neck.

"He was extremely disappointed, and I think he was surprised himself how disappointed he was. It was, 'I wasn't aware I wanted it.' It started to make him think. He was in good shape, he felt like he was ready, it was just this one thing which made it impossible. It was hard."

Schumacher watched as first Luca Badoer and then Giancarlo Fisichella floundered around in what was clearly a difficult car. But while a flame had been reignited, he couldn't see a way forward. Ferrari already faced a repeat of the 2006 musical chairs scenario, with the arrival of Fernando Alonso causing the team to push out Räikkönen, albeit with a substantial pay-off. Di Montezemolo made unsubtle noises about the need for top teams to run third cars, but Michael never took the possibility too seriously.

But the seeds of something new were to be sown at a Sunday night party in Abu Dhabi. While Jenson Button celebrated his title success inside, on the outdoor terrace of the same club Schumacher had a long chat with Ross Brawn.

"We wanted to celebrate Ross's title win," says Kehm. "And that evening they were talking about him driving, and Michael was kind of making fun of it. Ross was saying come on, and Michael wasn't taking it seriously. It wasn't an option, it was a joke – entertaining gossip."

Brawn himself says there was never any serious discussion about a Mercedes seat. As far as he knew, he already had two drivers for 2010.

"Abu Dhabi was the first time I'd spent much time with Michael since he tried to come back for Ferrari. He told me then how disappointed he was, and how excited he'd become about driving. That registered with me. But we didn't talk about the future, because I thought at that stage our future was fairly well tied up.

"It would have been wrong from both Michael's perspective and the team's and Jenson's perspectives to get into any discussions. I don't like doing those things. It really kicked off when Jenson visited McLaren, and we realised things were spiralling in the wrong direction. So at that stage we started discussions with Michael."

Did Ross literally ring up and say, you've seen what's happened with Jenson, how about it?

"They're your words, but they're not far away…"

"I think Ross had seen Michael being very disappointed," says Kehm. "And he tried a bit maybe in Abu Dhabi to see how he would react. Then when Jenson was leaving he suddenly had a serious offer to make.

"That was mid-November, and very fast I could feel that Michael was reacting. Michael knew it was the team that won the World Championship, plus the Mercedes infrastructure and it was obviously a good partnership. Plus the old Mercedes link, plus the Ross link. There were a lot of things suddenly fitting together.

"He just wanted a bit of time to think about it, talk to his family, reflect," says Brawn. "He had a few days, and a few days later he called me and said let's start talking seriously and see whether this can come to a positive conclusion.

"He obviously wanted to know the plans for the team, he wanted to know that I'd be around for a good while, and I was not going to take another sabbatical! He wanted to understand the strength of the team, what we're going to do. The questions you'd expect Michael to ask, because he's a logical and intelligent person.

"Most of the conversations I had with him were related to how we were going to do the job, what needed to be done, where the team was going, why we should be able to succeed. There were obviously a number of commercial discussions that had to happen, and they happened in parallel with that."

Inevitably, it took time to conclude negotiations. There was no legal issue with Ferrari, as a recently announced three-year contract extension had – purely by chance – not been signed. But Brawn went on a much-needed holiday, and Schumacher was travelling to the US and Brazil, so nailing down the details wasn't easy. The deal was completed on December 22 and announced the following day. ➤➤➤

INSIGHT

FALLEN HERO?

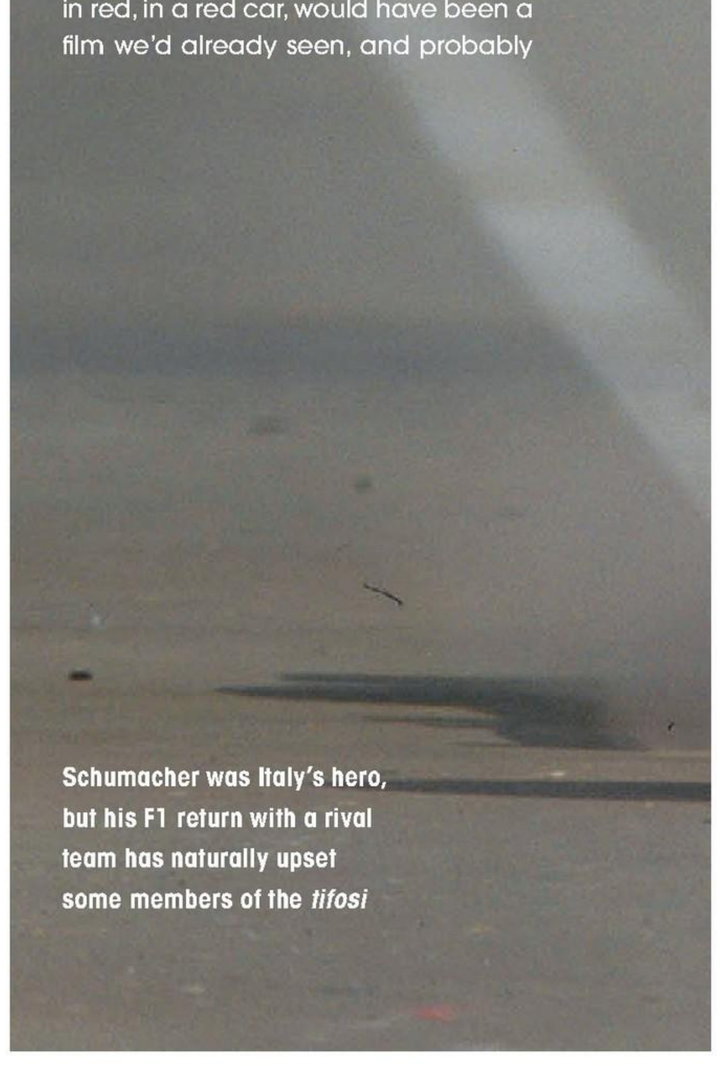
When Schumacher announced his return to F1 with Mercedes, there were shouts of 'traitor' in Italy

BY PINO ALLIEVI

FIFTEEN THOUSAND E-MAILS in a few hours, expressing happiness,disappointment, predictions,surprise:this was the reaction on December 23 after the announcement that Mercedes had hired Michael Schumacher. It was all over the website of *La Gazzetta dello Sport*, the biggest sporting daily in the world and a bible for Italians. In the following days, and even now, the discussions continue on the web, in living rooms and in bars on what Michael will be capable of aged 41 when he gets to the first GP of 2010.

Above all, though, the talk centred on one main theme that involved the heart more than the brain: had Schumacher betrayed Ferrari?

And in this opinions are divided. The logic of the choice made by Schumacher is not disputed. He is a champion of the sport with every right to make his own choices and manage his own expectations, crazy or not. But, in my view, a return to Ferrari would not have had the same fascination as one with Mercedes. Finding himself clothed in red, in a red car, would have been a film we'd already seen, and probably



Schumacher was Italy's hero, but his F1 return with a rival team has naturally upset some members of the *tifosi*

not as interesting after the initial burst of enthusiasm reserved for any legend making a comeback. And in Italian eyes Schumacher would have had more to lose than to gain, considering that a glorious past like his – in which he was the main protagonist between 1994 and 2004 – will be impossible to replicate. Italian fans, as we know, are not known for their subtlety and will judge in a fraction of a second, often without reason. For them the risk of a Ferrari flop, even if down to a deficiency in the car, would have been pinned on Michael. Because, as everyone knows, Schumacher is a medicine man capable of healing any poor mechanicals and as a result going on to win everywhere. (I repeat, we are talking about the imagination of most Italian fans, not about the initiated.)

But also the president of Ferrari, Luca di Montezemolo, fell partly into the same trap when, in July 2009 after Massa's accident, he immediately thought of Schumacher, the saviour of the country (obviously without underestimating the media effect and the popularity of the choice), imagining that his contribution would be decisive in improving a car that was underperforming and extremely difficult to drive. In fact neither Luca Badoer nor Giancarlo Fisichella, both elated by the prospect of driving for Ferrari, coped with the scale of the challenge and soon left deflated, with a lasting black mark on their careers.

Montezemolo, however, sparked the desire in Michael's heart to put himself to the test, despite the time lapse, his age and the new rivals. But Schumacher chose Mercedes and Montezemolo immediately used a word that could easily have been interpreted as an insult: 'traitor!'. Complete idiocy for two reasons. Firstly, Ferrari did not have a car available for him as they already had contracts with Alonso and Massa. Secondly, he could not blame a German racer who wanted to drive for a German team in the second phase of his competition career: it's nice to think that even the cold-hearted Herr Schumacher will sometimes surrender to sentiment.

> "At Ferrari he would have more to lose than gain"

There was plenty of disappointment at Ferrari when, two days before Christmas, the news became official, because by now everyone was convinced that Schumacher would become the living icon of the celebrated marque of Maranello, a sort of human Cavallino Rampante. And there were those who went and reread the unfortunate press release from Luca Colajanni, the head of racing PR, distributed after the first practice session at the Italian Grand Prix on September 11: "The relationship between Michael Schumacher and Ferrari seems destined to last for ever…" The same Schumi had used honeyed tones on his website that day: "President Montezemolo and I are in agreement to prolong our collaboration for another three years. I am pleased about this because I am always happy to be part of the Ferrari family…"

Montezemolo, during a Christmas supper with journalists on December 9, was already aware of Michael's decision to come back: "We have talked on the phone, but obviously I must have been talking with Schumacher's twin. The one who promised me eternal fidelity," he said.

But what burst the bubble of patience at Maranello was the public filming of Schumacher with a Mercedes SLS, provocatively painted red. A lapse in taste by Stuttgart that was by no means appreciated. When Montezemolo saw it, he spread his arms: "I don't want to say anything, it's something that only he can comment on."

However, questions of good taste aside, Ferrari feared Schumacher coming back as a driver, understanding his ability and bravery all too well. If he wins the first race, beating Alonso and Massa, Italy will divide in two, with a gap much more pronounced than the one between the supporters and detractors of Berlusconi. Then we will no doubt see plenty of experts explaining in the press why a driver like Schumacher could never race only for Ferrari.

To stoke the fires even more, Flavio Briatore, the man who was next to Schumi during his golden years at Benetton, jokingly added: "I read that Schumacher has dyed his hair. But I don't think that this will be enough to win the war of the ever advancing years…" A realistic joke and a friendly one, because in the end Italians are gifted with a good (occasionally excessive) sense of humour. Enzo Ferrari often said that "races are a confrontation of technology, but also a game". And it's that game that is the most enticing for Schumacher. One which on March 14 he will go out to play, with the ex-team principal of Ferrari, Ross Brawn. He will aim to outdo his own past and the Ferrari of today – but will it bring another Schumi era?





The master at Monaco '95; now, as then, his F1 career will be intertwined with that of Ross Brawn

Had that spring not fallen off the Brawn, had Button not been romanced away by McLaren, Schumacher would never have resumed his Formula 1 racing career. To say that all the stars were in alignment is something of an understatement, as Kehm explains.

"By coincidence, everything was fitting together, and it is really by coincidence. If he hadn't been racing bikes in 2008, he would not have kept himself so fit. If he hadn't been so fit last summer, when he was trying to substitute for Felipe, he wouldn't have been able to come to a level which would have enabled him to drive.

"Then, when he had this physical regime, he figured why lose it again? So he kept training, and he kept on doing a lot of karting. Again, the karting helped him. It was all kind of a chain of coincidences coming to a point.

"I'm convinced that if there had not been this Ferrari comeback try in the summer, maybe Michael would have decided differently about Mercedes. In the summer he learned two very important things. The first was that his body would still be up to it if he trained, and second he would still be able to do the driving. Even if there was the pain at Mugello, he had a level, he was constant. So when Ross called he didn't have these two question marks. He knew from the summer that it would be possible for him."

Yet another piece in the puzzle is the ban on in-season testing, which makes the job less draining now than it was in 2006.

"That was a big argument," says Kehm. "I'm not sure what he would've done if that was not the way it is, which is also a coincidence. If he had the same amount of testing, I'm not sure he would have said yes."

There was a clear sign in Spain that Michael intends to remove as much stress from his life as he can. For the first time he stayed in a motorhome at the track – one used by brother Ralf at DTM events – to avoid the daily hassles of commuting, and more importantly the need to be on public view in a hotel.

> "Even if he's not champion, he won't damage his reputation"
>
> SABINE KEHM

Last time around he fought Alonso for the championship – this time not only is the Spaniard in *his* car, but Vettel and Lewis Hamilton are waiting to pounce, not to mention the likes of Massa, Button, Mark Webber and his own team-mate Nico Rosberg. It's not going to be easy.

"Of course, he's totally aware of that, and he's aware of the fact that maybe they'll beat him," says Kehm. "He knows the risk.

"I'm convinced that even if he's not World Champion, he will not damage his reputation, because the reputation he has, nobody can take that away. People may see that differently, but at the moment I think he's past the point where he can damage it. Of course if he drives in the field and he's much too slow, that would be embarrassing. But Michael wouldn't do it if he had the feeling he would not be able to cope.

"He's practical enough to understand that probably in the first year the championship will be unlikely, because the competition is very high. Of course now the team is new to him. His thinking is more like next year I'll know the team and everything will be much better, so I'll have a much bigger chance. For him it's a three-year project."

Brawn has no doubts that the spark is still there.

"It's pretty much the same old Michael. He's very intense, very close to the detail, very precise. He's a mature, experienced racing driver, so he adds an enormous amount to what you do. And he's quick. Within 20 laps he was at what I describe as a good pace. I think there's more to come – it would be illogical for a driver who has not driven for three years to be as quick as he's going to be after a few days of testing.

"I'm excited about the greater potential that's going to come from him. Even in Valencia he was pretty much straight on it, and his fitness was impressive because he drove a full day, and did some race simulations. And we didn't see a bead of sweat..."

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F1 season preview 2010

The greatest grid ever!* (*maybe)

A rare collection of talents, sporting and technical, has been assembled for the 2010 Formula 1 season. We explore whether this just might be the greatest grid in history

BY ANTHONY ROWLINSON

Briefly, let the stats do the talking: four World Champion drivers, with 11 titles between them. Six teams that have claimed constructors' world titles; eight that have won Grands Prix (10 if we count for Sauber Robert Kubica's Canada win in 2008 and include Jordan's three for Force India – they're still run from the same factory). Then a total of 162 GP wins scattered across 11 of the 24 drivers (correct at the time of writing), to leave only USF1, Campos and Virgin Racing without any claim on F1 victory.

The comeback of one Michael Schumacher has skewed the figures somewhat, dramatically increasing the total number of driver wins and titles won. But even had he not returned, and had Kimi Räikkönen stayed on amid the aces instead of going off to quaff vodka and wreck skidoos (bankrolled by 50 million Ferrari dollars), the 2010 line-up would still represent a truly mouth-watering prospect.

On paper, and in advance of full head-to-head pre-season testing, there are four teams – Mercedes, Red Bull, McLaren and Ferrari – eminently capable of taking one or both titles, meaning eight drivers (if we're generous to Merc newbie Nico Rosberg) are in with a shout.

Then there's the visceral stuff: the – ahem – 'greatest ever' back up against the guy who beat him; the 'most exciting driver since Senna' with the reigning world champ now sharing his McLaren air; the 'new Schumacher' against a team-mate who comes back harder every time you kick him (or break his leg). Excited yet?

Not since 1985 have F1's heavyweights looked so feisty, nor the title so open. That year Ayrton Senna and Elio de Angelis shared the gorgeous JPS Lotus-Renault 97T (three wins); Nigel Mansell and Keke Rosberg rubbed shoulders in the wild-but-mighty FW10-Honda (four wins); Niki Lauda finally ceded the McLaren mantle to Alain Prost at the wheel of the MP4-2B (six wins), while Michele Alboreto and Stefan Johansson upheld Ferrari honour with the 156/85 (two wins). Eight winners from four teams, with the top four constructors finishing McLaren 90; Ferrari 82; Williams 71; Lotus 71. Close. And that's without mention of Nelson Piquet's Pirelli-assisted domination of the French Grand Prix in the Brabham-BMW BT54.

Ligier, Renault, Arrows and Tyrrell all played cameos, to etch history that's as evocative to recall as it was thrilling to witness.

But might even a season so epic (or, before it, 1982, '76, '67, '58…) be eclipsed by what's in store for 2010? This year's big four look hugely strong, and perhaps uniquely there's a sprinkling of magic dust from top to toe of the grid, with even a rookie called Senna at the tail end.

No one has conjured the formula to guarantee an electrifying F1 season, but with raw ingredients like these, can 2010 fail to excel? »»»



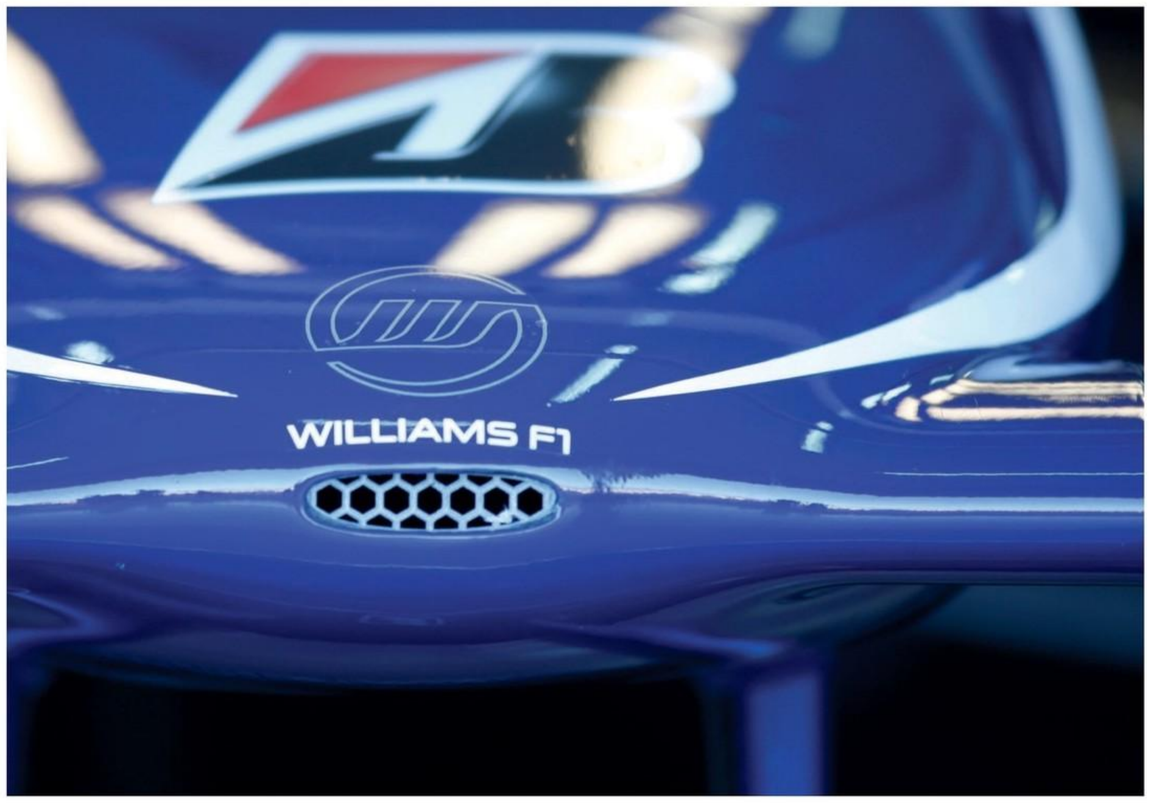


























All images LAT & teams

F1 season preview 2010

RETURN OF THE KING

THE BIG NEWS, OF COURSE, IS THAT HE IS BACK. FANCY that. Double World Champion Fernando Alonso moves to Ferrari, the two most recent champions are paired at the same team and *still* Michael sweeps aside those headlines just by turning up again.

So what should we think? In prospect is a package that could, perhaps *should*, dominate: the mighty Michael, back in harness with the unassailable genius of Ross Brawn, Mercedes cash and power, a tech team that (Honda-funded) produced last year's double-world-title-winning Brawn BGP001. Maybe even, cynically, a favourable eye from new FIA president Jean Todt, who has many times declared Schumacher among his closest friends.

Nico Rosberg, almost inevitably, will be expected to play wingman, whatever his protestations, and how can a team suddenly in the presence of the sport's most successful driver (this isn't the place to debate how that success was achieved…) not be expected to beat to his drum, by design or hypnosis?

Already the games have begun: Schumacher's insistence on race number '3' (closer to '1', y'see), whether important or not, is nonetheless significant – Schumacher has declared it so, and so it must be. Part of Rosberg's mental space will have been occupied in consideration of this detail, even if only to dismiss it as footling. Schumacher thus, by increments, becomes the planet around which Nico must orbit. And gravity is awfully hard to escape… unless, of course, you have enough speed.



There are matters of greater moment, too. Andy Shovlin, Schumacher's race engineer, has fast had to adapt to the uniquely demanding demands of a seven-times champ, rather than working around his old mate Jense with whom he went through thick and thin at BAR, then Honda, then Brawn. Example: at Schumacher's first seat fitting he questioned why the brake balance bar was inaccessibly low, by his left knee. It will be moved. He questioned, also, how often Jenson would change his rear differential settings each race weekend. "Once, probably, on a Saturday." Michael's response was to request a rear diff knob be fitted to the steering wheel to allow him to make adjustments *at each corner*.

And so it will continue, with the relentless hunger for victory and perfection which were – and likely remain – the Schumacher trademark. A benchmark as exceptional as last year's BGP001, with compromises such as an imperfect engine installation finessed away and further honed to satisfy Schumacher, is a heady technical proposition.

But Michael is, lest we forget, 41 and recovering from a displaced vertebra. In his early pomp he re-set the parameters of driver fitness. Now, extreme cardiovascular fortitude, lean limbs, big lungs and strong necks are the F1 driver's minimum requirement, so he can no longer count being in top nick as an advantage. A bigger challenge, argues conditioning expert Bernie Shrosbree, who has battle-hardened the likes of Webber, Button and Trulli, lies in Schumacher's head: "It will not be easy for him, just as it isn't ever easy for any sportsman who tries to come back into an arena where they used to excel. There will be great psychological pressure to do well, to live up to his reputation, and there will be competitors like Vettel and Jenson who will be willing to take a risk that Michael might not now. The first serious challenge for track position will be a big moment for Michael."

Simple physical readiness, reckons Shrosbree, will not be a problem, as Schumacher will have "done his homework". But the day after a race? "He'll be hurting, that's for sure. A 40-year-old body doesn't recover like a 20-year-old body. The global stresses of driving an F1 car will be painful and middle-aged muscles are less pliable. If he has an impact somewhere he'll feel it in a way he never used to. And if the car turns out to be hard to drive, grunting it around will be very physically demanding for him. Still, he's an extremely talented and intelligent man, so he'll have considered all of this already."

Beating Schumacher remains a daunting challenge and none will be feeling this more acutely than Rosberg, who last December 23 – announcement day of The Great Return – saw the lustre of his silver dream racer tarnish, just a little.

The jury's still out on Rosberg. Over four seasons at Williams he has shown flashes of exceptional pace, aggression and rare intelligence, but team mutterings have hinted at a lack of application. One exchange related by Patrick Head told of Rosberg's declaration that he would try harder when the team gave him a better car. Doesn't go down too well at Williams, that kind of thing. A break is good for all concerned and Mercedes represents a career-defining opportunity for Nico, one he cannot squander.

The size of the opportunity is dwarfed only by the scale of the challenge his team-mate represents – a truth fully understood by the only driver on the grid who can say: "I beat him"…



ALL TO PROVE

THAT MAN, OF COURSE, IS FERNANDO ALONSO, WHOSE arrival at Ferrari seems as much the fulfilment of a destiny as a change of teams.

Alonso at Ferrari. Sounds good, doesn't it? Right, somehow. After the mercurial flakiness of the on-again-off-again Räikkönen, could any team be more ready for the iron-fist-in-iron-glove that is Alonso?

"I've never been more motivated," he stated recently, and for a man whose middle two names should be 'relentless bastard' that's quite a claim. His task is simple: to return motor sport's greatest team to the high plains that are its natural habitat. No, correct that, to *lead* Ferrari back to greatness. He must become for Ferrari what Schumacher once was and what he once was himself for Renault: the implacable baseline from which all else will be measured.

There is also, for Alonso, the small matter of defining an era. He was the first to beat Michael in a straight fight (2006), having vanquished Kimi the year before, but beyond the Renault cocoon, up against the most devastating rookie F1 has ever seen, he struggled, exploded then flounced. If his brilliant 2005-06 are not to be regarded as a mere Schumacher interregnum, the Alonso-Ferrari years demand titles.

So much, then, is to prove at Ferrari, be it the worthiness of those who followed Schumacher to fill his boots or the merit of those draped in the aegis of Todt-Brawn-Byrne. Felipe Massa, the 2008 champion for about 20 seconds, must show again the courage and conviction that forced doubters to believe as he believes in himself. Alonso… indisputable greatness beckons if he can achieve with the Scuderia what he did with la Régie.

All will hinge on the speed of the spidery-beautiful F10 and there's no reason to doubt the efficacy of an Aldo Costa-Luca Marmorini-Stefano Domenicali chassis-engine-racing axis. It's all as latin as Virgil and a long way removed from the crushing Noughties, when a Brit, a Frog, a South African, a German and other nationalities made Ferrari a winning automaton. In truth there's no way (is there?) Ferrari 2010-spec can be as successful as what went before – can anything, ever? – but the nuanced question of greatness is a subtle thing. Schumacher-Irvine before Alonso-Massa (or Reutemann-Villeneuve, or Lauda-Regazzoni, for that matter)? Some might quibble…

With Fernando, Felipe and a distinctly *tricolore* flavour about the personnel, this is a team that will lack nothing for soul (or fireworks). And doubt not the intent. Alonso, like Schumacher, has been unequivocal: "It's obvious we just have to win." Ferrari lost the victory habit last year through a combination of blind-alley KERS, driving strength compromised by injury and apathy, and paradigm-shifting technical packages from Brawn and Red Bull.

But form, as the cliché has it, is temporary; class is permanent. Ferrari won't lack for the latter. »»»



COOL BRITANNIA

THE SAME MIGHT BE SAID OF McLAREN, FOR SO LONG the silver foil to Ferrari's scarlet. Both titans endured difficult 2009 seasons, with parallel causes for their respective malaises: the curse of KERS, a sense of hangover from the torrid struggles of 2007-08 and a failure to interpret rigorously the opportunities offered by the extensively revised '09 technical regulations (c.f. Red Bull), or to spot areas in which those regs might be deemed mutable (c.f. the double diffusers of Brawn, Williams and Toyota).

All that, says technical director Paddy Lowe, is past and he believes McLaren, along with several other teams, has made an extreme – though FIA-sanctioned – interpretation of the 2010 tech reg package. "We think the interpretation is very clear," he said at the launch of the MP4-25, "and on certain aspects the FIA has given clear guidance." What remains to be seen is whether McLaren has been able to find a 'big idea' of the kind Adrian Newey delivered for Red Bull last year, underlining once again his genius for reading the regulatory runes (see also his 1998 and 2005 McLarens). Indisputably McLaren made a pig fly in '09, but will it this year start with a silk purse or sow's ear?

So much for the technical sub-plot. The story every true racing fan wants to follow is Jenson vs Lewis.

Hats off to McLaren. What a truly great driver pairing. No team has ever before bagged both the most recent World Champions and Button must be applauded for taking on as hard a nut as Hamilton on what is very much 'home turf'.

McLaren – detailed, meticulous McLaren – has done much already to make Jenson feel at home: the cake presentation when he visited the factory on his 30th birthday, the number one on his car – although that is his by right – the assurance of seven days of testing each. This will remain, however, Lewis's team, at least until Jenson can establish parity of performance with a driver used to dominating his team-mates. No *Motor Sport* reader need be reminded of how Lewis scared Alonso back to Renault after a scintillating 2007, nor of the couldn't-make-it-up '08, then the brutal coming of age with '09's 'lie-gate' and two (should've been three without Abu Dhabi brake failure) brilliant wins. All of this has happened to Lewis at McLaren. For him, F1 *is* McLaren.

Button has had a career far more chequered, but that this five-years-separated pair have arrived at the same place says everything for their respective talents and characters. Both are big beasts, and if Jenson (MP4-25 permitting) can play cheetah to Lewis's tiger, a titanic season-long struggle will be played out. If the car is a porker, Hamilton's down-n-dirty gifts will give him the edge.

A vignette, possibly significant: at one point during the MP4-25 launch, Jenson and Lewis buddied up, each saying how great it was to work with the other, how much mutual respect they had. At the end of the exchange Jenson reached over to Lewis for a quick man-hug. Nothing exceptional in the gesture except that it came from Jenson. Hamilton is so utterly secure in this team; Button, at least for now, will be the one reaching out.

ON, THEN, TO THE ROCK 'N' ROLLERS. IF ANYONE doubted Red Bull Racing was an entirely serious team, 2009 shut them up. The combination of Sebastian Vettel plus RB5 was frequently devastating: has a car ever been driven harder than Vettel's chassis four (aka "Kate's Dirty Sister") at Silverstone last year? Any fan who ever watched a Newey McLaren through Becketts might have predicted RBR would be quick at its home race and, my, how the team delivered.

Tech heads will tell you the RB5 was the car of the year. It was a truer product than the BGP001, despite finishing behind Brawn in the constructors' stakes. It took fuller advantage of the regs than any other car, without initially resorting to the dubiously legal double diffuser, and it proved, over a season, to have a broader performance range than the heat-fussy Brawn. Four 1-2s and a points tally of 153.5 tell their own story, and more than any rival RBR is set to carry on where it left off. The team enjoys technical and driver continuity and a betting man might consider that once again there's enough of a change in the rules to allow Newey to work some of the pioneering interpretative magic of which he alone seems capable in modern F1. 2010 brings no fuel stops, ergo tanks doubled in size to around 175kg, meaning a bigger frontal area and longer chassis. All this with narrower front Bridgestones. It's likely to require a car that's light on its toes and supremely aerodynamically efficient. Sound like a job for Newey?

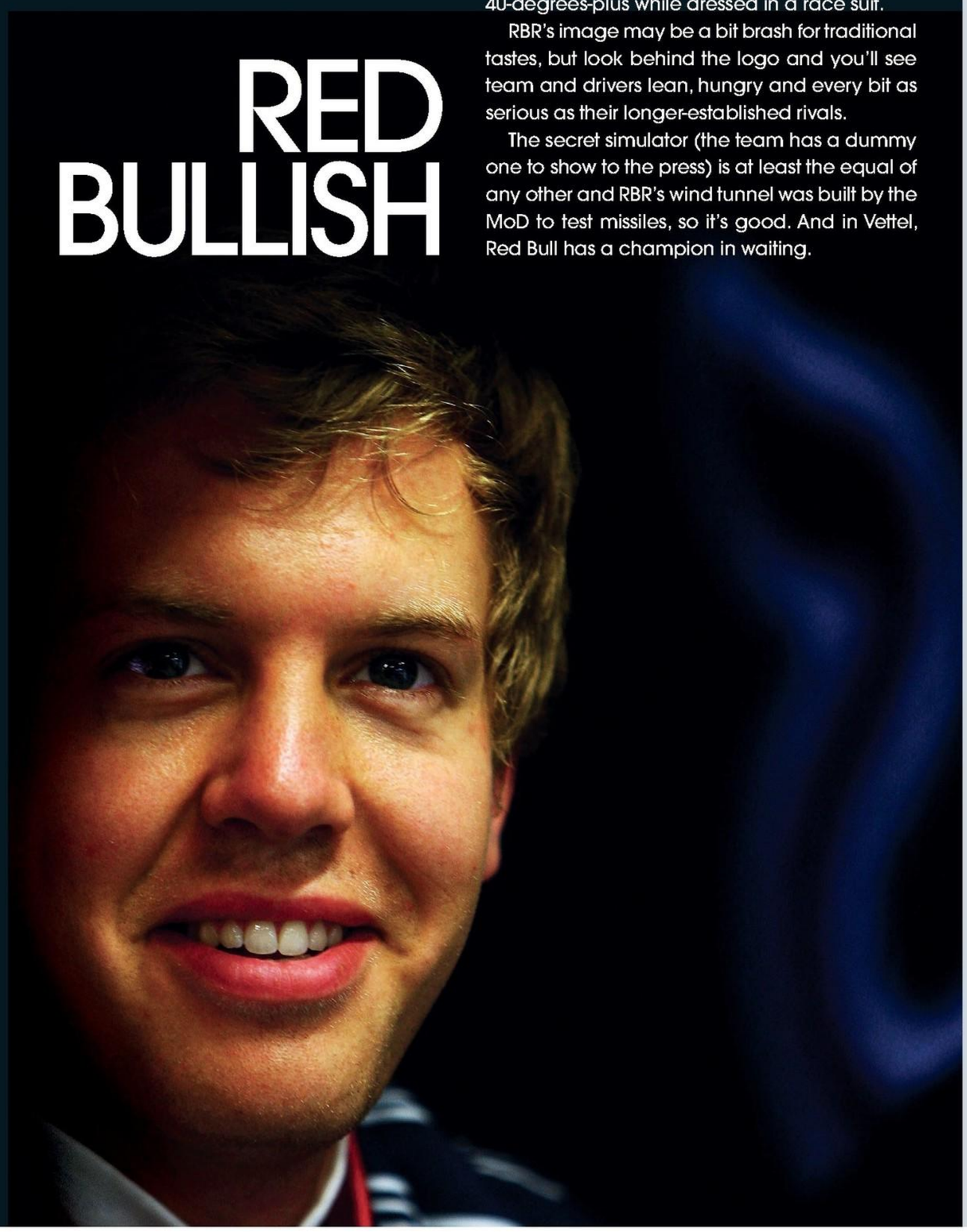
His influence on and value to this team cannot be overestimated. On his watch and under Christian Horner's increasingly measured leadership it has evolved from mid-grid party package to pukka title contender. Horner and Newey privately believed the RB5 would be a revelation, but perhaps the team wasn't ready to win a title. This season a similar feeling of technical expectation pervades the Milton Keynes factory, while Vettel and Webber are both strengthened from a year running at the front.

Likewise for the race team, which has spent some of the winter sharpening itself for battle in a manner that would make the truckie-mechanic of old shudder. Red Bull's pitcrews spent a week at the Bisham Abbey National Sports Centre that's normally used to train elite athletes. There, they underwent a series of eye-hand co-ordination routines as well as physical training designed to assist with the particular rigours of humping hot wheels off the ground and onto a hub in ambient temperatures of 40-degrees-plus while dressed in a race suit.

RBR's image may be a bit brash for traditional tastes, but look behind the logo and you'll see team and drivers lean, hungry and every bit as serious as their longer-established rivals.

The secret simulator (the team has a dummy one to show to the press) is at least the equal of any other and RBR's wind tunnel was built by the MoD to test missiles, so it's good. And in Vettel, Red Bull has a champion in waiting.

RED BULLISH



The middle men

NOT A BAD TOP EIGHT, YOU'LL AGREE, AND THERE'S plenty more 2010 promise. Kubica's massive talent parks up at Renault where, alongside Vitaly Petrov (F1's first Russian), he'll enjoy dark-horse status at a team that, even Symonds-bereft, retains much of the DNA that won the 2005-06 drivers'-constructors' titles.

Williams, meanwhile, has 11-time GP winner Rubens Barrichello and hot young rookie Nico Hülkenberg. Lesser force though Willies may be these days it still boasts the knowledge and gravitas of Patrick Head, one of F1's great technical minds of the past 40 years, so this is never a team that can be written off.

Elsewhere in the middle order, Sauber may spring a surprise without the weight of corporate expectation that so fatally flawed its 2009 campaign, and while BMW has gone, it has left behind one of the world's biggest supercomputers, Albert 2, to crunch the CFD numbers. Sauber's own $40 million wind tunnel will still, of course, be making the lights go dim in Hinwil every time it's powered up.

Force India, Mercedes-powered and hotshoe-pedalled by Adrian Sutil (often Hamilton-quick in 2005 Euro F3) and Vitantonio Liuzzi, enjoys settled funding and a 300-strong workforce that takes it well beyond the minnow status sometimes pinned upon it.

That tag, more accurately, belongs to the likes of Scuderia Toro Rosso, which this year will build its own chassis. Even here though there is magic, or at least the recent memory of it: Monza 2008, Vettel in a Ferrari-powered STR3, a historic win. Jaime Alguersuari and Sebastien Buemi are unlikely to rip up the form book, but waiting in the wings is Daniel Ricciardo, who so impressed Red Bull at the winter rookies' test.

What, then, of the new teams? Lotus, thankfully, looks the most credible, and any Mike Gascoyne-led technical unit will at least build a straight car even if the budget's tight. Jarno Trulli is likely to squeak it higher up the grid than it's meant to go and fellow one-time winner Heikki Kovalainen won't be far behind.

Virgin is making all the right noises (predictably loudly) but a CFD-only chassis is, well, bold.

USF1 remains a somewhat unknown quantity amid rumours it may be given a Ferrari chassis to run, while Campos, although still appearing cash-light, is banking on the magic of a Senna name (Bruno's) to help the cause.

So much still unknown, so little time remaining, yet one thing is certain: Formula 1's 2010 top table is of exquisite quality and right to the back there's sparkle. Has F1 ever looked more enticing with days 'til that first, agonising grid line-up?

Can you wait for Schumacher vs Hamilton at Monaco? Or Vettel-Schumacher-Button-Hamilton-Alonso-Massa-Webber-Rosberg on the run down to Eau Rouge on a streaming Ardennes Sunday?

Let battle commence. »»»

F1 season preview 2010



INSIGHT

NEVER SAY BEST EVER

So Lewis thinks this season will be the best? Perhaps, but first you must consider what has gone before

BY ROB WIDDOWS

LEWIS HAMILTON SAYS he's looking forward to his most exciting season ever in Formula 1. Not for the first time – nor the last – both experts and fans are proclaiming that 2010 will be the best season ever in the history of F1, if not the world. But we've heard this before.

Yes, we have four World Champions on the grid, possibly five competitive teams, and a higher calibre of driver than we've seen for more than a decade. And, importantly, we have a change of rules, slightly different cars, narrower front tyres. And that man Michael Schumacher is back. Yes, the ingredients are there. But let's look back, see what history tells us.

In the 1950s there were few top-notch drivers. Many were wealthy, or aristocratic, or both, and went racing for fun. Unsurprisingly, the big works teams won almost everything. The '60s brought more teams, both independent and factory-backed. And commercial sponsorship arrived.

The early '60s were all about Jimmy Clark who, in 1965, won six races on the trot. It would probably have been seven but he missed Monaco while he was away winning the Indy 500… But the grids were impressive, including, to name a few, Graham Hill, Jackie Stewart, Dan Gurney, Bruce McLaren, Jack Brabham and John Surtees who, in '64, fought Hill for the title. This was decided, by a single point, in favour of Surtees as only the best six results counted, although Hill scored more points overall. It was as close as it gets, until Niki Lauda beat Alain Prost by just half a point in 1984 after a shortened Monaco Grand Prix gave Prost only half points for his victory.

The '70s had their moments, too. One year that stays in the memory is 1976, those vivid images of James Hunt vs Lauda, the Austrian's horrible crash and his extraordinary recovery, then the denouement at a wet and terrifying Fuji. Ferrari, in the wilderness since 1964, came back in '79 to give Jody Scheckter his first and only world title. Not a great racing year, but memorable nonetheless.

The '80s were patchy, some great years, some real duffers if you're looking for lots of different winners and a championship going all the way. But 1982 and '86 were notable exceptions.

In 1982 11 different drivers won races in seven different cars. Keke Rosberg took the title with just a single victory, the first man since Mike Hawthorn in 1958 to do this. It was a truly unpredictable and surprising season. Four years later Prost pipped Nigel Mansell to the title by two points after a sensational season-long battle between McLaren and Williams. And Nelson Piquet, duelling with them both, was just a point behind. Again people said it was the best season ever, but you can never say best ever. Not until men have stopped racing.

The '90s started with a bang. The title, touch and go between Senna and Prost, was decided in Japan when Senna drove them both off the circuit, effectively winning the championship after a bitter feud that had festered all year. In '98 Mika Häkkinen, David Coulthard and Eddie Irvine were all in with a chance after Schumacher broke his leg at Silverstone. The Finn took it by two points from the Irishman.

A new century was dominated, initially, by Schumacher and Ferrari. People began to speak now of the worst seasons ever, but in 2003 we were treated to a humdinger. With three races to go, there were two points in it, Schumacher, Juan Pablo Montoya and Kimi Räikkönen all touching the lip of the precious cup. No less than eight drivers won a race that year – not as many as in '82, but still a thriller. Even Giancarlo Fisichella won a race for Jordan.

Yet again, some of this was down to rule changes, and this is where we came in. In 2003 refuelling between practice and the race was banned, allowing some odd strategies from lesser teams and thereby mixing up the grid. This year, of course, race refuelling is banned – not the same thing, but rule changes so often mix up the pack.

And now for 2010. The most exciting season ever, according to Hamilton. In his short career, yes. But you can never say ever.

What's your favourite season of Formula 1? And how do you think 2010 will compare? Let us know at www.motorsportmagazine.co.uk



The 1986 and '64 (top) grids boasted a wealth of talent that made for riveting title fights

2010 FIA F1 WORLD CHAMPIONSHIP CALENDAR

March 14	Bahrain
March 28	Australia
April 4	Malaysia
April 18	China
May 9	Spain
May 16	Monaco
May 30	Turkey
June 13	Canada
June 27	Europe (Valencia)
July 11	Great Britain
July 25	Germany
August 1	Hungary
August 29	Belgium
September 12	Italy
September 26	Singapore
October 10	Japan
October 24	South Korea*
November 7	Brazil
November 14	Abu Dhabi

**Subject to homologation of the circuit. Note: the races in Australia and Abu Dhabi will start at 1700 local time, in Malaysia at 1600 local time, in Canada at 1200 local time, in Singapore at 2000 local time, and in Japan at 1500 local time.*

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Return of the slick pitstop

With the ban on refuelling for 2010, fast tyre changes once again become key – and could be the deciding factor in a Grand Prix

BY ADAM COOPER

Take a look through the 2010 FIA Sporting Regulations and you can almost miss it, but Article 29.1.c is set to turn Grand Prix racing on its head this season. The simple sentence 'fuel may not be added to nor removed from a car during a race' has created a huge challenge for all the Formula 1 teams, and it will utterly transform the way strategies unfold.

Refuelling was with us from 1994-2009, and the threat of a catastrophe was always present. In addition there were dozens of occasions when drivers lost positions as a result of rig malfunctions, which very often were not the fault of the team.

Now that's all consigned to history, but pitstops are not, at least in dry races. Drivers will still be obliged to use both the prime and option tyres at some stage, and thus they will change at least once.

There is no maximum fuel tank size in F1, but hitherto teams typically built their cars to take around 85-90kgs. The key consideration was how much capacity to build in for those races where one stop, and a long first stint, required maximum range.

Now the cars have to start with enough fuel to go the full distance at the highest consumption tracks, namely Valencia and Montréal. The typically quoted figure is around 175kgs, although it varies between the different engine manufacturers.

Within the constraints of the FIA freeze, engine departments (and their fuel suppliers) have worked hard over the winter to optimise consumption. The Cosworth customers had the most difficult decision, because they had to design their cars before the updated V8 – notorious in its 2006 guise for its high consumption – had even run.



Fuel economy will play a part in races too. If one driver sits on the grid with 170kgs in his car, and the guy alongside requires 180kgs to reach the flag, there's a clear lap time advantage, albeit one that becomes proportionately smaller as the race goes on. Driving style also affects consumption, and those who are able to keep up a pace while using less fuel will benefit.

All that extra fuel has to go somewhere, and teams have had to make their chassis longer and wider to accommodate it. Great thought has gone into how the fuel load drains away, and thus how the centre of gravity changes. Nevertheless, the balance change from a 175kg load at the start to near zero on the last lap will be significant.

Drivers who are a little too fussy and like a car that is 'just so' may struggle to cope with the change, and that's not even accounting for any deterioration in tyre behaviour.

Tyres will be much more of a focus this year, for a variety of reasons. Bridgestone has narrowed the fronts by 20mm, a change that it wanted to make with the move to slicks last year, but which the teams resisted because they had already begun to design their cars.

Less rubber on the road clearly puts more stress on those fronts, and that change has coincided with the massive weight increase, which will be particularly hard on the rears. Meanwhile, the refuelling ban pushes teams towards much longer race stints. It's helped create something of a perfect storm…

Bridgestone has introduced new constructions to help deal with all this, but the company has admitted that 2010 downforce levels are already up on expectations, so things could prove to be more marginal than anticipated.

So how will races unfold in 2010? No one really knows. In theory the single stop could take place anywhere from the end of the first lap to the start of the penultimate lap. Whether any tyre can last for 69 or 70 laps at a given venue is another question.

A first-lap safety car is bound to encourage those with nothing to lose – especially quick guys starting near the back – to jump into the pits and change. If they are right at the back, they could even put on the less favourable option tyre for a single lap behind the safety car, and then come right back and put primes on before the green flies.

"If you're at the back you'll take more risks, because you've got nothing to lose," says Williams technical director Sam Michael.

The further into the race we get, the higher the probability that a safety car will send the entire field into the pits as one group. And that could get a little crowded…

The strategy question was made more complex by a rule change that was only confirmed in February. The 10 drivers who make it through to Q3 will have to start on the exact same set of tyres on which they qualified. So for race fuel loads in 2009, read race tyres. Just as in the recent past the guys in that final session had to make a call on how heavy to run in qualifying, now they will have to decide whether to take the softer option tyre, or the harder prime.

The former will almost certainly earn a better grid position, the latter will provide a more consistent, and potentially longer, first stint. That call has to be made during the heat of battle in Q3, while keeping an eye on what the opposition is doing.

In the past drivers who just scraped into the top 10 often took heavy loads and settled for ninth or 10th on the grid, and they might now take the conservative tyre and let others battle for pole. Those outside the top 10 have a free choice that they can make at the last minute before the start, and they can react to the decisions made by the Q3 runners.



"The tyre stops are going to be spectacular"

The tyre rules do not apply if qualifying or the race is wet, but rain will create a special set of circumstances on Sunday. Previously teams juggled the switch from full wets to inters to slicks around their fuel stop schedules. Now it will just be about the tyres. Indeed if the track stays wet, and a driver can make his tyres last, a race could be won with no pitstop at all.

The stops are going to be spectacular. Until now the mechanics involved in the tyre change would complete their jobs and then wait for the refuelling to finish, because that's what determined the length of the stop. Now it's all down to the tyre guys, and they will be under massive pressure to get it right and send their car back out in under three seconds. Teams have practised hard during the winter, but there are bound to be costly mistakes. Mechanical jacking systems are not allowed.

Wet or dry, race strategies will remain fluid, and there will be times when two stops will be the better route. The key thing is that teams are no longer committed to stopping when their fuel is used up, as Ross Brawn explains: "I think the main issue is it's going to be a reactive strategy this year, rather than a thought-through, proactive or planned strategy."

Perhaps the most significant change for 2010 is that the crucial third qualifying session will be about pure speed, with drivers gunning for pole on near-empty tanks. For too long the quest for pole has been compromised by race fuel loads playing a part, and the record books don't acknowledge the fine details. Once again we will see who really is quick.

F1 season preview 2010

On with the show

The BBC returned to host coverage of Formula 1 in 2009 – to largely glowing reviews. Now it's got to do it all over again, but this time the team knows how to deliver

BY ROB WIDDOWS

Bring back Murray Walker… Somebody please tell ITV not to put the adverts on during the exciting bits… Give Formula 1 back to the Beeb… And so it went on, while ITV did its best to make Grand Prix racing entertaining.

Then, it all came to pass. Bernie Ecclestone sold the rights to the BBC from under the nose of the commercial channel and, lo and behold, Murray was back, if only as a website pundit. Everyone is happy, then. Or are they?

When F1 racing came back to the BBC in 2009 there was much speculation as to how the corporation would treat this mysterious and complicated business. Judging by the ratings, which steadily increased throughout the season, the coverage has been a success. Of course, most enthusiasts enjoyed the absence of commercial breaks, but what else has changed after a decade on the 'other' channel?

As expected, the front line featured new faces. It's rare for a broadcaster to take on the previous incumbent's 'talent', although Martin Brundle survived, as did Ted Kravitz in the pitlane, who was joined by Lee McKenzie. But gone were Louise Goodman, Mark Blundell and race commentator James Allen, the latter – like most commentators – not being universally popular.



But it's a tough if not impossible job pleasing all the people all the time, as new recruit Jonathan Legard has discovered. He was Radio 5's man at the races from 1997 to 2004, but since then he'd been its football correspondent, so there was homework to do before joining the pithy and punchy Brundle in Melbourne last March.

"It was edgy to begin with," says Legard. "Those first three flyaway races were a madcap start, but by the end of the season I thought it was going pretty well. I'd been away [from F1] for four years and there was a lot to learn about the way TV works too, a very different discipline from radio. But I think Martin and I became more of a partnership and the whole broadcast began to flow more smoothly, knowledgeably and humorously.

"Working with Martin was very different from my time with Maurice Hamilton on the radio, simply because Martin, as a driver, has a completely different mindset – and insight – into what's going on. He's been there, so I've learnt a lot and the chemistry between us has taken time to gel. We both agree that it's a work in progress. On the radio you talk all the time but on TV you need to do less talking, let the pictures do their job. Sometimes we need to hear the engines, watch the driver at work. Formula 1 is such an intense experience, utterly relentless, so competitive, and to begin with it's a blur."



"TV is a very different discipline from radio"

The man who makes the big decisions is Mark Wilkin, editor of the F1 coverage, a task he describes as the best job in the world. He is responsible for satisfying both the knowledgeable enthusiast and the casual viewer. Not easy in any sport.

"This is one of the BBC's permanent conundrums and we discuss it a lot," he says. "Of course we don't shy away from the complicated technical stuff – it's our job to explain it in a way that is easily understandable – and we need to pay attention to the fact that even the die-hard fans may not watch every show. We need to be careful not to assume that because they are watching the race on a Sunday they've also seen the Saturday coverage. The best commentators will find a way of explaining it and making it accessible, while my job is to get the commentator to empower the audience by enabling them to understand what's going on."

Inevitably there have been comparisons between the way in which F1 was presented to us by ITV and the style in which the BBC has chosen to tackle the sport. Not everyone has been enamoured by the seemingly deliberate angst between the two resident experts, Eddie Jordan and David Coulthard, two former inhabitants of the paddock who could hardly be more different.

"I don't think they will come to blows," says Wilkin. "At least I certainly hope not. We like Eddie's natural exuberance and his experience of running an F1 team is invaluable, as is David's experience as a driver. They have very different areas of expertise. It's important to have some disagreement between these two – if they always agreed with each other then it would hardly be the most engaging television, would it?"

The star of the show has been former children's TV presenter Jake Humphrey, who came to F1 fresh from his critical acclaim at the 2008 Olympic Games and was a surprising choice for the top job of anchorman. His task is to keep all the balls in the air during four hours of live television. This is by no means as easy as he makes it look. The F1 paddock is a world of its own, a club that takes no prisoners, a village society where everyone knows what everyone else is doing. This world is ruled by Ecclestone, who was keen to welcome back the BBC. There were those who suggested that Humphrey would be eaten alive. On the contrary, he has by common consent come through unscathed. And this in a year when F1 surpassed its own ability to shoot itself in the foot with 'lie-gate', 'crash-gate', and the war between the FIA and FOTA.

"As a Norfolk boy I grew up with Senna and Mansell driving for Lotus, and those were heady days, so I've always had an interest in motor racing," says Humphrey. "But if I was a massive racing fan and couldn't present live TV shows then I wouldn't have got very far. You can't bluff your way in F1, you have to love it. And we've been lucky with the stories we had last year – except possibly with Bernie in Singapore, which was probably the worst moment for me. But he can be a tricky customer and I've got a million other things going on in my earpiece in a live interview. So perhaps it reminded people I'm only human. It's been great working with Eddie and DC. I am the referee, I guess, but people aren't used to the pundits disagreeing with each other. I enjoy standing back and letting them go toe to toe and then reining them in at the right moment."

The BBC's other strength has been digital. Its Formula 1 website offers a great deal of content, including interactive questions with Walker and Humphrey's frank 'behind the scenes' blog, while the Red Button adds live extra data during races and a relaxed post-show interview with whomever Brundle or Jordan can collar. And Humphrey 'tweets' continually...

Looking ahead to the new season, what can we expect from the BBC? Long-time enthusiasts know there are gaps that need filling, nooks and crannies to be more closely investigated.

"I'd love to get Fernando Alonso on the show, break down the barriers, have a good, honest chat with him," says Humphrey. "And of course we want Schumacher. But a lot of us were new to the game last year and there's lots more to do. I do think people trust us now, they trust us not to do them over and to present their views or situations in a fair and honest way, which is why we get the co-operation we do in the paddock."

A common criticism of F1 on television is that broadcasters are not given sufficient freedom, not enough access, and the show is too tightly controlled to make the most entertaining viewing. In America, for example, the teams and drivers are schooled in how to help the media, not how to avoid them. Wilkin feels that access has improved since economic pressures have made the teams more amenable to the marketing and PR advantages of TV coverage.

"It was the one area that concerned me the most," he says, "but there's been a change in attitudes and the teams have been helpful in responding to what we want. I was always very keen to bring the characters to the screen, the heroes and villains, and this we have achieved with co-operation from the teams. They now realise they have to maximise their exposure. And [Ecclestone's company] Formula One Management has been helpful in many areas. That's important, because if they like the coverage then they will be more likely to co-operate when we want access to a particular story. We have no commercial pressures – that's in the BBC charter – and FOM understands that."

Television lives or dies by its ratings. For most people, the only way to see a Grand Prix is to watch it on the box and a great many of us are doing just that. The BBC has had some luck, with Jenson Button winning the 2009 title and the return of Schumacher both guaranteed to raise the ratings. Armchair enthusiasts always think they could a better job, but try turning the volume down and presenting your own show. It's not as easy as it appears. Of course it can never be as good as being there, but the BBC gets us as close as we are ever going to get without moving from our chairs. You can vote with the on/off switch.





James Mitchell







Lunch with...
DEREK WARWICK

He never earned the Grand Prix wins he deserved, but the man once dubbed Britain's next World Champion isn't worried. He loves life just as it is

BY SIMON TAYLOR

Twenty-five years ago Formula 1 drivers had already become, in their own eyes at least, pretty important people. Now they had motorhomes to hide in, and even a chat over a coffee had to be booked in advance via a stern PA, whose job it was to protect her man from unnecessary distractions. But Derek Warwick was never a man to be overwhelmed by a sense of his own importance. In his 11 seasons in F1, when he saw one of the British press in the paddock he'd usually come over, put his arm around his shoulders and say, "Hello, mate" in the Hampshire burr that was an essential part of his down-to-earth, all-embracing friendliness.

In the early '80s Derek Warwick was Britain's rising star. While he was still grappling with the unloved Toleman – a car variously known as The Pig because of its lumbering handling, and as The Belgrano (after the sunken Falklands War battleship) because it leaked oil everywhere – no less a person than Nigel Roebuck wrote: "Warwick shows more potential than any British driver since Jackie Stewart. Without doubt he is a future World Champion."

He did win world titles. In a career that started as a schoolboy and, one way and another, lasted 30 years, he was crowned in disciplines as widely varied as stock cars and Group C. But not in Formula 1. He led Grands Prix, but he never won one. The history books pigeonhole him as a hugely talented driver who simply made bad career decisions, and was always in the wrong car at the wrong time.

Today, Derek doesn't deny that glib verdict, but he doesn't lose any sleep over it. For 25 years he has lived on Jersey, presiding over a business empire that now includes domestic and office property, construction companies and car dealerships. On a lofty crag overlooking the sea he has built a magnificent high-tech house for himself and Rhonda, his wife of 30-plus years. It boasts as many bathrooms as bedrooms, a sweeping walnut staircase, a swimming pool terrace, a cinema, billiard room, gym and sauna. In his study the pictures on the walls are not of his own racing exploits, but of his sporting heroes – Federer, Calzaghe, Phil Taylor, Sugar Ray Leonard. He's 55 now, and the work ethic still drives him: he's at his desk at Derek Warwick Honda at 7 o'clock every morning. And the cheerful, unassuming character we knew in F1 has endured, unchanged and unspoiled.

At the Oyster Box, a smart place on the curving sandy beach of St Brelade's Bay, he chooses local line-caught bass with slow-roast pumpkin, and a light Pinot Grigio. "I owe everything to my dad and my Uncle Stan. They shaped the way I am. They were sons of a lorry driver, and started a business in Alresford, near Southampton, making trailers. It was like having two very different fathers. Dad was conservative, normal, worked 12 hours a day, did everything for his family. Stan was a nutter, off the wall, did crazy things all his life. He had five daughters, and I was the son he never had. I was in the workshop from a kid, learned to do everything, repaired the cranes, overhauled the tow trucks.

"I remember when I was 12 bunking off school because we had to put up a farm building in Shepton Mallet. Stan'd pick me up at 5am in his 3.4 Jag and then climb in the back and go to sleep. I'd slide the seat forward so I could reach the pedals and drive the Jag 80 miles to Shepton. Then we'd work there all day. Another time Dad and I were doing a roof and we ran out of hook bolts, so Dad phoned Stan and said, 'Can you fetch us some up?' Stan had a little plane then, so he flew up with a couple of big heavy bags of hook bolts. He flew over low, »»

threw the first one out, and it landed on the grass just by the building, perfect. Then he tried to chuck out the second, and somehow it got lodged on the wing. He came over waggling the wings to try to shift it, and finally it dropped – straight through the greenhouse of an off-duty policeman. Demolished the greenhouse, got Stan in the papers, and got him banned from flying for six months. He loved his flying. In 1972 he won the King's Cup Air Race against all the rich toffs in their Spitfires, collected his trophy from Prince Philip.

"Dad and Uncle Stan reckoned stock car racing looked fun, so they got into Superstox, single-seater things with wings. I went along as mechanic. I started karting at 12, but it cost too much, so I found an old MG Magnette saloon and took it stock car racing, smash bang wallop, on cinder tracks like Wimbledon and Tarmac ovals like White City. When I was 16 I moved into Superstox, racing against Dad and Stan. I was up against big tough scrap dealers, they'd climb out after a race and start fights. I was about four foot nothing then, so I wasn't built for fights. I'd come in after causing mayhem on the track, and I'd stay in the car while Dad and Uncle Stan would be beating them off, people jumping over the bonnet, all sorts of stuff kicking off. Then it would calm down and I'd get out of the car and get ready for the next race.



"I was banned, but I had respect"

"But I wasn't winning, because the established guys would thump me on the final corner and spin me round. They'd win and I'd get nothing. At Aldershot the top dog put me off again. I backed out of the barrier, waited until he came round on his lap of honour holding the chequered flag, and charged him full in the side, barrel-rolled him over the fence onto the dog track. I was banned for three months, but when I came back I had respect and everybody left me alone. At 17 I became the youngest-ever English Champion. Part of my prize was a tour of South Africa, and I raced there for four months.

"My ambition was to be World Champion, not in F1 – I didn't know what F1 was – but in stock cars. Got that when I was 19, clinched it at Wimbledon in 1973. Uncle Stan was flying his plane out of Thruxton, and he said, 'These little circuit cars are fantastic, boy. You need to come and have a look.' So I did, and I was blown away. Lovely little cars, neat suspension, little gearbox hanging off the back, compared to a stock car a Formula Ford looked like a Ferrari. I thought, I've got to have a bite of this. So Uncle Stan and I went up to the Racing Car Show, talked to David Lazenby about a Hawke. Went home and told Dad, but he wanted nothing to do with it, and we couldn't buy anything without Dad's approval. I kept nagging him until finally he came up to Olympia with us. He was persuaded, and we went Formula Ford."

That first season, 1975, was a steep learning curve. "We knew nothing. I'd never had to change gear in a race – in a stock car it's all in one gear. But it must have gone OK [he won three races] because for 1976 Hawke gave us a DL15 chassis, and we got a free engine, but had to pay for the spare. Everybody thinks their time in Formula Ford was the classic period, but 1976 was pretty special: Derek Daly, David Kennedy, Bernard Devaney, Trevor van Rooyen, John Bright, Jim Walsh, 11 or 12 cars all going into the last corner on the last lap together." Making trailers Monday to Friday and preparing the Hawke at night, Derek did an incredible 63 races that year. He won 31, with 28 poles and 27 fastest laps. "I stretched myself too thin. I wanted to win everything. There were six different FF series: halfway through the season I was leading three of them and I was second in three. In the end I won the European Championship, I was second in the British and two others, third and fifth in the other two. So I fell short of my aspirations." But he did get a Grovewood Award, along with F3 heroes Tiff Needell and Rupert Keegan.

"There was no way we could go to the next step, F3. Then in December we had an enquiry from Saudi Arabia for six flatbed trailers. Stan said, 'We can't do it, we've got too many orders already,' but Dad said, 'Well, we've got to quote.' To build those trailers cost £700 apiece. So we put in a mad quote, £21,000 for the six – and got the order. We had a family conference, and decided we'd build them after working hours, nights and weekends, and use the profit – something like £16,000 – to go F3. If that order hadn't come up, my life would have turned out very different."

In his first F3 season he scored a string of seconds but no wins, but in 1978 he won five of the first six races. Then Robin Herd persuaded him to swap his Ralt chassis for a March. "My mechanics were just two mates who came along, a carpenter and a diesel fitter. They didn't even know how to change gear ratios, so if the wind changed between practice and the race I had to strip the gearbox myself. We lost momentum trying to get the March sorted, and Nelson Piquet, who had a professional operation behind him, started beating me." In the end Warwick won the Vandervell Championship, with Piquet second, and Piquet won the BP, with Warwick second. "When we'd sold everything and paid all the bills, that year cost us £17,500. I think Nelson spent £68,000."

In 1979 Derek scraped together an underfunded Formula 2 programme with Jack Kallay's March. "We were only once in the points, at Mugello, and it looked as though I was finished. The best F2 team was Toleman: they had Rory Byrne, and for 1980 they were making their own chassis, backed by BP. Just before Christmas they summoned me and told me their two drivers were Stephen South and me. For the first time I felt like a professional racing driver, even though they only paid my expenses. Then in February Stephen tested an F1 McLaren without telling [Toleman team manager] Alex Hawkridge. Alex got the hump and fired him, and brought Brian Henton back in. Stephen did drive a McLaren at Long Beach, standing in for the injured Alain Prost, but he didn't qualify. Then he had a terrible accident in a Paul Newman Can-Am Lola. He lost a leg, and his career was over."

Toleman dominated the 1980 season, the experienced Henton emerging F2 champion with Derek a close runner-up. "Brian was hard, astute and very streetwise. He taught me that to survive you've got to make everything work your way. Pat Symonds engineered his car, and I had John Gentry, who was great. Then Jackie Oliver summoned me to Montréal to stand in for the injured Jochen Mass at Arrows. I was really excited to be making my F1 debut. I was just getting in the car when Jackie put a piece of paper in front of me and said, 'Sign this.' It was a contract binding me to him for the next five years. I told him I couldn't sign it, because Toleman was going F1 the next season with a turbocharged car. 'Turbos,' said Jackie, 'are a disaster. You'll never get anywhere with a turbo.' He got really aggressive, wouldn't let me in the car unless I signed. I didn't have a 1981 contract yet with Toleman, but I wanted to stay loyal to them, so I asked Alan Rees, Jackie's partner at Arrows, what I should do. Dour little Reesie, straight to the point, said, 'You should tell Jackie to f**k off.' So I did. Seven years later I was driving for Jackie in F1 – in a turbo."

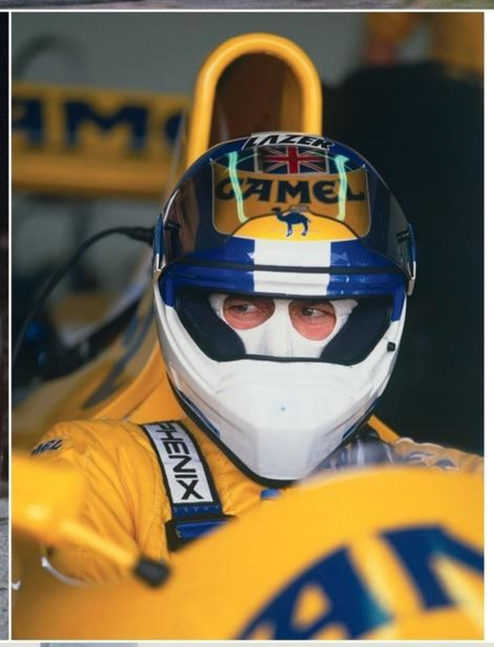
The next year Toleman did make its brave foray into F1, the first turbo team after Renault and Ferrari, using the Hart four-cylinder. "It was a nightmare. The car was impossible to drive, the engines kept blowing up, the team was under-financed, and we were on Pirelli tyres. We weren't just slow: we were seven seconds a lap off the back row. Jackie ➤➤➤

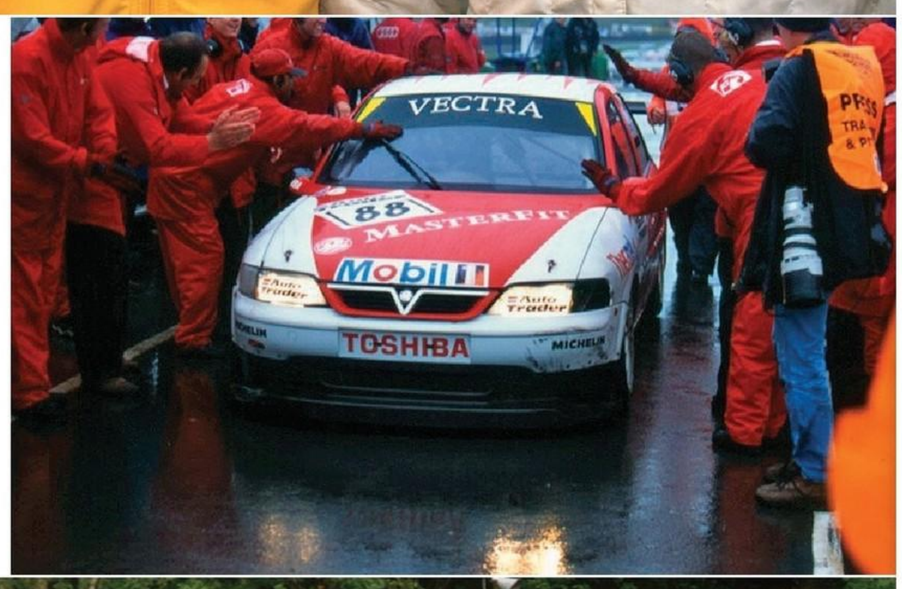










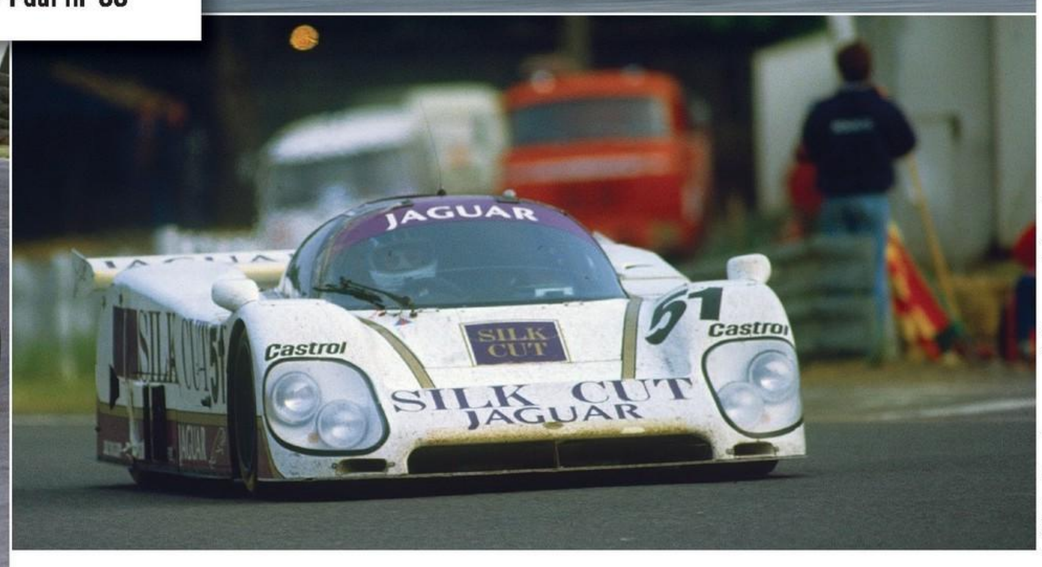


Clockwise from top left: this storming drive for Toleman at '82 British GP ended when fuel ran out; first season with Toleman, as runner-up in European F2; on winning form in F3 Ralt in '78; Lotus proved uncompetitive option in 1990; '92 brought better results – victory at Le Mans with Peugeot 905, Blundell and Dalmas, and the drivers' title; turbo motor proved too much for Brabham in '86; carrying British hopes at Le Mans that year in Silk Cut Jaguar; with Renault team-mate Tambay (15) at Brands Hatch in '84. Derek was second to Lauda's McLaren; sole BTCC win at Knockhill in '98 aboard Triple Eight Vauxhall; with much-missed brother Paul in '88









LAT, Sutton Images & Peugeot Sport

Oliver bet me £25,000 I wouldn't qualify for a single race that year – and in the final round, at Las Vegas, I got it on the grid. Kept going for 42 laps in the race, too, until the gearbox broke. Because of finance we had to keep the same car in 1982, with Teo Fabi as my team-mate, and I finished a couple of races, but it still wasn't much good."

Which made Derek's performance in the 1982 British Grand Prix at Brands Hatch all the more sensational. Having qualified 16th, he stormed up the field, passing car after car until he took second place from Didier Pironi's Ferrari around the outside of Paddock Bend, and pulled away. "The crowd went mad. I could hear them from inside the car. But the truth was we were about to lose our sponsors, Candy, and we were desperate to put on a good show. So we did something that Gordon Murray at Brabham picked up and developed to a much higher level. We started on half tanks, so the car was running very light. There I was, second, listening for the chug-chug that would tell me I was running out of fuel. Sure enough, after 40 laps, I heard it. We told everybody a driveshaft had gone.

"Including F2 I was four years at Toleman. I believed in them. Rory Byrne, John Gentry my engineer – he's godfather to one of my daughters – and Brian Hart, they were true racers. Brian never had the budget to demonstrate his talent, but he was really respected by other engine people, men like Paul Rosche of BMW. Ted Toleman owned the team, but Alex drove it forward, found the few sponsors we had. I know he was a controversial figure because of the stuff in the *News of the World* about his private life. But as far as I was concerned he wasn't the person the tabloids portrayed.

"For 1983 Rory came up with that twin-wing car, the TG183B. It was still unreliable: for cost reasons we were using a Garrett turbo off a Magirus truck, and they kept breaking. Then we switched to a Holset turbo, and at once it came right. At Zandvoort we qualified seventh and finished fourth. Toleman's first points. After the race Jenks and Roebuck were almost in tears. Everybody loved the underdog thing about Toleman. And we finished in the points in all the other races that year."

Derek's efforts to develop an uncompetitive turbo car had not gone unnoticed, and Renault needed to replace Alain Prost. "Suddenly I was talking to proper people with proper budgets. At Toleman I'd earned £30,000 in 1981, rising to £50,000 by 1983. Renault were talking figures out of Christmas crackers. My sign-on fee was half a million dollars, with overalls and personal sponsors down to me. That first Renault year my total earnings were close to $2 million – and this was more than 25 years ago. They had a great set-up: Michel Tetu as designer, Jean-Claude Migeot doing the aerodynamics, Gérard Larrousse and Jean Sage running the team. Patrick Tambay was the straightest team-mate I ever had. If he said rear dampers up two clicks, you'd know he'd done his rear dampers up two clicks. You couldn't say that of most of my other team-mates.



LAT/Malcolm Bryan

With TWR and Arrows team-mate Cheever: "I love Eddie to death. We're the best of enemies"

"First race with Renault, in Brazil, I qualified third, and by lap 39 I was in front. I had a big lead over Prost's McLaren, but I'd had a brush with Niki Lauda's McLaren, which bent the front suspension, and with 10 laps to go it broke. I was gutted. Third at Kyalami, second at Zolder, but the McLarens were dominating now. After I was second at Brands Hatch, Sage put me under a lot of pressure to re-sign. Frank Williams made me an offer for 1985, but after a lot of heartache I decided to stay with Renault. So Frank signed Nigel Mansell instead. Of course I could say, 'If I'd gone to Williams instead of Nigel maybe I'd have been World Champion.' But I don't think like that.

"And in 1985 Renault bombed. Tetu left, and the heart went out of the team. A guy called Gérard Toth came in from the production side of Renault, and he thought he could reinvent the wheel. The car was a disaster. In the first test in Brazil we were 3.5sec slower than with the old car. That year my career took a massive hit. But I never thought, I wish I was driving a Williams now. I just thought about making the car better, working at it.

"At the end of that year Renault pulled out, but Lotus came to me with a contract to run alongside Ayrton Senna, replacing Elio de Angelis who'd gone to Brabham. When Senna heard about it, he blocked me. He thought of me as a front-runner, and he used all his considerable power with JPS and the other sponsors to get rid of me. From his point of view he was right, because he wanted to put himself in the best position, and Lotus didn't have the set-up to run two front-running cars like McLaren or Ferrari. I had two months in limbo. Peter Warr didn't confirm to me that the contract was withdrawn until mid-January, and by then there was nothing out there. Lotus signed Johnny Dumfries, who was acceptable to Senna. Ayrton got slated in the

press, but he sent me a card wishing me all the best for 1986. I don't think he was taking the mickey, I think he meant it. I could bear malice, but life's too short. In 1994 I was among the drivers who went to his funeral in Brazil, and in my study, among the other great sporting champions, Senna's picture is on the wall.

"Then Tom Walkinshaw came after me, signed me as official number one for the Silk Cut Jaguars. I went to St Moritz for fitness training and met my team-mates. We're all sharing one room, and Eddie Cheever and Jean-Louis Schlesser think it's very funny to hide my bed in a cupboard. We go down to the sauna and, to wind Eddie up, I say, 'I'm surprised you signed for Jaguar, being my number two and all, but I guess you needed a drive.' He jumps up: 'Whaddya mean? Tom signed me as number one. It's in my contract!' There we are, naked in the sauna, arguing. We both grab towels, rush up to our room and get our contracts. Typical Tom – he'd told both of us we were No 1.

"We had a good year, Eddie and I, we won Silverstone, and I missed the drivers' title by one point. I'd done Le Mans before, in a Kremer Porsche in 1983, but I'd never experienced anything like the pre-race drivers' parade, coming to the grid in a Jaguar with the emotion rolling off the Brits in the crowd, cheering and waving their flags. Then Elio de Angelis was killed testing for Brabham at Paul Ricard. At once friends in F1 called me, saying, 'This could be an opening for you, Derek.' I said, 'Hang on a minute, it's only just happened, give the guy some respect.' And I deliberately didn't ring Bernie Ecclestone. I reckoned if he wanted me he'd find me. When he did, he said, 'Why haven't you called me up like all the other w**kers? You'd better come and see me.'

"By the time I got there I'd convinced myself I was worth millions, I'd be the saviour of the team. But this was my first experience with the master poker player. He wouldn't let me past his office into the factory until I'd signed. He offered me Elio's contract, less the races that had already happened. I launched into my spiel, and he jabbed me in the chest with his finger and said, 'You're not listening. This is the deal.' So I signed. In the race shop the mechanics were giving me the thumbs up, then suddenly they all dived down into the cars and started making themselves very busy. I turned round and Bernie had steam coming out of his ears. Somebody had hung up the receiver on a wall-phone with the wire twisted. Big no-no. He put one foot against the wall and tore out the phone, threw it on the floor in a heap of dust and plaster and strode out, leaving me there dumbfounded.

"Bernie was a total perfectionist. He had the pockets sewn up in the mechanics' overalls so they couldn't have rags or spanners hanging out. The vertical blinds in the windows were fixed immovably at exactly 45 degrees. When we'd get to a circuit for a Grand Prix I'd ride round with Bernie to take a look at everything, and he'd bark out orders to his oppos: 'Get rid of that banner. Move that hoarding two feet to the right. Get those flags level.' He's an incredible guy. Dad and Stan were petrified of him. When I was with Brabham they'd stand at the back of the pit and not move a muscle.

"That was the year of the low-line Brabham BT55. It looked fantastic, but structurally it wasn't stiff enough, and there were oil scavenge problems with the engine lying on its side. At my first test I was in the front of the truck with Riccardo Patrese and Gordon Murray, and I said, 'I'm sorry, Gordon, but it's shite. Unless we do something fundamental it's going to be a dog all year.' The door opens and Bernie sticks his head in, says to me, ''Ow's it going?' 'Fine, Bernie.' ''Ow's the car?' 'It's fine, Bernie.' 'Why you so f**kin' slow, then?'

"The power of that turbo was something else. At Monza they blanked off the wastegate and I qualified it with 1350 horsepower. It had a seven-speed gearbox, and under acceleration I couldn't change gear fast enough. It was ripping the tyres, ripping the gearbox, ripping my neck, ripping everything. The qualifiers would last one lap. I remember getting as far as the Parabolica, really excited because this was going to be such a quick lap, and BOOM. It blew up so comprehensively they couldn't take the gearbox off the engine. They just threw it away as one melted lump.



"For the rest of 1986 I was doing F1 and sports cars together, racing somewhere in the world every weekend. For 1987 I signed for Arrows, had three tough years there. I like Jackie Oliver a lot. He's never really had the credit for keeping Arrows going for so long. He's very intelligent, very focused, but not really a people person. If he thinks somebody's a fool he'll tell him. In '87 and '88 the car wasn't particularly good, but by 1989, when we went normally-aspirated, Ross Brawn did us a really good car. Ross had a different way of going racing. He could get the best out of everything and everybody around him, drivers included. We qualified sixth at Monaco, and in Canada, in the rain, I led – until the engine blew.

"And all my time at Arrows there was Cheever, my team-mate again. I love Eddie to death. We're the best of enemies. Our biggest bust-up was in 1989, at Monaco. In qualifying I was on a fantastic lap and he deliberately baulked me. I still qualified sixth, that's how good the car was there, but I got annoyed and I put him in the barrier. Back in the pits I'm getting out of the car and there's Eddie clambering over everything, coming for me. Ross and the mechanics had to separate us. For two races he refused to talk to me, wouldn't even debrief with me. Then at Phoenix, in the hotel, we happen to get into the lift together. He stands beside me with his back turned. I say, 'Eddie, this is getting ridiculous. I've never seen anything so childish.' He turns round, grins, says, 'You're right,' and we were fine after that. Eddie's a one-off.

"Jackie offered me good money to stay for a fourth year, but for 1990 I signed for Lotus, which again was a massive mistake. Lamborghini V12, Frank Dernie, Mike Coughlan, Rupert Manwaring as team manager, not enough budget. I should have known what I was in for after the pre-season launch. I was meant to drive the car into the marquee where the press were waiting, but as I drove it out of the garage the gearbox began to fall off. The guys put clamps everywhere and pushed me into the tent with me blipping the throttle.

"I scored a few points here and there, and then at Monza I'd qualified 12th and we were coming into the Parabolica in the lap one traffic jam. I got too close to Mauricio Gugelmin, lost downforce and understeered off into the barriers. That took off the left-hand wheels, and then I barrel-rolled. It carried on down the track on its back in showers of sparks, my helmet bouncing on the road. I'd already turned off the engine and undone the steering wheel because I had 220 litres of fuel on board, there were other cars close behind, and if one of them hit me there'd be fire everywhere. As soon as the car stopped I squeezed out from under, saw the race was being red-flagged and my first thought was, if I can get out in the spare car within 15 minutes I'll keep my grid position. So I ran to my pit. I remembered my next best set of tyres was Set 11, so I screamed at the mechanics, 'Set 11, Set 11,' and clambered into the spare. One of them undid my crash helmet. I shouted at him, 'I'm all right, nothing wrong with me.' He said, 'Derek, you're helmet's smashed, you've got to change helmets.' They found my spare helmet, strapped me in and I drove out of the pits. I got to the grid, started to compose myself, and Bernie appeared ➤➤➤

"Ross Brawn got the best out of everybody"

beside me and said, 'Out. Go and see Prof.' So I get out, go to Sid Watkins in the medical car, and Bernie gets in too. Prof says, 'Derek, I'm going to ask you some simple questions to see if you're ready to race. What's your name?' I say, 'Nelson Piquet.' Bernie says, 'Answer properly or you're not going to race.' Prof passed me OK, I got back into the car with the biggest headache in the world, did the race. After 15 laps the clutch went, which was probably just as well. People said I'd been brave, but it wasn't brave at all.

"Maybe I was brave three weeks later at Jerez. During Friday qualifying my team-mate Martin Donnelly crashed on a quick right-hander when the front suspension broke. I was in the pits and I saw it on the screens. I ran straight there, and when I saw it I thought for sure Martin was dead. The front of the car was gone, the back half was on the grass, and his contorted body was lying in the track, strapped to his seat. That's when I saw what Prof Watkins was really about. When I'd had accidents he'd always been calm, gentle, but this was urgent. He pulled Martin's helmet off, turned him over and was beating his chest to get him alive again. Without him Martin would have died right there.

"I knew a breakage caused the accident, I knew the car wasn't strong. Back at the hotel with Rhonda and Dad, we agreed I shouldn't race. Next morning I got to the circuit, the mechanics were red-eyed, they'd been working all night to fix titanium plates to the suspension. We heard Martin was critical but alive, and I changed my mind. Rhonda and Dad were really upset with me, but I couldn't let the mechanics down after all their work. I decided either I was going to do it or not do it, and first time through the corner where Martin had crashed I was on the limit. I qualified that bloody Lotus 10th, 1.5sec quicker than on Friday, and I ran sixth in the race. There were 10 laps to go when the gearbox broke.

"At the end of that year I had nothing, I wasn't on the F1 radar. Then Ross Brawn told me the new Jaguar he'd done for Walkinshaw, the XJR14, was going to be quick and they wanted a British driver. So I signed for Tom again. Good money for sports cars, $1.5 million plus bits and pieces, and the team won the championship. I missed the drivers' title because I got disqualified from Silverstone after winning it with Martin Brundle. I was down to race with Teo, but his car had a problem so I switched to Martin's car. As I was getting in I said to Tom, 'Are you sure this is legal?' Tom said, 'You drive the car and leave the team tactics to me.' I was docked 20 points.

"My brother Paul – he was 14 years younger than me – had worked up through FF and F3 to British Formula 3000, and he was dominating it. I loved my little brother. Of course he looked up to me, but I tell you I looked up to him, because he was something special." Derek is an emotional man, and now, sitting in the restaurant, his eyes focus on somewhere far distant and fill with tears. "It's 19 years ago now, but not a day goes by without me thinking of him. Talking about him is still tricky for me. His early career wasn't so good, but once he got in the faster cars he got better and better. That year he did five rounds of the F3000 series. Five poles, five wins, five fastest laps. I went to watch when I could, but that July weekend, when he was at Oulton Park, I'd just got back from a TWR test at Jerez, and Rhonda persuaded me to stay home for a game of golf.

"All through our game I was phoning Paul's friend James in the pits. 'He's leading, he's seven seconds in front. Hang on, there's a red flag. It can't be him, he's just gone by.' I called again: 'He's involved, but he's OK. He's out of the car.' Then Dad came on the phone. 'Get here now.' My plane was being serviced, but I managed to rent another to take us to Manchester and we took off within minutes. He died while we were in the air. A front wishbone had broken at Knickerbrook, fifth gear, he'd hit the barriers, the car broke in half and he ended up many yards away. They gave him the win, as he'd been leading the lap before the red flag. At the end of the year his points were unbeaten, so he ended up F3000 Champion. The only other posthumous champion I know of was Rindt.



"My brother looked up to me, but he was special"

"It was a long journey back to Alresford, knowing we had to face my mum and sisters. Right then I made a promise to my mum that I wouldn't race again. But she was a good old-fashioned mother, she said, 'You're a racing driver. You'll always be a racing driver.' I didn't know what to do, so Tom organised a private test at the A1-Ring in Austria. In the garage all the mechanics bent over their work, doing up imaginary nuts – they didn't know what to say to me. I was on autopilot. At the end of the day we tried some different rear dampers, and in that very fast kink on the back straight one of the dampers seized and pitched me into a huge spin. I ended up in the gravel trap. I got in my hire car, went back to the hotel, shut myself in my room and bawled my eyes out. During the night I got up, splashed cold water on my face, and said to myself, 'You've got to make a decision, Derek. You can't mess Jaguar and Walkinshaw and everybody around.' Next day I went back to the A1-Ring and got under the lap record. Then I went to the next round at the Nürburgring, and won it with David Brabham.

"For 1992 I switched to Peugeot, master-minded by Jean Todt. I developed huge respect for him. He'll do a good job as FIA president – remember, he has hands-on experience of running teams in rallying, sports cars and F1. He and Peugeot really accepted me. With Yannick Dalmas I won Silverstone, won Le Mans with Yannick and Mark Blundell, finally got that drivers' title too. But I still hankered after F1. I was thinking about Indycars, had a test at Mid-Ohio with Jim Hall, then both Eddie Jordan and Jackie Oliver came after me. I signed for Arrows – now called Footwork – because they had Alan Jenkins, and I knew he'd build a good car. I consider myself pretty strong-minded, and 1993 was the only time I let somebody get under my skin. Jenkins didn't want me in the car, he'd wanted to hang on to Michele Alboreto. He was a good engineer, but he didn't respect me for what I'd done and could do, and we clashed from day one. Instead of getting the best out of me he got the worst. My last points came with fourth in Hungary, and that was my F1 career.

"My business life was very complex now. In 1995 I went British Touring Cars with Alfa, for something to do at weekends. But racing against professionals like Menu, Cleland, Rydell, Tarquini and Will Hoy, bloody quick guys focusing seven days a week, I underestimated the challenge. So Ian Harrison, Roland Dane, John Gentry and I decided to put a BTCC superteam together. That was Triple Eight. We signed with Vauxhall, and at first I drove for the team. I won one race at Knockhill, but running the businesses, trying to manage the team and drive as well just didn't work. In 2002 Roland and I sold our shares to Ian. He has gone from strength to strength: Triple Eight have won a lot of BTCC titles. We also set up Triple Eight in Australia to run V8 Supercars. Our drivers, Jamie Whincup and Craig Lowndes, are top dogs." Derek is also a busy director of the BRDC, and has been on the MSA Safety Committee for nearly 20 years. "When I joined in 1991 people said it was just a reaction to my little brother's death. But I'm still there, and I think we do important work.

"I'd have liked to win Grands Prix, of course. I could look back and get annoyed with myself for making some bad decisions. But I don't. All along I never wished I was doing something else, and it's the same today. I love my wife and family, I love my friends, I love my work. I love every waking moment of my life. I'm all right."



Image reproduced by kind permission of John Gregson at Galerie 4 Saisons, Saint Aulaye, France

Formula 1 used to be like this, I'm told. Here we are, standing in the back of a busy race truck on practice day, chatting to three relaxed drivers with, it seems, all the time in the world. The friendly Ganassi team PR made sure we got our slot with these guys, but he's not 'babysitting' his drivers, recording every word to check we all stay 'on message'. In fact, he's left us to it. Eventually the Scotts – Pruett and Dixon – slide away to leave us with a typically ebullient Juan Pablo Montoya. He was doing all the talking anyway, and as for toeing any PR line, forget it!

The track is Daytona, the race is the Rolex 24. For some of Ganassi's stable of stars, this is a warm-up weekend for the season ahead, handy to dust off the cobwebs after the winter break. But not for the boss. For Chip Ganassi, the 24 Hours is a big deal, and drivers accept that if they sign for the Chipster to race Indycars or stock cars, it's a given they'll be in the team for Daytona. He loves this race.

Still, for an Indycar ace such as Dixon the 24 Hours is hardly a priority, and the same goes for his IRL team-mate who's waiting for me in his RV. Dixon offers a lift on a golf buggy and *Motor Sport* hops on the back, in company with NASCAR's only resident Italian, Max Papis. Yeah, this is just like F1.

Ganassi's third Scot – Dario Franchitti – welcomes me with a familiar smile. The RV interior is plush but far from ostentatious and in every corner there are photos that pay homage to Franchitti's religion. JC is everywhere.

No, not that one. The other one: Jim Clark, who Dario endearingly refers to by initials only. Three years ago he achieved his crowning glory by winning a rain-shortened Indy 500 and it mattered to him largely because by doing so he was emulating his hero. Dario is that rarity: a

"I want more race wins, more championships, more Indy 500s"

Restored to title-winning form after his frustrating sojourn into NASCAR, Dario Franchitti plans to make his Indycar career last as long as possible

BY DAMIEN SMITH



modern racing driver who actually has knowledge of, and loves, the history of his sport.

"I don't know why, but the interest was always there," he says. "Some of it comes from being exposed to Jackie [Stewart] when I first met him at 18. My engineer at the time when I was doing Vauxhall Lotus, Graham Taylor, gave me a copy of Graham Hill's biography. I read a lot of racing books, whether it's about cars or drivers. Tom Wheatcroft's *Thunder in the Park*, for instance. What a man!"

Even so, it took time for Indianapolis to work its magic on Franchitti. "When I went there at first I thought it was just another race, which for me is a funny attitude because of my love of the history of the sport and JC's win there," he admits. "But the more I did it the more I fell in love with it."

At the age of 36, it might be premature to claim the past three years as an 'Indian summer' for Franchitti. He's relatively young by American racing standards. But it's undeniable that he is nearer the end of his career than the beginning, and it's only been since 2007 that a driver who first came to the States a full 10 years earlier has really managed to stamp his mark on the record books.

From his early days on Jackie Stewart's 'staircase of talent' to the DTM with Mercedes and on to Champ Cars, Dario has always been part of the establishment. Fast, popular, good-looking, happily married to Hollywood actress Ashley Judd, he seemed to have it all. He won races regularly – 23 to date in Champ Car and the IRL – but the championships by which drivers are inevitably defined were always missing. He'd got close in 1999 when he only lost the CART title to Montoya on the number of race wins, but it began to appear that was as good as it would get. ›››



Then in '07 everything began to click. First he won the LMP2 class at the Sebring 12 Hours, then in May came his day at Indy, followed by three more IRL victories and that coveted title. "To win the 500 almost overshadows the rest of the year," he says. "Certainly for the team it's as big a deal to win Indy as it is the title."

He is quick to acknowledge his engineer at Andretti Green Racing for his success back then. "I knew Allen McDonald from the Paul Stewart days. In '07 something changed in both of us and we became super-focused. We had an edge and you could see that in the results. He was the easiest guy to work with. It's an important relationship for me, the one with the engineer."

Last year, his first in the IRL with Ganassi, was perhaps even more surprising: five wins and his second Indycar title, engineered by former Indy Lights racer Chris Simmons ("He tells anyone who'll listen that I stole his drive [at Team Green]!" quips Dario).

The surprise was how completely Dario bounced back from his nadir: 2008 had been a disaster.

To tell the full story we must return to his first IRL title year. It was far from smooth running.

In August he flipped a single-seater for the first time. Twice. On consecutive weekends. Either accident could have done a lot more than derail his title charge.

At fearsome Michigan, he was blameless when former AGR team-mate Dan Wheldon tapped him into an accident. At the Kentucky oval a week later, he was solely at fault in a bizarre crash after the chequered flag.

"The first accident didn't shake me up," he states. "The second one, yes – six days later. That time it was my fault. I was pretty shaken up after Kentucky. I got back in the car on a road course a week later and… [he pulls an unhappy face]. That made going to the Chicagoland oval after that difficult because I didn't feel all that comfortable. I hadn't quite managed to conquer my worries so I wasn't happy with myself at that point." He doesn't mention that he still won in Chicago, clinching the title.

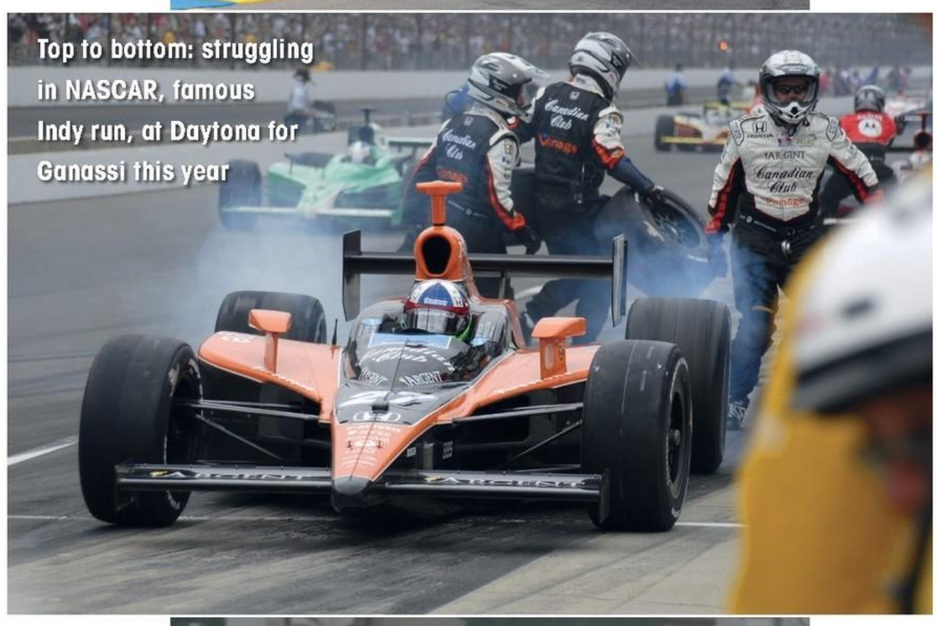
Then came the shock switch: the champ was on his way to NASCAR with Ganassi and Felix Sabates. Had the accidents spooked him out of Indycars? "Ultimately, it had no part in the decision to go to NASCAR," he maintains. "We'd already started to think about it.

"The tipping point was that I looked at myself and… I always ask this question: 'am I ready for another year?' At that point the answer was no, not really. I didn't have the motivation or the fight. I thought, this is new. It didn't happen when Greg [Moore] died [in '99], when I broke my back, when I broke my pelvis. This time, I thought hmm – time to do something else. That was when Chip came up with the offer."

The programme was a mix of second-division Nationwide and premier Sprint Cup races. He'd always admired the all-rounders – Andretti, Foyt, Elford and of course 'JC'. Now he'd try to join them by making his mark in NASCAR.

"I really didn't know what I was getting into," he sighs. "I'd watched it, thought I understood it and that I'd be OK. But it was a different world.





Top to bottom: struggling in NASCAR, famous Indy run, at Daytona for Ganassi this year



All images LAT

> "I got back in an Indycar and did a test at a little track in Texas and thought 'yes!'"

At the end of my time there I'd qualified on pole and led at Watkins Glen in the Nationwide car, qualified on the front row at Bristol – so I thought I was starting to understand it. But in the beginning it was unbelievable. It was like driving an historic car. Guys who drive Ford Galaxies would probably have a better understanding than someone coming from an Indycar.

"The expectations were high, which made it tough. We didn't have a sponsor and then I broke my ankle at Talladega. I came back from that and went pretty well, but then Chip couldn't pay out – and that was it. It was a new situation for me to be in. I'd had mates in that situation, but it was humbling to find myself there."

Single-seaters to sports cars? No problem. But to NASCAR? Even Montoya has taken longer to adapt than he expected. "I don't see myself doing it again," says Franchitti.

So having walked away from Indycar once, how did he find the motivation to return? "I got back in an Indycar and did a test at a little track in Texas and thought 'yes!'. Just great. After about half a day when I'd really started driving the car I thought 'my God, this is brilliant'. The motivation problem wasn't even an issue. I knew what I'd been missing."

But now, at 36, with two IRL titles and an Indy win to his name – not forgetting a Rolex on his wrist for winning the Daytona 24 with Ganassi at the start of '08 – will the desire become a problem again? Apparently not.

"I want more race wins, more championships, more Indy 500s," he says. "I always thought when I first came over here that I'd race until I was about 35 and then retire. That seemed a sensible age. But I got to that age and realised I still love doing this. I enjoy it and appreciate it more now than I ever did. I'll keep going in Indycar for as long as I can keep a competitive seat.

"I look at Michael Schumacher and I totally understand where he is coming from. If you're someone like Jackie [Stewart], he had so much more that he wanted to do. But some of us I guess are just drivers and we don't have those skills that Jackie has. I don't know anything else. Sometimes that scares me I suppose."

And F1? A disastrous test with Jaguar in 2000, when he had little chance to show what he could do, was as close as he would get. "That one I don't think about," he claims. "Someone yesterday showed me a picture of the Jaguar test and said 'please sign this'. I thought, oh my God, that was one of the worst days of my life! Then the next picture was of the podium at Indy, so that made me feel better!

"Ultimately, whatever you're doing it's about winning races. One reason I never went to F1 is that I wasn't prepared to drive round at the back and I had the chance to drive race-winning stuff here. The way I look at it is I found something to do when I was a kid that I loved. It's my job and I get paid well. I'm lucky."

The title defence kicks off on the streets of São Paulo on March 14. What chance a hat-trick? Ⓜ

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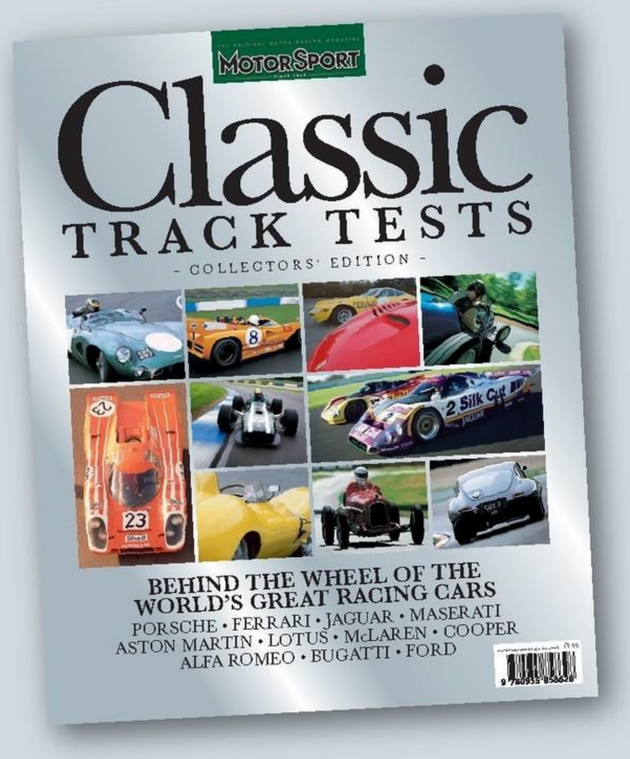
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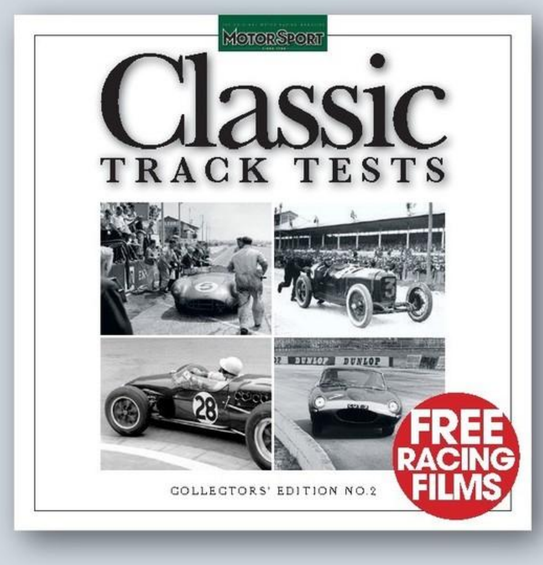
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The dapper snapper

One of the great motor racing photographers, Louis Klemantaski got closer to the action than most

BY EOIN YOUNG

Dapper, with a neat goatee, a bow tie and a twinkling smile, the late Louis Klemantaski was a motor racing photographer of the old school, a traditional 'painter with light'. He began his work at Brooklands and Donington in the 1930s, always using a Leica until modern zoom lenses prompted a switch to a Canon SLR. 'Klem' was a hands-on photographer who loved to be taking part. He rode as a Mille Miglia navigator with Reg Parnell and Peter Collins, taking uniquely dramatic on-board shots, and pioneered roller pace notes before Denis Jenkinson made his famous 'loo roll' for his ride in Moss's winning Mercedes in 1955.

"I started my Mille Miglia notes on a long, thin vertical notebook when I went with Reg Parnell in the DB3 Aston Martin in 1953," he recalled. "But as it got more and more detailed, it became a roll and Ferrari made a special little box with a Perspex window because the weather could be unkind. It worked very, very well.

"The first recce I did with Reg in 1953 was the most dangerous of all because there was normal traffic on the road and so one couldn't really get to full racing speeds. Reg didn't call the speeds. I used my own judgement… But of course one had to modify that year by year as the cars went faster. We spent a fortnight making notes that first year." »»»





Klemantaski's favourite photo was of Fangio at the 1957 French GP. Left: poised for action at Aintree in '55

Any nasty moments? "Y-e-s… but not terribly nasty. We never actually hit anything but now and then a lorry would pull across us or a level crossing gate would come down. I wore a crash helmet on the first recce."

Klem had been taking factory photographs for the Aston Martin company. "I was more or less the official photographer for the works. I used to shoot all the development that was going on, and when they decided to do the Mille Miglia they asked if I would go. I knew Reg Parnell very well, so I rode with him in the DB3. All went well until the Futa Pass when the engine suddenly cut dead, so I jumped out, opened the bonnet and found that the throttle wire had broken. I was standing there wondering what we could do to make an emergency repair when Reg pushed me aside, pulled the throttle wide open, knotted the ends together and we set off again with the throttle wide open! Reg was driving on the ignition key for the rest of the race and we finished fifth. It was a fantastic drive."

In 1954 Klem teamed with Reg again in a DB3S on the Mille Miglia. "We really stood a good chance that year until we got near L'Aquila in the Abruzzi Mountains, an area we knew well from our recce. Reg took the corner at absolutely the right speed – about 90mph – but a car had spun before us and showered gravel on the road. We lost adhesion, slid outwards (I pulled my elbow in!), hit the barrier and sort of bounced into the middle of the road. Reg suffered the only injury when he was trying to get his head under the dashboard in case we went over the precipice. There was only room for one under there!" He laughed at the memory of the incident. "Funnily enough, when a thing like that happens, it seems to happen very slowly. We got out and the spectators all rushed out and bodily hauled the car out of the way. The whole left-hand front of the car had been smashed in."

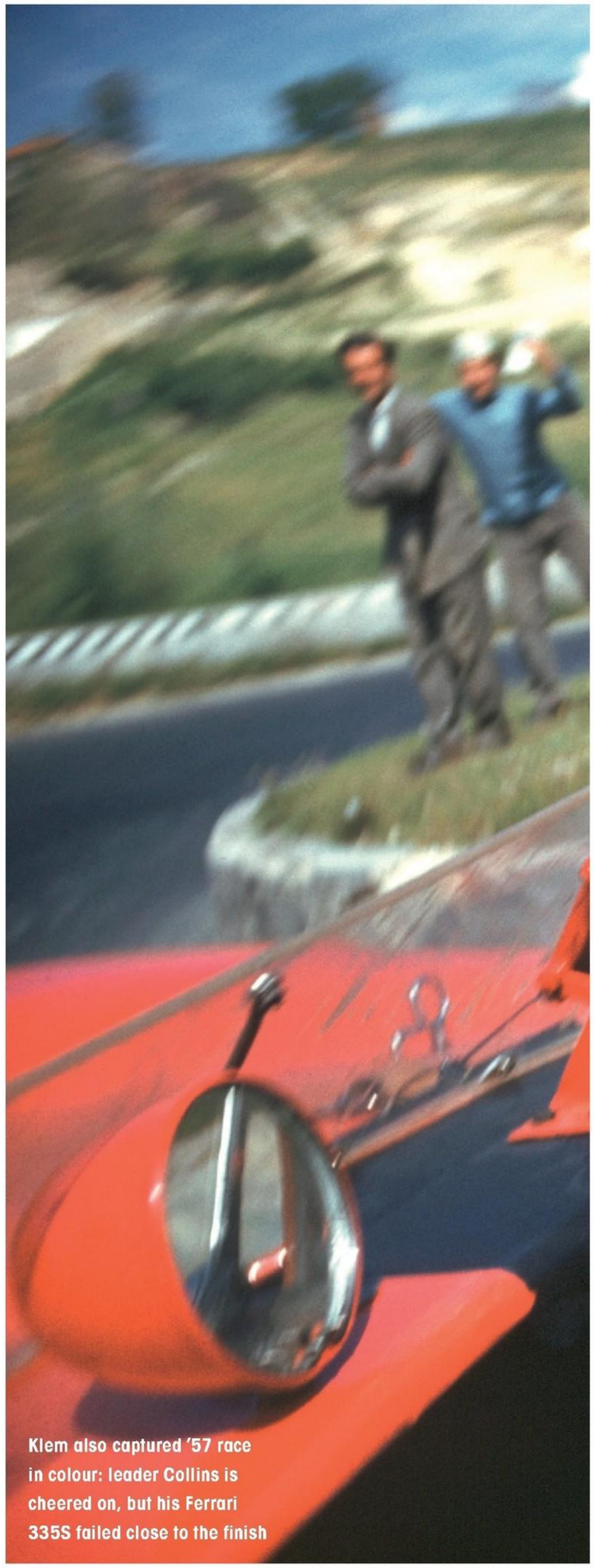
Klemantaski's photographs from the cockpit show a driver's eye view of the Mille Miglia with spectators lining the verge like human Armco, eager to be involved in the excitement, strolling across in the far distance, all with total disregard of the speeding car.

In 1955 he rode with Paul Frère in a DB2/4 in the touring category but an exhaust fell off and they had to make a hot emergency repair. They went out with clutch failure at Ancona.





On board with Collins in 1957 Mille Miglia, about to pass von Trips for the lead, and travelling at 180mph en route to Brescia (above)



Klem also captured '57 race in colour: leader Collins is cheered on, but his Ferrari 335S failed close to the finish

"Ferrari asked me to go with Fangio in 1956 because my navigation notes by then were very comprehensive." Had he compared his notes with Jenks? "No. He was the opposition. In fact Fangio wouldn't take me. He said he had killed his passenger in one of the early trans-American races and he wouldn't take one again. So Peter [Collins] asked me to go with him. Peter was just world-class. Amazing ability. Reg was a very fine driver but when you went with Peter it was almost a different world. I only had one moment in 1956 with Peter when it was raining and we were going down on cobbles into a hairpin – the brakes wouldn't hold, but he



managed to control it and we didn't hit the milestone. Of course the Ferrari was a faster car and [had] a year's development on the Aston, and we were using Englebert tyres while the Astons had been on Avon.

"In fact we did the Giro di Sicilia in the Ferrari before the Mille Miglia. We had a terrible trip down and arrived with time for one lap in a Fiat 1100 saloon, so I didn't really have any notes. We were running second to Taruffi's Maserati and once we got on a section that had been used for the Targa Florio, Peter knew it like the back of his hand so he was able to press on and soon we noticed spectators giving us signals that we were leading. When we got to the finish at Palermo I got a photo, which must be unique, taken from the cockpit of us getting the chequered flag!

"I didn't take many photographs during those races because every time I took my eye off my roll, I lost my position for a moment and it could take five minutes before I was sure I was at the right spot. One couldn't afford to make a mistake. Peter and Reg used to do exactly what I told them. If it looked as if there was a long straight and a humpback – and it takes a lot of nerve because you think there might be a turning after it – but I gave them the signal 'OK Flat Out' they would do it. It was all hand signals because you couldn't hear anything in the cockpit with the noise of the engine and the exhaust and the wind. I told them the severity of the corner and which way it went, left or right. Of course it needed such concentration to follow the notes and make certain you weren't a mile down the road, or something like that…

"I could really only take photographs on bits of road that were relatively simple. I used two Leicas and in 1957 I took colour for the last issue of *Picture Post*. You couldn't change a film, it would take too long. Once you'd got to the end of the film, that was it. "

"In the final Mille Miglia in 1957 I was with Peter in a marvellous Ferrari V12 335 Sport and we beat the record to Rome. I had to modify my notes for this race because if you were between two corners you got to the second corner so much quicker than we'd done the year before…

"There was one section with a hump before an iron bridge and I'd given Peter the flat-out signal. He put his foot down but we arrived at this hump so much quicker than I'd thought that I found myself going up out of my seat and the Ferrari going away from under me! I landed on the tail with my feet down in the cockpit and managed to pull myself back in. I should think we were probably doing about 90…"

Klemantaski was born in Manchuria, northern China, in 1912. "My mother was Russian but, despite the name, my father had come out from England. He started the export of soya beans from Manchuria to be shipped to Hull and made into cattle fodder. He was also the Shell agent – Asiatic Petroleum Company in those days – and imported Willys cars. He set up workshops and I used to work with him in the holidays. I came over to Britain to prep school and in 1928 I stayed. My father had given me an Austin Seven sports model for passing my matric, and when a man called Roland Morgan started the Junior Racing Drivers' Club I joined them on the staff. Morgan raced an Invicta and a single-seater Austin at Brooklands and he thought it would be a good idea to start a club and train young drivers. It was nothing to do with Brooklands or the BARC. It was actually the first of the racing driver schools but it wasn't really a viable proposition and it gradually folded."

Klem suffered a broken leg at Brooklands but it was through an infield motorcycle accident, not on the track. He had been photographing the 1934 500 Mile race and saw a column of smoke so hitched a pillion ride to the crash. On the way they were sideswiped by a car and his leg was badly broken. "I was in Weybridge Hospital for five months but they saved my leg. In the end I got some compensation and I took over what remained of the JRDC. We bought the 10-litre 12-cylinder Cobb Delage and Robin Jackson modified the body into a two-seater so that the chaps could practice round the Outer Circuit. I also bought a supercharged Montlhéry MG and Morgan's single-seater Austin, and I did some races at Brooklands and Donington and hillclimbs. By the end of the season all the compensation money had gone and I decided to have a go at photography. I thought that if I could make an honest penny photographing motor racing, I would be able to stay in that world… and that's really how it all started.

"I flogged the pictures to drivers and in the end, after every race, people like Johnny Wakefield and Tony Rolt would come to my darkrooms in Lowndes Street and go through my photographs, studying their position on the track."

George Monkhouse was a contemporary photographer on the racing scene. "We chatted to each other but we weren't chums. Colleagues rather than chums, I suppose." Klem's first foreign race was the 1934 French Grand Prix. "I was still with the JRDC and 12 of us hired a plane. That was when the Mercedes first



"People like Tony Rolt would come to my darkrooms and go through my photographs"

appeared with their tremendous whining superchargers. We watched from grandstand seats. I wasn't taking photographs then."

Klemantaski seldom worked for the motoring magazines. "They had their own photographers so it had to be something quite different for them to use it and fork out ten bob or whatever. There was really no market for racing photographs unless it was something exceptional. I used a trigger on my Leica, which meant I could take two shots a second. One Saturday I was shooting on Starkey Straight at Donington when a front wheel came off Austin Dobson's monoposto Alfa and flew up in the air right in front of me. I got the picture and it was a double-page spread in a Sunday paper the next day.

"Because selling racing photographs was not much of a business I was also photographing children, taking ballet photos and that sort of thing. But I decided I should get into industrial and scientific photography and continue to go to motor races at the weekend. That's how I got tied up with Astons.

"I finished with motor racing in the mid-60s. Since the Le Mans crash in 1955 it had got more and more difficult to go where you wanted as a photographer, so in the end – and I'm sure it's the case now – the chap with the longest lens got the picture and there was little variety in it. When you're shooting on your own, that's the only thing that distinguishes your pictures from someone else's. It really became more and more frustrating. The last time I went to a race was in 1972. I had my photographer's pass and went through the public fence at Stowe. Officials were shouting and whistling, and yet where I was standing was about half the way to where the public used to be allowed…"

Michael Frostick and Klem covered motor racing together and produced a series of seven books including *Drivers in Action, Racing Sports Cars, Motor Racing Circuits of Europe* and *British Racing Green 1946-1956*. His first was *Klemantaski's Photo Album*, for which Frostick wrote the words.

The Klemantaski images took on a new lease of life in 1982 when his archive of negatives was bought by US Ferrari enthusiast Peter Sachs, who has published a fresh series of motor racing books under Klem's name.

"My favourite photograph was one of Fangio at Rouen. I'd shot on a very slow shutter so that everything was blurred outside, less blurred, less blurred, less blurred – and dead sharp on his face so that you could even see his eyes through the goggles."

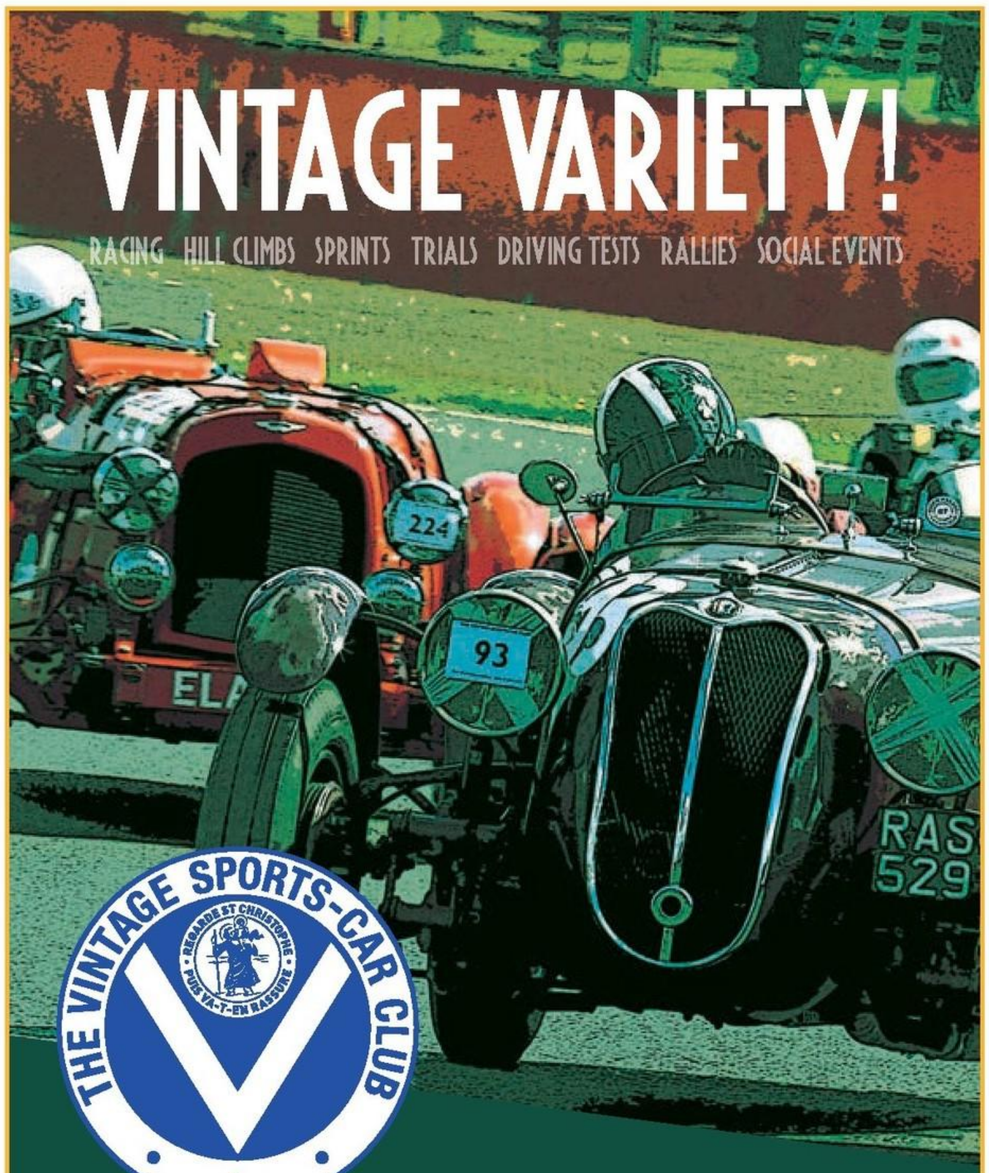
In later years, before his death in 2001, Klem and his wife Ursula moved out of London to Coombe Hay near Bath, with his racing memories in the form of Mille Miglia and Giro di Sicilia trophies and framed racing photographs. The famous Mille Miglia navigations notes box is missing. "It was accidentally thrown away in a house move, along with all the 1950s Avon motorcycle racing negatives. Sad, that…" Latterly, in his motorhouse, Klem's tenth Alfa Romeo, a 164 with BRDC and Mille Miglia bumper badges, sat beside a 4x4 Fiat Panda.

"In 1986 I was invited to Mercedes by old friends there, to drive a 1939 3-litre Grand Prix car, a 1955 Formula 1 W196 and a 300SLR. It was terrifying! Absolutely no brakes at all by modern standards. How those chaps raced them like that, I'll never know…"

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BY ANDREW FRANKEL



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For a while all will seem straight and level, and then without warning it will veer off into glorious madness, like announcing it's going to build sports racing cars to compete in every class from prototype to GT4. Or marketing a watch that will operate your central locking – for £22,000.

And just as it appears on top of its product portfolio, it will build the DBS Volante, a car which tries to be both a supercar and top-down cruiser, and proves not very capable at either. Also, how dearly would we like to forget the Lagonda concept car that put jaws on the floor at last year's Geneva motor show for every wrong reason in the book?

But there are also moments of pure inspiration, none better than the Vantage V12 RS, the most convincing Aston-badged answer to road-going Ferrari product since the DB4 GT. I also continue to be surprised by how well the standard DB9 and Vantage are withstanding their advancing years.

What, then, are we to make of this new Rapide? Before I drove it, it worried me more than any new Aston of the recent past, not least because, unlike niche products like the DBS Volante, the Rapide is set to be a staple of the range with annual sales measurable in the thousands. It simply has to succeed. But it looks too much like a stretched DB9 and even its claim to be British is open to interpretation: this is a car built not by Aston Martin in Gaydon, England, but Magna Steyr in Graz, Austria. And it's powered by an engine built in a Ford factory in Cologne, Germany.

I think it also germane to ask if Aston Martin should even be in the business of building four-door cars. It's not something Ferrari or Lamborghini would consider today, and precedent in the form of the 1970s four-door Lagonda is not on its side.

It's not that, er, *rapide*, either. It may have a 6-litre V12 under that sculpted bonnet but it's in the lowest state of tune Aston Martin offers: and its 470bhp may be enough to give a DB9 a reasonable turn of speed, but the DB9 doesn't weigh all but two tonnes. The Rapide does.

The Rapide also seems conceptually flawed. If you're going to make a four-seater, why not make it seat four? In comfort. Despite the extra doors and whatever Aston Martin might claim to the contrary, the Rapide is a generously proportioned 2+2 in much the same mould as a Mercedes CLS. A true four-seater it is clearly not.

To recap, the Rapide is now the slowest and least attractive Aston in the line-up, is the only mainstream Aston ever to be built beyond these shores (I'm not counting Zagatos) and turns out to be not very good at the one thing it was put on earth to do. And it costs £139,950, meaning only the flagship DBS is more expensive.

So now I am thinking that instead of worrying about Aston Martin, I should be worrying about myself, because after three days and 500 miles on road and track in the Rapide I can see how incomplete the range was without it.

The Rapide is a car of subtle charms, its exhausts as quiet as its demeanour is considered.







Rapide offers great driving experience and high-quality interior; there's just not much room in the back...

Unlike its louder, more immediate stablemates, there is no urgency about the Rapide. 'GT' has been the most abused acronym in the whole automotive lexicon ever since Leyland appended it '1275' and attached it to a horrid Mini, but few or any deserve it more than the Rapide.

This is a delightful car to drive slowly. Taking full advantage of the extended wheelbase, the chassis engineers have ensured that no Aston ever rode so well as this, nor was any ever so peaceful, thanks to expert sealing of door apertures and, would you believe, double-glazed glass. The way it distances you from the outside world is akin to a Mercedes limousine, yet thanks to the still beautiful interior borrowed largely from the DB9 it also feels exotic, snug, tailored and expensive. Despite retaining the capacity to infuriate with its useless navigation and pointless glass key, the Rapide soothes like no other Aston. I can imagine flying into a wet and rainy Heathrow and that warm glow when you realise that home is not two hours away down the M4, but sitting in the long-term car park.

But had the price of all this excellence been a driving experience barely worth discussing, I'd still rate this the most misjudged Aston since the company's last, disastrous foray into the four-door arena. In fact, the Rapide excels most where you least expect it.

It's true that it needs to be quicker – a 0-60mph time of 5.1sec places it in the Porsche Cayman S performance category – and you will draw the same conclusion as me from Aston's quaint refusal to confirm or deny the development of a quicker version with well over 500bhp. But the way it delivers its thrust, with all the power concentrated into the upper reaches of its rev range, still excites, as does the sound of the 6-litre V12, so cultured it's still strange to consider its origins as two 3-litre V6 Ford engines. This engine also interacts beautifully with the latest generation of ZF's superlative six-speed automatic transmission.

But you'll remember it most for its handling. The steering kickback that has troubled other V12 Astons has been eliminated, yet the feel through the rim is better than any other two-tonne, front-engined car I know. A Porsche Panamera feels genuinely blunt by comparison. The Rapide is easy to place, a joy to point into a corner and, in the admittedly unlikely event that you find yourself in a Rapide and on a track, blessed with one of the sweetest natures, on and over the limit, it has been my pleasure to encounter. It may have four doors, barely adequate performance and be half a tonne overweight, but the Rapide fulfils the first obligation of any car to bear the Aston wings: it is a real driver's car.

Although variants of extant models (including the Rapide) will still come, the Rapide is likely to be the last substantially new car spun off the extruded aluminium platform that has underpinned every Aston Martin since the launch of the DB9 in 2003. I'd be amused to see a Rapide Shooting Brake and bet they'd sell a few in more exotic corners of the globe, but I'm not counting on it. We must therefore wait for an all-new generation of Aston Martins, conceived, developed and engineered without either Ford's money or technical expertise.

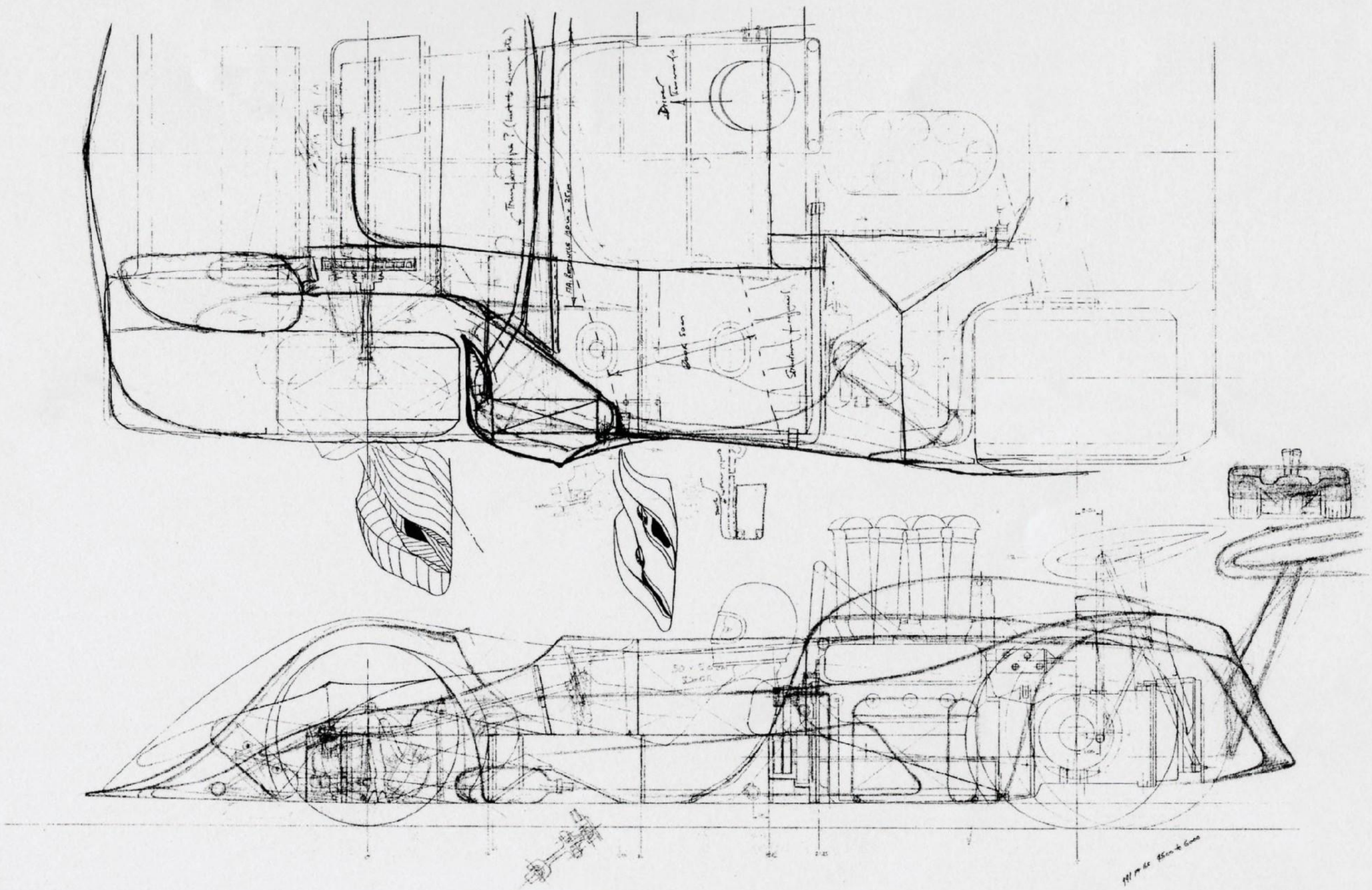
But if it can find the investment, improve quality to Rapide standards in its UK-constructed cars and retain its currently vice-like grip on what kind of car an Aston should be, the future can still look very bright. As ever with Aston Martin, interesting times lie ahead.

Oliver raced Shadow DN2 in 1973 Can-Am.
Below: Follmer took DN1 to third in that year's
Spanish GP; Southgate and Don Nichols.
Right: Tony's sketches of DN2



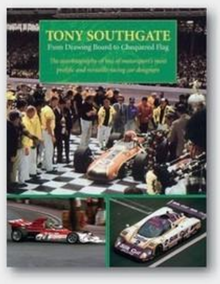


All images LAT & Tony Southgate



Paint it black

In a lifetime at the drawing board Tony Southgate built many race winners. His new book relates his times at many teams; but here he recounts his first year with Don Nichols – The Shadow...



TONY SOUTHGATE
From Drawing Board to Chequered Flag

Published by Motor Racing Publications, available from May 2010 (provisional)
ISBN: 978 1 899870 82 0, £45.00

After leaving BRM at the end of the 1970 season, Jackie Oliver had joined Don Nichols' Shadow racing organisation in the USA to race its Can-Am sports-racing cars. Jackie was obviously yearning to get back into Formula 1 and he managed to talk Don into creating a new Shadow F1 team in the UK. He wanted me to design the new car.

Nothing existed of the team when I joined up in October 1972 – just me, Jackie Oliver, Alan Rees, Don Nichols and the name. There were no premises yet, but I was commissioned to design the new F1 Shadow, which was to be called the DN1 (after the team owner, of course).

I set up a drawing board and a desk in the garage adjacent to our little bungalow in Bourne. As work progressed on the design I realised I needed some help, so I advertised in *Autosport* for a draughtsman. A young chap by the name of Andy Smallman came for an interview. He seemed pleasant enough and very keen, so I offered him the job, although obviously he could not start until we had some premises. Andy had brought a friend along with him who said he was keen to get into motor racing as well. His name was John Barnard, and he did eventually get into the industry, and as anybody who follows motor racing closely will know, he did rather well!



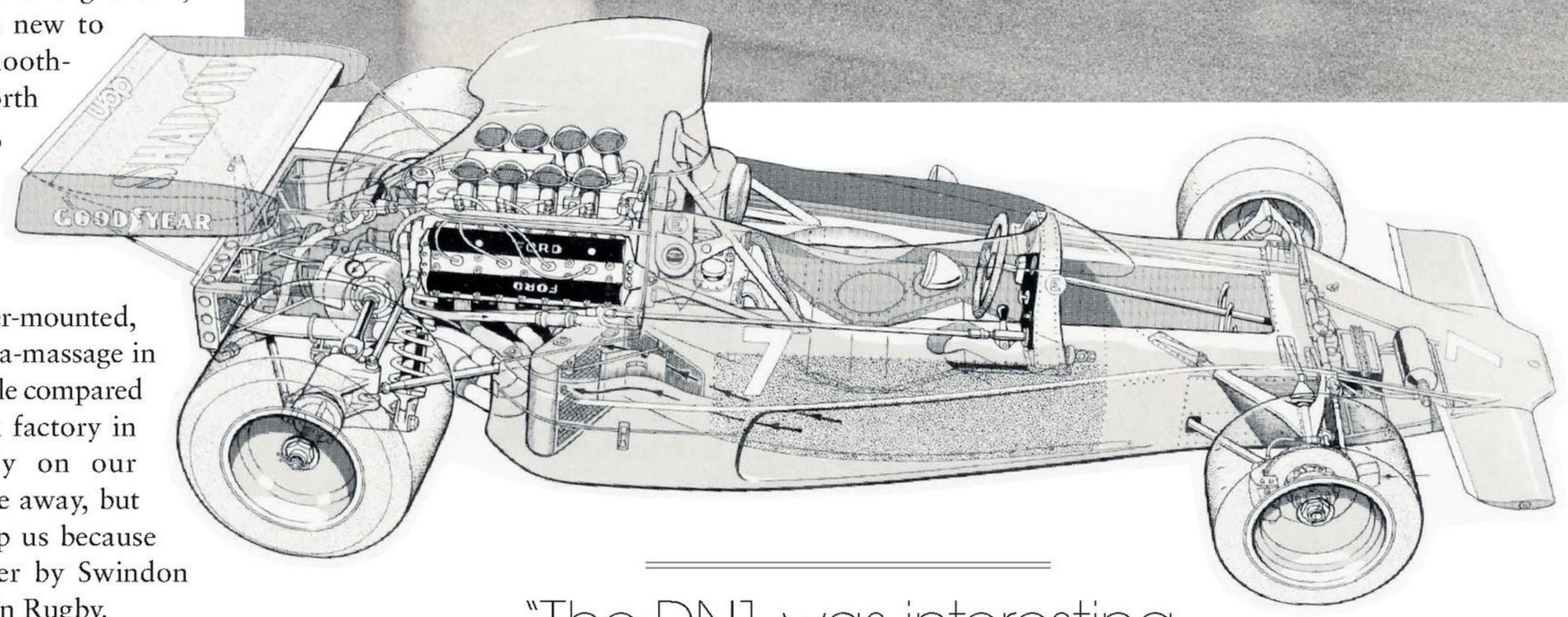
Don Nichols' sponsor was UOP (Universal Oil Products), an American oil company that was perfecting a lead-free gasoline. The Shadow F1 car was to be run on lead-free fuel as an advertisement for UOP. The octane rating was the same as for leaded fuel, so there would be no performance difference.

UOP had a British-based company that manufactured the Bostrom suspended truck seats, and they had a small factory going spare on the Weedon Road, in Northampton. So we took this on a temporary basis, moved in immediately, and began taking on staff. Grant Warwick and Roger Silman (later to become the race director of the Arrows team) headed our manufacturing team, and Richard Wilshire became our buyer. The plan was to build the first cars there, and then move into our own new factory before any further new model designs were undertaken.

By the time manufacture of the prototype DN1 had commenced in Northampton, I had moved with my family to a house about 15 miles from the factory, in Silverstone village. This was to prove particularly convenient when there was a major meeting on because the house was close enough for me to walk into the circuit on race days.

The DN1 had a Cosworth DFV engine and a Hewland gearbox, which were both new to me. After the smooth-running BRM V12, the Cosworth V8 was quite a challenge, because it created a much greater vibration problem for the chassis components. The instruments and the water and oil radiators all had to be rubber-mounted, while the driver received a vibra-massage in the seat; it was all quite noticeable compared with the BRM. The Cosworth factory in Northampton was relatively on our doorstep, being less than a mile away, but unfortunately this did not help us because our engines were rebuilt either by Swindon Race Engines or by John Judd in Rugby.

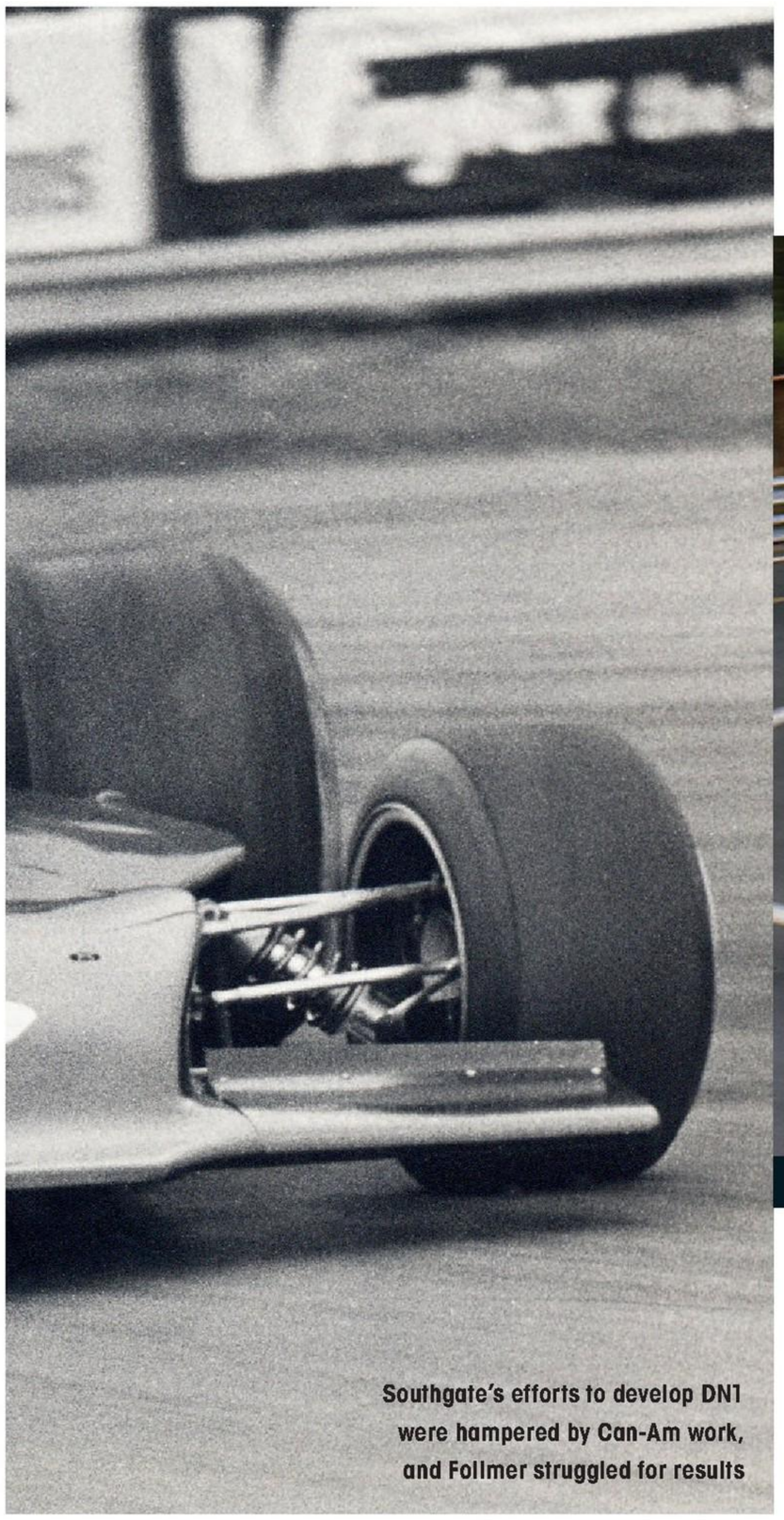
The DN1 was interesting in that it had completely enveloping bodywork, which was unusual, most cars at that time having no tail panelwork. I preferred this because my wind tunnel work, at Imperial College, always produced superior results with the enveloping body. Of course the extra bodywork added weight and made cooling more difficult, but I accepted that as something I had to allow for. The car looked quite sleek and sinister, being finished in the all-black Shadow paintwork. The race car transporter maintained this sinister image because painted on each side was a large figure of a man wearing a wide-brimmed hat and a large black cloak. Was this the real Shadow?



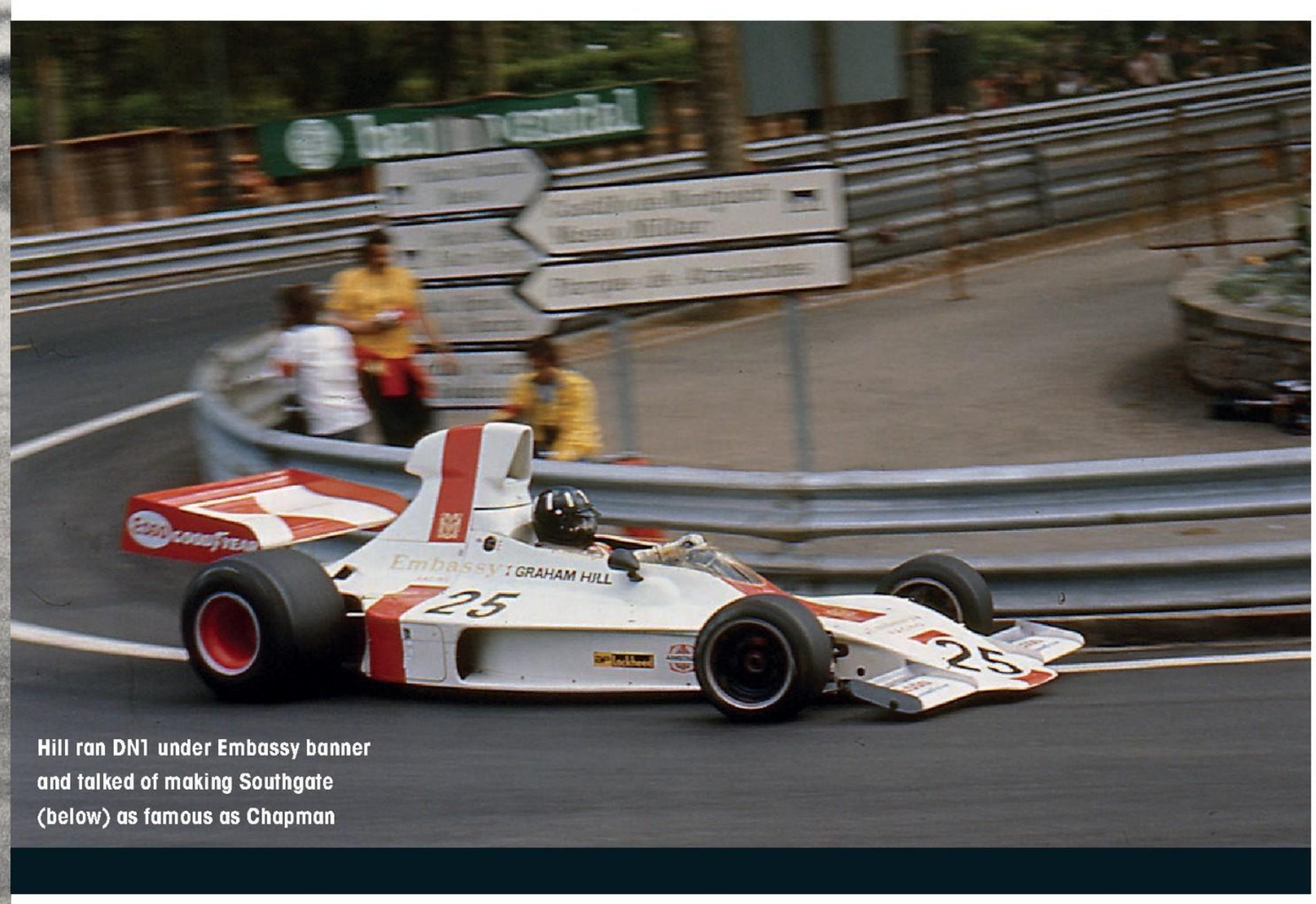
"The DN1 was interesting in that it had completely enveloping bodywork"

I believe the Shadow image used by Don was based on a comic detective character from the USA. But Don himself was rather a sinister-looking character, being tall and slim with a pointed grey beard and moustache, and invariably dressed in black. He used to work for the US Army Intelligence Corps in Japan (where he also became Firestone's importer for racing tyres) and there was a rumour that he had also been an operative for the CIA.

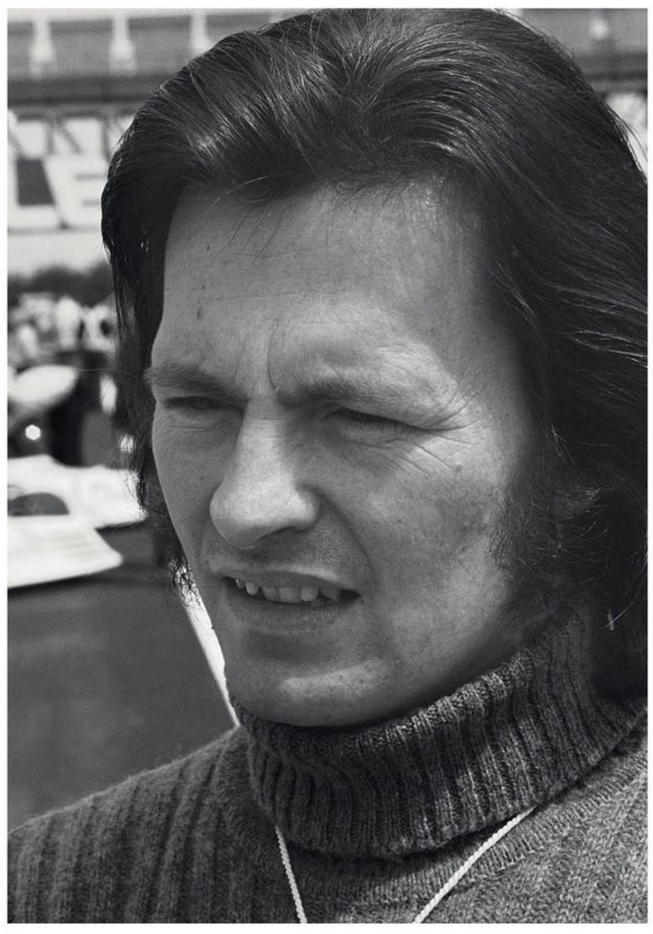
The DN1 first appeared in the South African Grand Prix in March 1973. Two cars were entered, one for Oliver, who had a great deal of F1 experience and was the team leader, and the other for a newcomer to F1, George Follmer, from the USA. George, I was to find, was easy



Southgate's efforts to develop DN1 were hampered by Can-Am work, and Follmer struggled for results



Hill ran DN1 under Embassy banner and talked of making Southgate (below) as famous as Chapman



to get on with, being quite laid-back in a very American way. He was not a technical driver, but he was certainly very brave.

It had been a frantic rush to get the cars to South Africa in time, and as there had been little opportunity for pre-race testing, various problems were encountered during practice and we had to miss one of the three sessions completely while these 'new car' issues were attended to.

Unfortunately, in the race Jackie became an early retirement with an engine problem, but George was able to climb from near the back of the grid to finish sixth in the Shadow's first race, thanks to the retirement of several cars ahead of him. This was the race in which Surtees driver Mike Hailwood heroically helped to save the life of Clay Regazzoni by diving through the flames to rescue him from his blazing Ferrari after they had both been involved in a multiple accident on the third lap.

The next race was the Spanish Grand Prix on the Montjuïch Park street circuit in Barcelona, where George finished third after another impressive climb up the order! But poor 'Oli' had engine trouble again. It began to look as though George might possess the mechanical knack of getting his car home, come what may, which does seem to exist with some drivers, Alan Jones being the perfect example of that ability in those days.

A third Shadow was raced in Barcelona that day, driven by Graham Hill. He had ordered a DN1 and had started to run his own team, called Embassy Racing in deference to his tobacco company sponsor. The extra work involved in this did not go down too well with some members of our team, but the increased publicity for the fledgling Shadow Cars UK was welcome. Of course, the additional money also helped! Always super-popular, Graham was getting near to the end of his racing career, and starting his own team was a logical step. On taking delivery of his DN1, Graham told me that if I could get him and his car running up front he would make me as famous as Colin Chapman! I thought that if I could do this with an all-new racing organisation and an all-new design with zero development running time on it, I would be absolutely brilliant! Of course, reality stepped in, and we settled for a steady progression.

There was a very tricky incident the night before the Spanish Grand Prix. I had returned to my hotel at about 10.30pm and was just preparing to go to bed when the telephone rang. It was the crew chief, and he told me that, during the pre-race check of the rear suspension mountings on the chassis frame rear bulkhead, he had found a crack. It was serious and it needed me to look at it and decide how we could repair it for the race. When I arrived back at the garage area, the cars had been stripped down to the rear bulkhead so that a very close inspection could be made.

The single radius rod which formed part of the rear suspension was mounted onto a steel tubular structure which formed the rear bulkhead. The steel mounting lugs on the frame were indeed cracked around the fixing bolts on two of the mountings. The unfortunate fact was that the lugs butted up to the aluminium bulkhead panel, which was the only thing between the cracks and the rubber fuel

cell! I knew the mechanics were looking to me for inspiration and to give them the confidence to deal with the very serious situation. With all the calm and confidence I could muster, I told them we would weld up the lugs and add a stiffener in situ. At this point, there were a lot of very worried-looking mechanics staring at me. Had I really asked them to weld next to a rubber cell full of fuel vapour?

Removing the fuel cells was not really an option, because at this stage it was already the early hours of the morning. Besides, even an empty monocoque is never completely free of fuel vapour and is quite capable of exploding if a welding torch is near. We were surrounded by our fellow competitors' transporters and the last thing we wanted was a fire in between the trucks. So we drained all the fuel, pulled back the cell to leave a six-inch gap between it and the aluminium panel, and filled the gap with wet rags. Fire extinguishers at the ready, we could now start to weld.

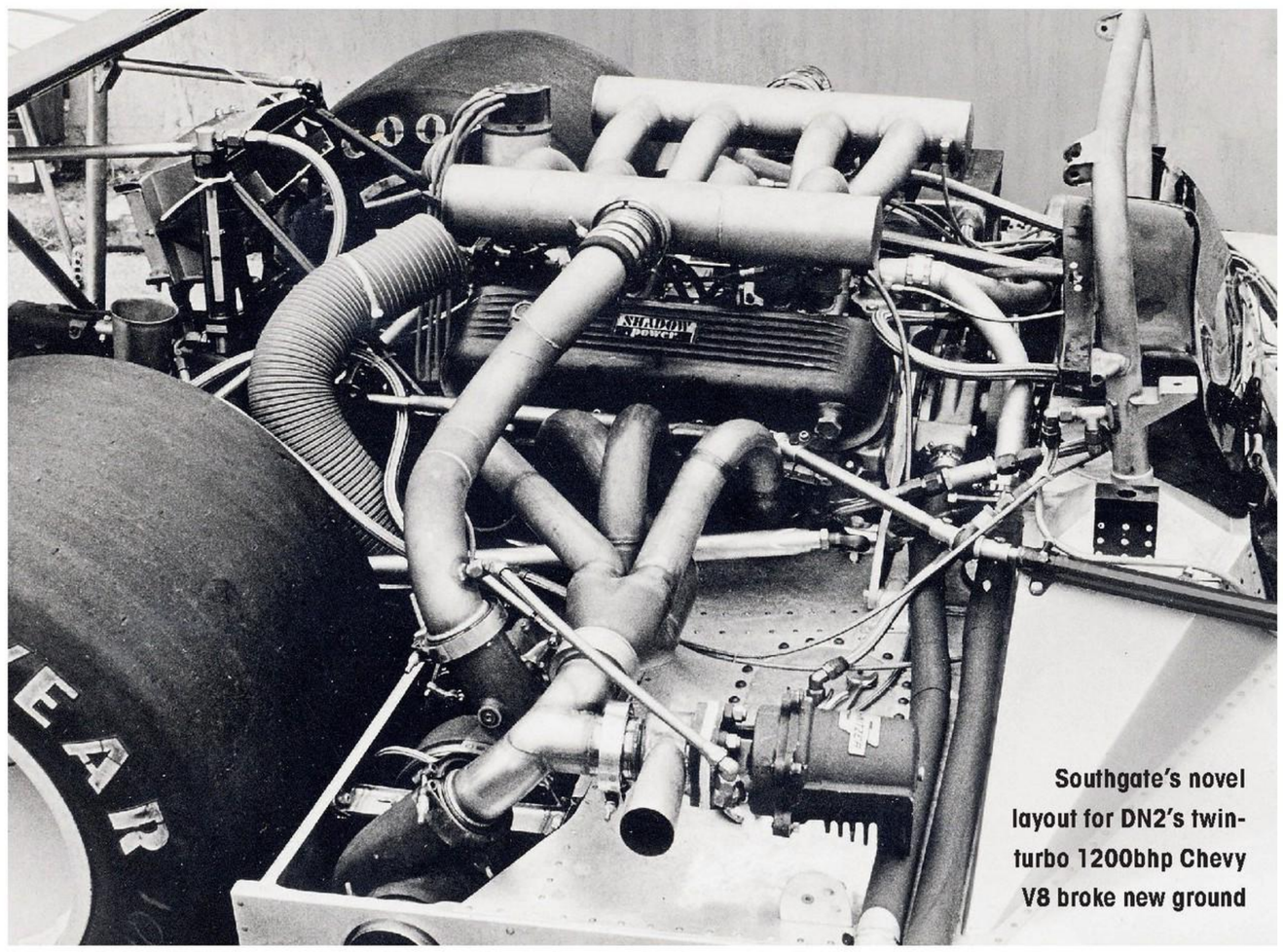
We were gas-welding because that was all we had available at the time. I decided to limit the welding to sessions of two minutes at a time, so we could check for heat penetration into the fuel tank area and add water to the rags.

Those two-minute sessions felt like 15. I remained calm externally so that the welder could do his job properly and not be flustered by me, but inwardly I was shitting myself. The sight of the welding torch flames licking around the bulkhead was very scary indeed. It went on for about 20 minutes and was finally finished without any mishaps – phew!

We all stood back with grins on our faces, having just survived another racing moment. Now all the mechanics had to do was reassemble the cars so we could race them later the same day. They did, and as I've mentioned, Follmer finished third – magic!

There was no development programme in existence at Shadow at this stage, and it began to show. Towards the end of the year, a long-wheelbase update was introduced to put a little more weight on the front wheels, which helped a little, but not enough. We were also suffering from niggling engine problems, accidents, transmission problems and marginal cooling.

One of the main reasons for the slow development of the DN1 was the requirement from Don Nichols that I design a Can-Am sports-racing car, the Shadow DN2, to race in North America as a replacement for the Shadow they had been running over there in Can-Am races. This would be built at the UK plant and then shipped over to the USA. The brief for the DN2 was a bit mind-blowing. The engine was going to be a twin-turbocharged, 8-litre Chevy V8 that would produce 1200 horsepower and 1000ft lb of torque! The fuel consumption would be less than 2mpg. Dealing with these parameters was a big challenge for me and the drawing office, which thankfully had just been enlarged, with John Gentry joining alongside Andy Smallman.



Southgate's novel layout for DN2's twin-turbo 1200bhp Chevy V8 broke new ground

"The sight of the welding torch flames licking around the bulkhead was very scary"

The problems were immense. For a start, we needed the largest racing gearbox and transmission available. Fortunately, the Can-Am races used a rolling start, so the big Hewland LG500 gearbox and Hardy Spicer's biggest universal joints and driveshafts could cope. The fuel tanks were required to carry more than 100 gallons, so this was going to be a very big car! Once again, I used Imperial College in London for all the wind tunnel work. The finished body shape was advanced for the times, with a sharp, 'chisel' nose section that required good pitch control from the chassis.

The water radiators were side-mounted and low down, and the high, stubby tail section was complete with a very large rear wing section. Actually, the aerodynamic performance was very good for its day.

The turbocharger installation was a particularly interesting problem. I looked over the earlier Shadow, on which the turbo units had been mounted high above the gearbox and behind the driveline. I was not impressed. Although this layout was very common with competitors, including Porsche, I didn't subscribe to it because it meant the CG was much too high, and the weight was too far rearwards, behind the rear axle line – all the things I did not like. I pondered this for a while and decided to go for a completely new layout. I mounted the two turbos separately, one each side of the engine adjacent to the exhaust outlets, and as low as possible.

The stubby exhaust pipes from the turbos went straight out of the side of the car. It looked perfect from a chassis design point of view – low centre of gravity, weight between the axles, less weight and better aerodynamics. The only problem was whether the engine builders in America would approve. Initially they were sceptical, believing that the very short exhaust pipes would restrict the power. But what happened when they put the whole assembly on the dynamometer? It produced more power! Not bad for a chassis designer… The finished layout was neat and effective, and was soon copied by the opposition. In fact it is used for turbocharged race cars right up to the present day.

The 1973 Can-Am season was dominated by Mark Donohue with Roger Penske's Porsche 917-30. Jackie Oliver had a third place at Edmonton, and then a second at Laguna Seca, but the problem with Shadow's programme was that the engine never produced anywhere near the theoretical power that had been forecast, and on top of that it was unreliable.

However, that would all change the following season.

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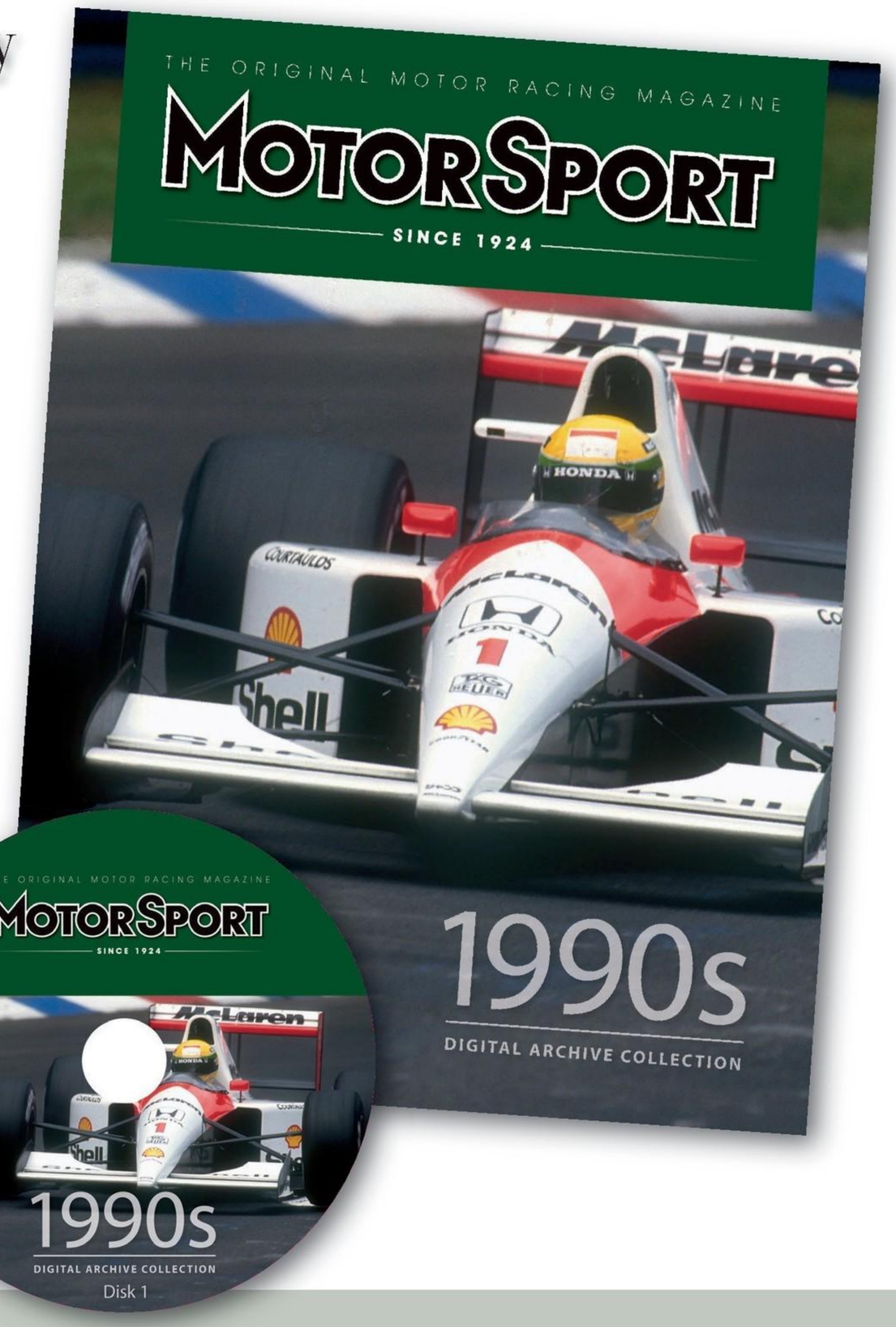
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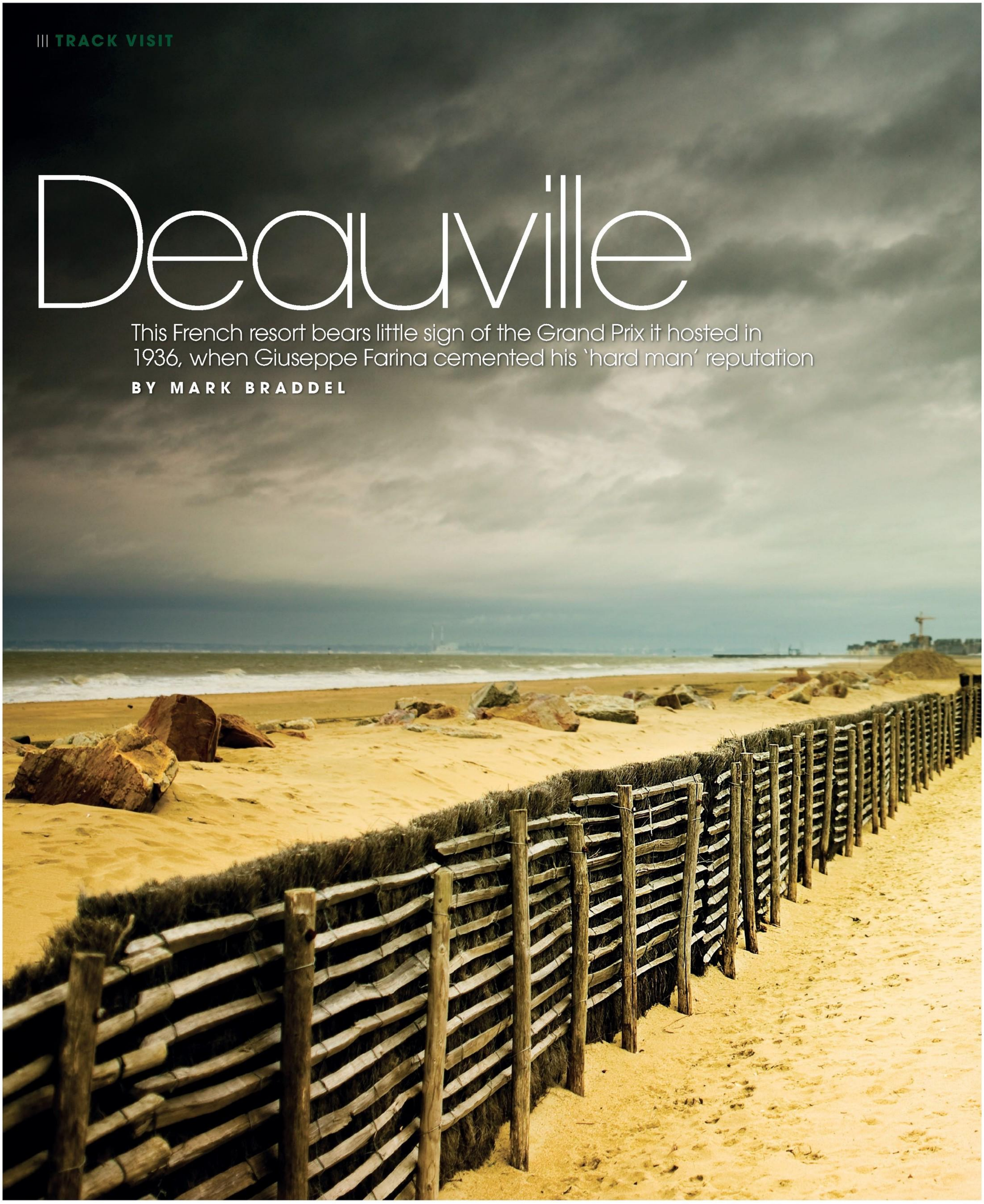


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Deauville

This French resort bears little sign of the Grand Prix it hosted in 1936, when Giuseppe Farina cemented his 'hard man' reputation

BY MARK BRADDEL



Between the wars, dozens of race tracks sprang to life as motor racing grew in popularity, and local dignitaries were seduced by the supposed commercial advantages that such events would bring to their towns and cities. On July 19, 1936 the Normandy resort of Deauville held its one and only Grand Prix on a circuit that has so vanished from memory that even the most exhaustive websites have no record of its layout.

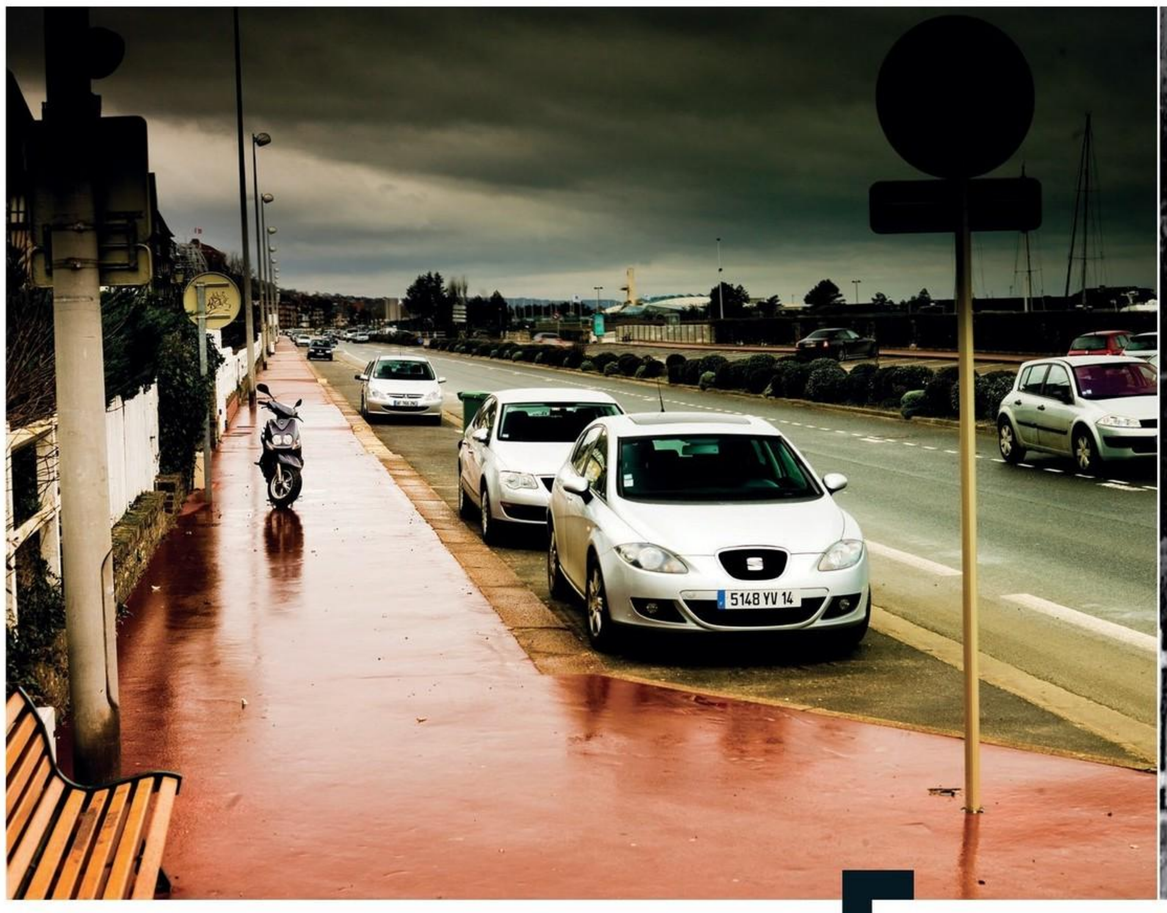
Today, the centre of Deauville is like many French towns, in that it's busy and has the usual array of clothes shops and restaurants, mostly closed on our off-season visit. Towards the coast, where the circuit was, older buildings are interspersed with new, no doubt thanks to the war. But it's clear that although now looking rundown, this was once an elegant resort.

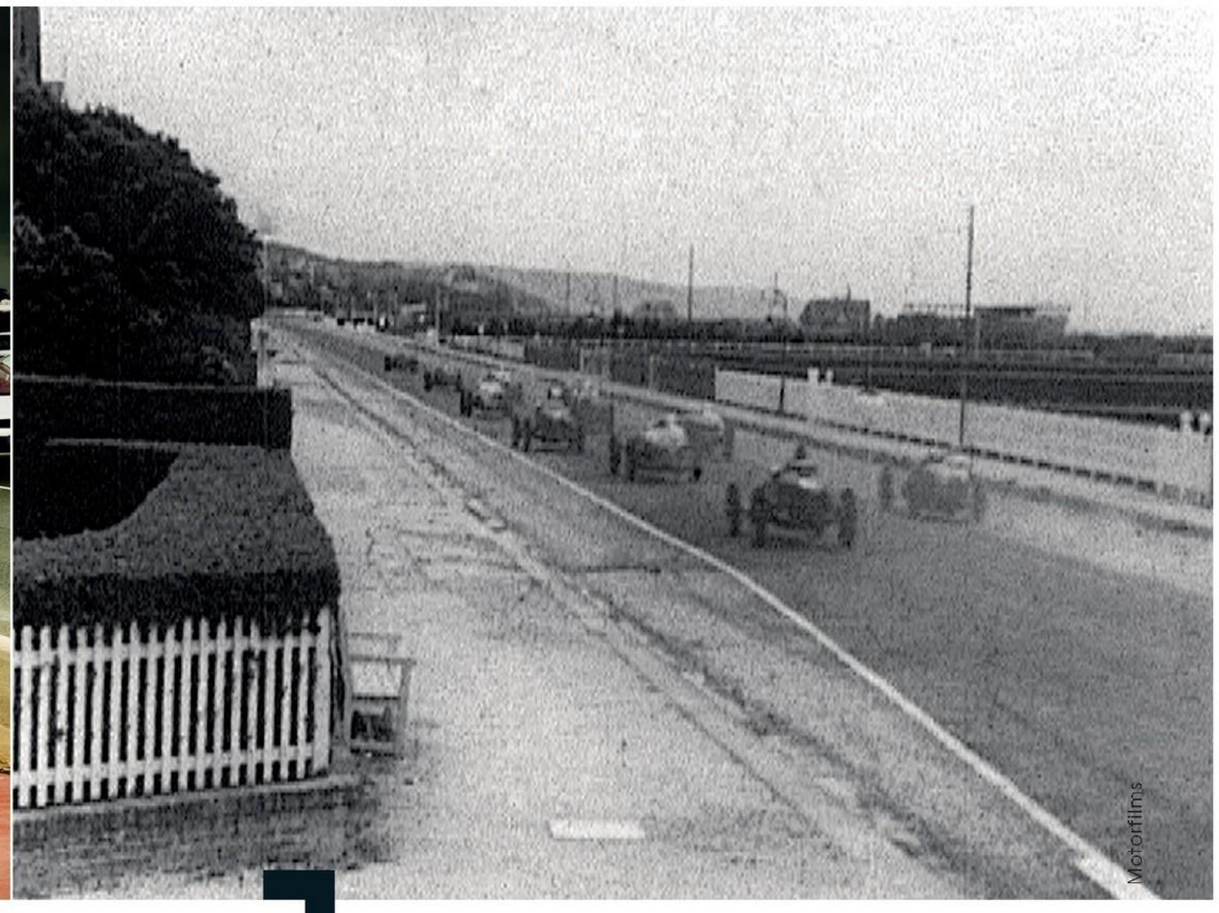
Even though in 1936 France had recently elected a socialist government, Deauville had not forsaken the good life. The town was built between 1860-64 after the Duc de Morny, half-brother of Napoleon III, came up with the idea of building a 'kingdom of elegance' near Paris. As the Premier Adjoint told me during my visit, the town could be summed up by the fact that the horse racing track was built before the church!

The race was the brainchild of three people. Marcel Letarouilly was a hardware store owner, André Misonnier had a decorating business and was a close friend of driver Philippe Etancelin, and Armand Esders was an industrialist and advisor to the municipal government. Known as the 'King of the Clothmakers', he owned a Rolls-Royce, a Hispano-Suiza, a biplane and a Bugatti Royale that famously bore no headlights as he never used to drive at night. He was ›››



Colour images Mitch Pashavair





The cars leave the starting grid in 1936, along the Boulevard Eugène Cornuché. In those days the road was a long straight down to the first corner; today, it eventually turns away from the houses

behind the construction of the local aerodrome in 1931 and was a good friend of Ettore Bugatti, who often visited the town. Indeed, Bugatti himself attended the race and officially closed the course in a Royale.

An association called the 'Law of 1901' was created to organise the event and it eventually settled on a circuit measuring 2.31 miles which avoided the town centre but took in the wide promenade and the main road. These two sections were linked by four tight corners, a series of quick S-bends on the sea front, and a fast left-hander on to the start/finish straight.

Henri Thouvenet secured a deal for Helène Delangle, the famous Bugatti Queen, to get 4000 Francs in start money. The Mayor was a good friend of Mme Delangle and her common-law husband Marcel Mongin, but she decided to travel instead to Brazil for the Rio and São Paolo Grands Prix, in which she subsequently suffered terrible injuries after a last-lap accident.

Apart from the Pau Grand Prix, Deauville's was the only race of 1936 on mainland France that was run to the 750kg rules, and for political reasons no German teams were invited to take part. Marcel Lehoux was there with his 2-litre ERA R3B, joined by two 3.3-litre Bugatti T59s for Jean-Pierre Wimille and Robert Benoist, while Enzo Ferrari entered two 8C-35 Alfa Romeos for Giuseppe Farina and René Dreyfus. There were also Alfa Romeo Tipo Bs for Raymond Sommer and Jose de Villapdiema, and a lone T51 for Etancelin.

In the course of my research I met Lionel Duhault from the Deauville archives at the beautiful, timber-clad *Mairie* on the Rue Fossorier. On his desk was a file about an inch thick which we gradually worked through over the next couple of hours.

Most of its contents were administrative, much of it in triplicate, typed on what is now delicate paper in need of careful handling. It was impressive and oddly gratifying to see how seriously the town took the idea of hosting a Grand Prix.

The road surface required significant upgrades in many areas, and the organisers submitted a detailed evaluation of the conditions along the full length of the course with recommendations for works to be undertaken, along with surveyor reports on the underlying road structure in the most damaged areas. All of this was budgeted at FF95,200, the contract granted to Entreprises Morineau.

There was also correspondence covering the positioning of trackside advertising, closure of side streets during the event, an estimate of FF20,000 for policing (FF3000 payable in advance), requests for consideration when allocating race tickets, and clear instructions on the running of the event from the French Ministry of the Interior to the Calvados Region. A letter from a local industrialist, Marcel Boussac, showed that he was very much against the running of the event, and one from the disgruntled manager of the Normandy Hotel complained that a guest had checked out early after being disturbed by the sound of cars during practice.

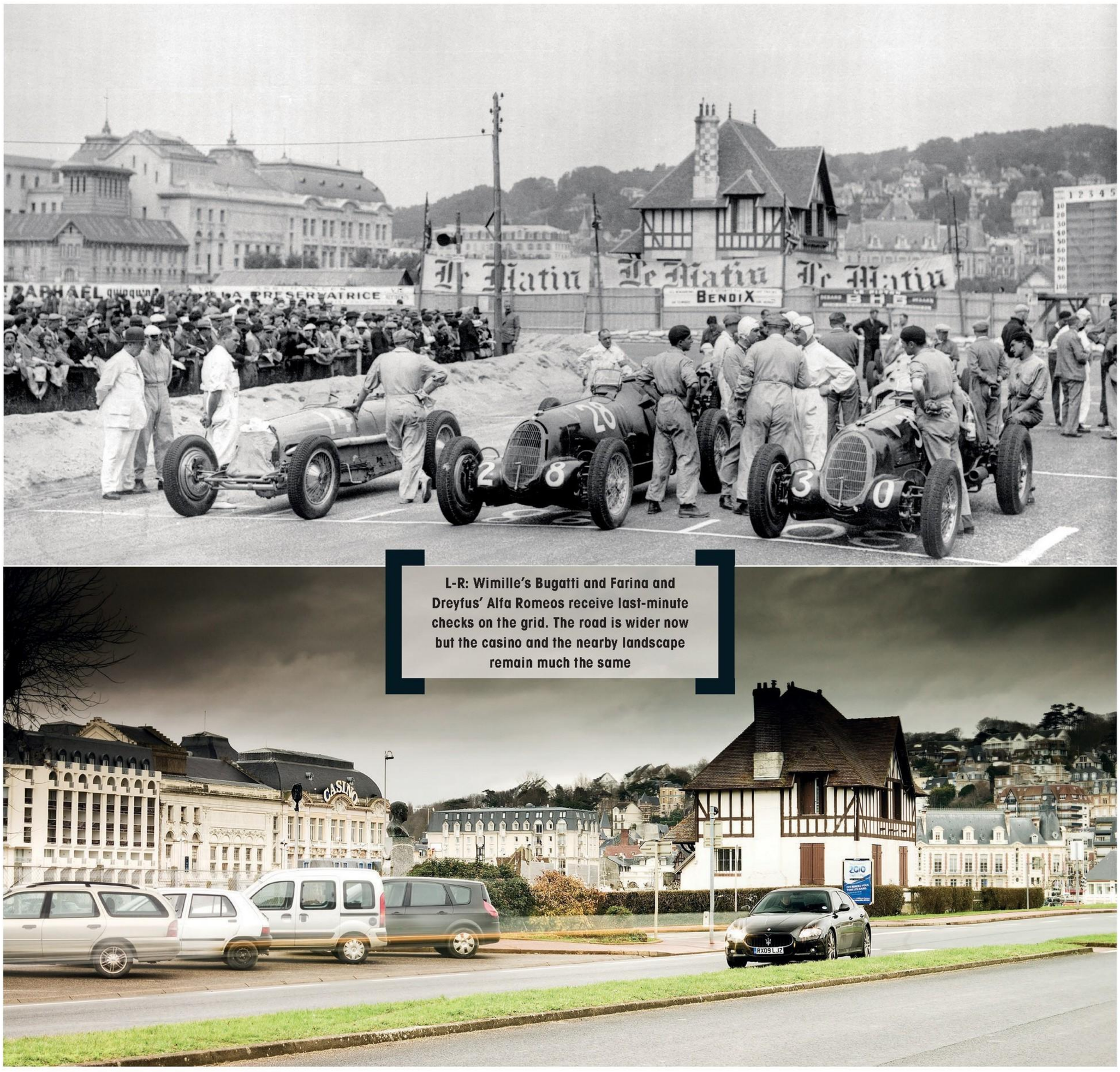




Giuseppe Farina's Alfa Romeo 8C-35 leads the field away. Sandbags provided scant protection for the spectators. Nowadays the road is the main thoroughfare through the town

It would be fascinating to know whether the papers of the Comité du Circuit Automobile de Deauville are similarly preserved. Various letters made reference to the Grand Prix de l'Ouest and the file showed that the event was organised under its patronage along with that of the *Le Matin* newspaper.

The final document revealed that on October 26, 1937 there was a ceremony for two drivers killed during the event, and four days later a



Maurice Louche

L-R: Wimille's Bugatti and Farina and Dreyfus' Alfa Romeos receive last-minute checks on the grid. The road is wider now but the casino and the nearby landscape remain much the same

bronze monument featuring their images was erected on the Boulevard du Mer. This was paid for by the journal *l'Aero*. I searched for some sign of the monument during my visit but it seemed to have disappeared.

The start/finish was on the Boulevard Eugène Cornuché in front of a row of magnificent 19th-century villas. Those that have not been replaced by modern apartments are now officially protected by law. There were grandstands on the inside of the final two corners. To the right across the river was the town of Trouville, the view dominated by the casino.

Just beyond the casino the road now bears sharply right and left as part of a modern traffic system that incorporates new ornamental gardens and parks. In 1936 the track went straight on past the casino where the car park is and then bore gently right on the original road which ran alongside the villas.

At the end of the Boulevard the track turned right through two corners – the scene of the first of two fatal accidents. The promenade marked the start of the return leg of the circuit all the way down to the marina. This part of the track ran on roads that were constructed on a huge shingle bank formed after a storm during the winter of 1874-75, which added 400 metres to the depth of the shoreline.

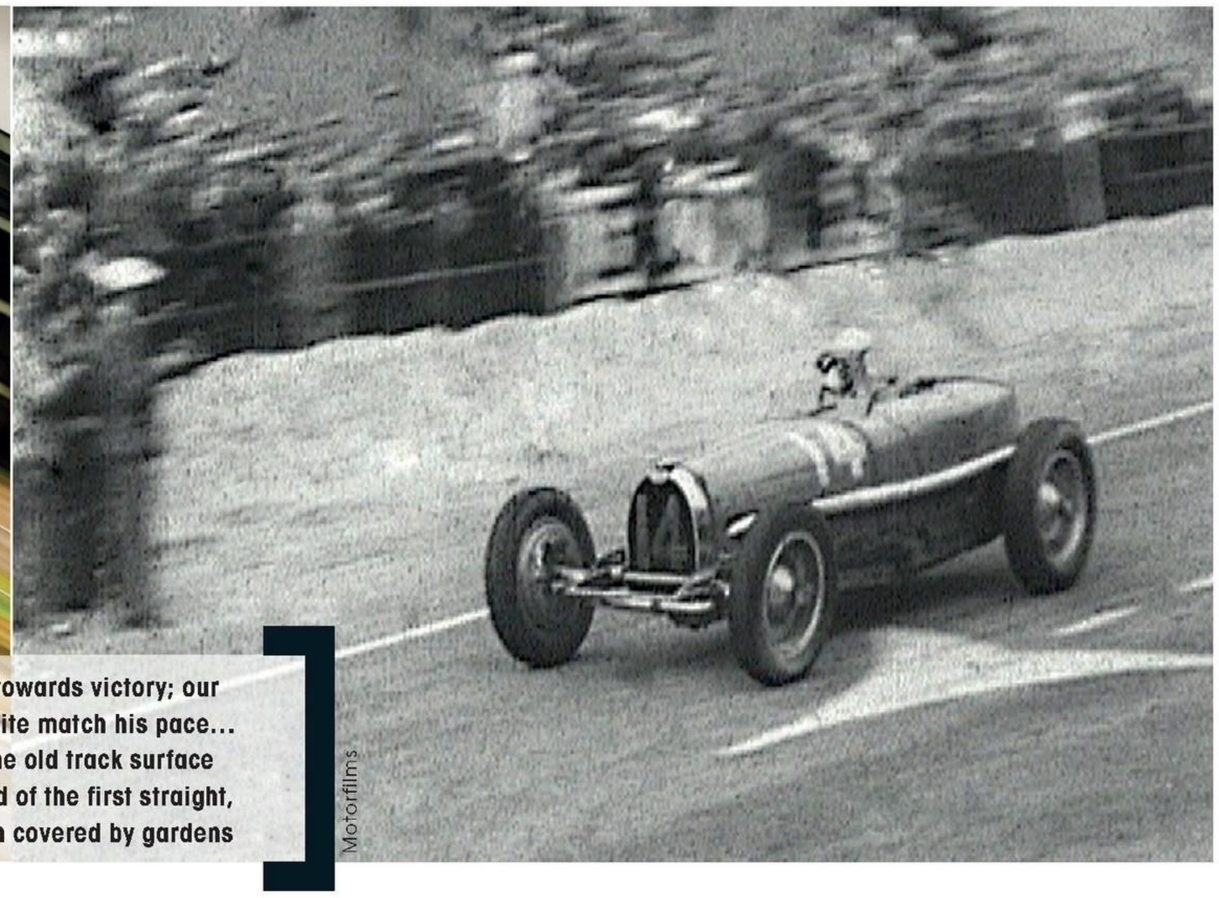
The boardwalk is famous for having been featured in Claude Lelouch's romantic film drama *A Man and a Woman*, and it is where the names of Hollywood's rich and famous are recorded from their appearances at the annual American Film Festival in Deauville. The circuit ran to the right of this piece of history and then swerved gently right and left, past the swimming pools, followed by an almost mirror-image left and right sweep on to another straight.

From there the circuit turned sharp right through two final corners separated by a short straight. It was at the first of these that Farina and Lehoux tangled.

For the big weekend the teams installed themselves in various garages around town. There were two days of practice, with the circuit open between 7-8pm, and a two-hour qualifying session between 3-5pm on the third day. Newspaper accounts reported that the normally calm town was transformed "as if invaded by a swarm of bees". In addition a "hideous" wooden fence was constructed around the entire circuit in order to discourage non-paying spectators.

The race started on Sunday at 3pm in gorgeous sunshine. Farina led them away, followed by Wimille and Benoist with Lehoux on their ➤➤➤





Motorfilms

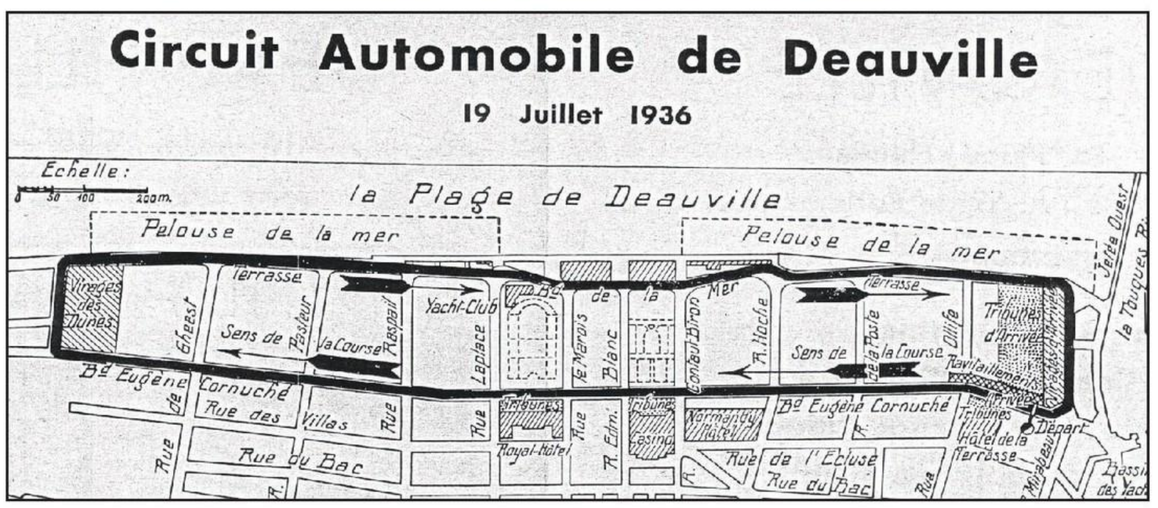
Wimille speeds towards victory; our Maserati didn't quite match his pace... Below: part of the old track surface remains at the end of the first straight, but most has been covered by gardens

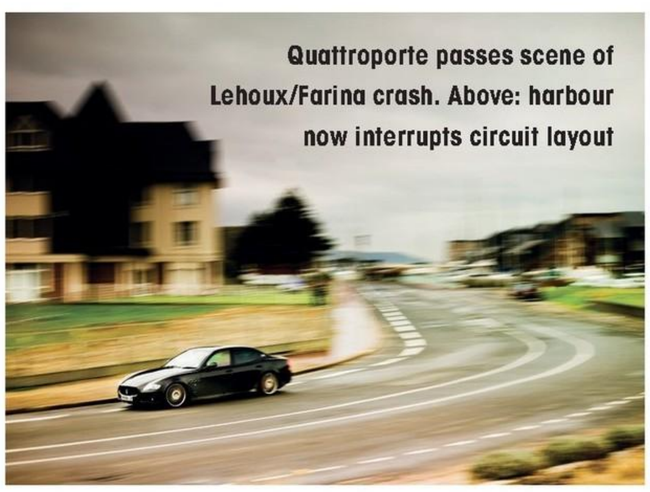
tail. Dreyfus was out almost immediately with gearbox problems, but disaster struck when amateur driver Chambost overturned at the Virage des Dunes and was taken to hospital with a fractured skull, from which he would die a few days later. After an hour's racing Farina was 35sec ahead of Wimille, who in turn was 55sec ahead of Lehoux, effectively almost a lap and a half behind the leader. Farina stopped to refuel and still managed to get out ahead of fourth-placed Sommer. Lehoux started to chase down new leader Wimille but in due course Farina caught up with Lehoux and on the right-handed Courbe des Bains before the grandstand straight the two collided as he tried to overtake, locking wheels and spinning on to the gardens.

Farina was 30 years of age and Italy's most promising driver. He was 14 years away from becoming the first ever Formula 1 World Champion. Throughout his career he had numerous accidents but he always seemed to come off better than his adversaries. Most biographies, while praising his undoubted genius, invariably moderate their enthusiasm by mentioning this character flaw. G N Georgano even goes so far as to say that he was "hardly the most sporting of competitors and was given to displays of temperament which sometimes affected his driving judgement". He was obviously dominant that day and quite why he would choose this corner to attempt a pass when it was followed by a straight of over a mile upon which he could have breezed by quite easily is difficult to say. Maybe it was to make a show to those in the grandstand during what had become a processional race. Maybe it was that innate streak of impetuosity. Whatever the reason, both men were thrown from their cars. Farina suffered only minor head injuries but Lehoux was critically injured and died in the ambulance on the way to hospital.

Unbelievably, there is YouTube footage of the accident which can be found at http://www.youtube.com/watch?v=4sNA1wDK03I. It shows Farina trying to catch a slide, cuts abruptly to the moment of impact and then to the shocking sight of a marshal dragging Lehoux's unconscious body by the feet as both cars burn in the background.







Quattroporte passes scene of Lehoux/Farina crash. Above: harbour now interrupts circuit layout

The deaths cast a long shadow and the promoters were left looking down the wrong end of a FF200,000 loss. The only winners seemed to be those who had printed fake tickets, and even the strenuous efforts of local shop owners in orchestrating huge traffic jams to keep people in town after the race did not yield the financial rewards they had hoped for.

As was usual in those days the race was not stopped, and Wimille counted down the laps to victory in 2hr 57min 44sec, with de Villapdiema posting the fastest lap of 1min 10.3sec. Given Wimille's strong relationship with Lehoux he would have been devastated by the death of one of his mentors. Known for his lack of ostentation, professionalism and generosity towards racing drivers of all abilities (he was himself a mentor to Guy Moll), Lehoux is someone who might just have achieved greater success than he did had he ever been given the opportunity of a properly supported works drive.

There were no more Deauville Grands Prix.

A short while after my visit, I received an e-mail from Lionel Duhault in which he told me that he had found the drivers' memorial in the archives. Hopefully, one day it can be restored to its original site. If Deauville can find a place in its heart for Mickey Rourke on the boardwalk, surely it can do the same for Lehoux and Chambost, whose lives were taken in the race that no one seems to remember. Ⓜ

Many thanks to Maserati for its help with this feature. For more information call 0800 0646468 or go to www.maserati.com

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On the road
WITH ED FOSTER



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VIRTUAL ROUTE TO CAR SET-UP

PRODRIVE'S SIMULATOR IS USED TO TEST CAR PARTS AS WELL AS YOUNG DRIVERS

So how much can Formula 1 teams actually achieve on their simulators? It's always been a closely-guarded secret, but after a trip to Prodrive it's all a little clearer. The company is temporarily housing a Cruden simulator that's only two years behind what the top teams now have, and it is definitely not a simple 'learn a new track' device. As Damian Harty, a vehicle dynamics engineer at Prodrive, points out: "You can use a PlayStation for that."

The modern crop of simulators test new parts – in some cases to a better extent than having them on the car – and help with set-up, so much so that almost everything goes through them before even getting near the car.

"You simply have to tell it the tyre size, aerodynamic co-efficients, the types of springs and all that," says Harty. "As I describe it, the software is like a big mincing machine – there's a hopper on top and you just pour in different numbers to represent different parameters, you turn the handle and out it comes – a GP2 car, F1, rally, anything you like."

Former McLaren F1 tester Darren Turner has logged many hours of simulation work over the years and he says you can get to the right area of set-up on a car before even walking through a track's front gate.

"The beauty of the simulator from an engineering side is that you can have the same settings for the whole day," adds Darren. "In real life the track evolves so it's very hard to get an accurate answer. Is the track two-tenths quicker or is it down to the part you've just changed?" Add to this the cost of testing – and the lack of it – and the simulator route makes a lot of sense. To rent one for the day could cost up to £6000, which for a Formula BMW team is a pricey sum. For a GP2 team? It probably equates to the cost of flights and hotels for a two-day test.



Ed tests 2008-spec F1 car at Valencia

Our thanks to the following for their help with this feature
www.yokohama.co.uk
www.tomtom.com
www.boot-bag.com


XTrac MD Peter Digby shows Ed F1 gearbox casing

THATCHAM, BERKS

XTRAC TRANSMISSION TECHNOLOGY

FROM HUMBLE START THIS FIRM HAS CORNERED THE F1 MARKET

XTRAC STARTED MAKING GEARBOXES in the early 1980s for the then-new Group A rally cars from a lock-up behind a Chinese restaurant in Wokingham. Now it has a customer list that stretches right across the spectrum of important motor sport series.

During the 1980s and 1990s there were limited possibilities when it came to sourcing a motor racing gearbox. Hewland only supplied its units in "small, medium and large" says Peter Digby, the managing director of XTrac.

"When I was working with the Williams team we would spend hours welding parts onto the 'boxes, modifying them in order to ensure they'd fit. In fact we ended up doing our own cases, so if







Expert advice came courtesy of Aston driver Turner

Once a team has bought a simulator it might be easy enough to set up a circuit and run your car on it, but if it doesn't *feel* like your car, then the machine will be of limited use to the (quite possibly new) drivers.

"That's where I come in," says Darren. "I'll make sure it's a useable tool before their younger drivers get in. You also need to make sure you don't use a PlayStation mentality where you have the ability to reset and start again. You have to have a lot of discipline and not chase lap times by sneaking a bit more kerb to get a couple more tenths. Does that represent what you'd do at a race circuit? No, so you're kidding yourself really."

Turner visibly lights up when the conversation turns to the LMP1 Aston Martin and the prospect of another year at La Sarthe. The Astons may still struggle to match the diesels at Le Mans, but you can be sure that Darren will be leading any simulation work on them.

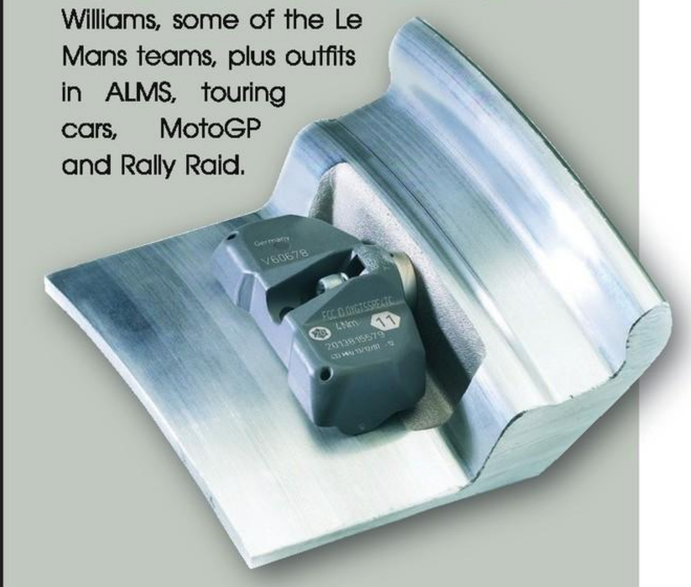
DISS, NORFOLK

BERU f1 SYSTEMS

WIRING HARNESS FIRM ALSO HAS A HANDLE ON TYRE TEMPERATURES

THE TIME AND EFFORT THAT goes into building an F1 car is mind-boggling. A recent trip to BERU f1systems in Norfolk only confirmed this, when I was casually informed that a wiring harness can take up to 150 man hours to build – quite astonishing when you consider how small the thing is.

"We started as a wiring harness business in 1993, but a one-product business isn't a good route to take if you want to grow," says MD John Bailey. "We still are a wiring harness business, but we also do force measurement, tyre pressure monitoring, tyre temperature monitoring via infrared (below) and special one-off projects." It may appear unassuming from the outside, but BERU f1systems supplies the whole Indycar grid, all the Formula 1 grid bar Williams, some of the Le Mans teams, plus outfits in ALMS, touring cars, MotoGP and Rally Raid.



As for road cars, pick any performance car manufacturer at random and they'll probably be running a BERU system.

To get a tyre monitoring system working on an F1 car is by no means as difficult as on Dakar vehicles, where temperatures can reach 180 degrees. The system provides measurements for the temperature of the tyre carcass, the air cavity and the pressure. "It's a micro-processor-based sensor with a temperature sensor in it," says John. "Then there's the infrared element that points at the inside of the carcass."

The BERU system may be a small element in a large machine, but it's providing crucial information for teams to work with.

you wanted a gearbox, you had to go *everywhere* to get it done. When XTrac started we said 'let's go for the top end of the market, all bespoke and nothing off the shelf'."

XTrac soon realised that the steel available to work with was far from ideal. "Twenty years ago the most popular steel used in gear cutting was EN36, which stood for Emergency Number 36. They wanted a stronger steel during the war and they temporarily called it 'Emergency Number'... It was *that* old.

"We decided to make our own steel by working out exactly what we needed from it. We came up with the perfect recipe, which we then took to (a firm in) Sheffield. The only problem was that you had to buy 100 tonnes at a time and it took six months to get hold of. Today we make four of those melts a year and every three years we bring out a new steel."

As a result of the new steel the gears lasted twice as long as anything else on the market – so it's little wonder that XTrac's business mushroomed in every championship it got involved with.



Nearly 30 years later, XTrac is still *the* place to go for many racing teams, and for this season three new outfits on the F1 grid have opted to run an XTrac gearbox.

Historic Racing News

New speed run in Manx Classic

A NEW EVENT, USING THE FINAL mile of the TT course through the streets of Douglas, will be the opening competition on the 2010 Manx Classic. Three speed events on the closed public roads of the Isle of Man will make up the April 22-24 competition.

The new sprint course will start at the TT grandstand and run the opposite way to the motorcycle course through Governer's Bridge. The following day is the Sloc Hillclimb, near Port Erin, and on the final day is the Lhergy Frissel Hillclimb, which is based at Ramsey on part of the TT course.

The island's racing heritage dates from the 1904 Gordon Bennett Races, held on a 72-mile road circuit.



Lagonda win to be celebrated

THE 75TH ANNIVERSARY OF Lagonda's greatest moment in racing will be celebrated at Oulton Park in August, when the 'Great Lagonda Race' will be held to commemorate 75 years since the marque won the Le Mans 24 Hours.

The celebration race, run within an Aston Martin Owners' Club meeting, will be open to pre-war Lagondas and Invictas, and organisers are hoping to attract a full field. Other cars will take part in a lunchtime parade.

In 1935, John Hindmarsh and Luis Fontes (above) took their Rapide to victory over the Alfa Romeos and Bugattis in awful weather conditions. However, Lagonda was already in financial trouble and the company was sold soon after.



Crystal Palace to host sprint event

The last Crystal Palace race meeting was for historics back in September 1972

AFTER AN ABSENCE OF A decade, motor sport will return to Crystal Palace with a two-day sprint event over the Bank Holiday weekend of May 30/31.

Organised by Sevenoaks and DMC, with the support of the London Borough of Bromley, the sprint will bring motor sport back to the famous South London track more than 37 years after it closed for racing. The last sprint at the venue was held in 2000 and the planning for this year's event started in '06.

The 800-metre course will follow a new layout featuring a section of the old track, incorporating Pond Hairpin, Big Tree Bend, Terrace Straight and North Tower Crescent.

Car racing started at Crystal Palace in April 1937 when Pat Fairfield's works ERA won the Coronation Trophy. To celebrate the venue's motor sport past, a field of modern and vintage cars will be competing in May and some of the older cars will have period Crystal Palace history. There will also be a category for electric and alternative-powered cars. Sunday will be given over to club competitors while Monday's action will focus on historic cars. It is the only authorised motor sport event held within the confines of Greater London.

Martin Chinnery of Sevenoaks DMC said: "We're very pleased to announce the return of motor sport to Crystal Palace. Thanks to a lot of hard work, and the support of the Ancaster Group, we're delighted that fans will again be able to experience racing at the Palace."



Brooklands gifted land for museum

THE LONG-TERM FUTURE OF THE Brooklands Museum has been assured after land owner Japan Tobacco International gifted the freehold of the 30-acre site to the museum's governing trust.

The welcomed move follows a tenancy of more than 25 years, during which time the museum has become established as a major centre of motor sport heritage.

"The transfer of the freehold is an important milestone for the museum," said Lord Trefgarne, Brooklands Museum Trustees chairman. "Without the generous support of JTI in making this land available, and their assistance in converting a derelict former factory site to its new use, it would have been impossible for the museum to establish itself. JTI's exceptional gift gives the museum a secure basis for its future."

The museum preserves the motor racing and aviation heritage of Brooklands.

HISTORIC RACING DIARY

MAR 12-14 RACE RETRO STONELEIGH PARK The Historic Motorsport Show. Admission £25 (Friday)/£20 (weekend) *www.historicmotorsportshow.com*

MAR 25-27 SANREMO RALLY STORICO A round of the FIA European Historic Championship *www.sanremorally.it*

MAR 27 BRITISH HISTORIC RALLY CHAMPIONSHIP WELSHPOOL, WALES *www.bulldog-rally.co.uk*

MAR 28 HSCC SILVERSTONE Admission £10 *www.hscc.org.uk*

Aintree plans GP anniversary event

A NEW SPRINT EVENT WILL MARK THE 55th anniversary of the 1955 British Grand Prix at Aintree. For the first time since the full Grand Prix circuit closed for racing in 1964, the section of track in front of the main grandstands will be used as a 600-metre sprint course on May 16.

In July 1955, Stirling Moss led Juan Manuel Fangio in a Mercedes 1-2 in the first British GP at the Liverpool track. Although other parts of the venue have been used, this will be the first competitive event on the former start-finish straight. The course will start at Tatt's corner and cover a flying quarter-mile competition as well as a 600m sprint, with a chicane before the finish.

The event is being organised by the Aintree Circuit Club and will include classes for classic cars, including racing cars and pre-war machinery.

Lister marque to star at Race Retro

LISTER WILL BE A FEATURED MARQUE AT Race Retro to mark the launch of a new book on the company by Paul Skilleter.

Brian Lister, the man who created the marque in 1954, will be on hand along with a collection of Listers from five decades at the March 12-14 event. Some of the earliest models will be on display, along with the classic Knobbly and Costin-bodied models of the '50s and the Storm GT cars of the late '90s.

Motor Sport will have a stand at Race Retro offering subscriptions.

Obituary

Alan Putt

ALTHOUGH HE NEVER RACED, ALAN Putt, who has died after a short illness aged 73, was a key person in the growth of historic motor sport in Europe. He was the original moving force behind the creation of Formula Junior as a historic category and was the man responsible for drafting FIA Appendix K regulations. He gave much to the sport through his work on various committees and played a key part in the introduction of HVIF papers for historic cars.

IN BRIEF

■ The Historic Sports Car Club has secured a date on the Silverstone Grand Prix circuit to cap its 2010 calendar. As well as headline events at the Brands Hatch GP and Oulton Park International tracks and a return to Croft, the club's racers will tackle the Silverstone GP circuit over the weekend of May 15/16.

■ Williams director of engineering Patrick Head has given his name to a new class division within Grand Prix Masters. Head, a leading Formula 1 designer for three decades, is the first non-driver to be honoured in such a way. He will lend his name to the class for Post-1978 F1 cars. Other GPM classes are named in honour of Jim Clark, Jackie Stewart, Emerson Fittipaldi and Niki Lauda.

■ Masters Historic Racing will crown five 'Champions of Europe' at the end of this season from the Grand Prix Masters, World Sportscar Masters, Gentleman Drivers, Sports Racing Masters and the Pre-66 Touring Car categories following a move to run its major series on a points-scoring basis for the first time. Points will be awarded on class rather than overall results.

■ The Historic Endurance Rally Organisation (HERO) has announced an 'arrive and drive' package for newcomers to classic rallying. A fleet of four cars will be available for hire on HERO events, including Le Jog, the Scottish Malts, the Icelandic Saga and the Summer Trial. The fleet includes an Alfa Romeo Giulia, a Mini, an MGB and a Lancia Fulvia Zagato.

■ Former Cooper single-seater racer Barry Cannell has been elected chairman of the Historic Grand Prix Car Association. Cannell, who still races in a variety of historic sports cars, has taken over from Roger Lucas. Lucas stood down in January after five years in the role.

■ The 40th anniversary of the World Cup Rally will be marked by a special reunion at the Heritage Motor Centre at Gaydon on April 18. Organised by an amalgam of owners' clubs, the day will centre on a gathering of as many surviving cars as possible as well as drivers and co-drivers from the 1970 marathon event.



Clark led Jack Brabham to victory at Zandvoort '67

All images LAT

Race return for Clark's 49

THE LOTUS 49 THAT JIM CLARK DROVE to victory in the 1967 Dutch Grand Prix will return to racing this season in the hands of American Chris MacAllister. The car is currently being rebuilt by Classic Team Lotus and the plan is for it to race at the Monaco Historic GP over the first weekend of May.

Clark's 1967 car, chassis R2, delivered the first Grand Prix win for the Cosworth DFV engine at Zandvoort and was later updated by the Lotus factory and rebadged as chassis R11. In 1969 Pete Lovely bought the car and raced it for more than three decades before selling it to Bob Baker.

Now owned by MacAllister, the car is being totally rebuilt. "The car is completely stripped and we're using the original drawings for the rebuild," said Clive Chapman of CTL. "Bob Dance worked on this car in 1967 and he's working with us three days a week on the rebuild."



Fans arrange Saab RAC tribute

A TEAM OF SAAB RALLYING ENTHUSIASTS will mark the 50th anniversary of Eric Carlsson's victory on the RAC Rally by entering a team of Saabs on the Roger Albert Clark Rally in November.

The 1960 win for Carlsson (above), when he was co-driven by Stuart Turner in a two-stroke Saab, was the first in a hat-trick of victories. It is hoped both Carlsson and Turner will be at the Roger Albert Clark Rally to see the cars away.

The team entry is being organised by Saab enthusiast Jim Valentine, a regular Roger Albert entrant in his two-stroke 96. He aims to field at least four cars.

Revival ticket sales capped

A SLIGHT REDUCTION IN THE NUMBER of tickets to be sold and an extension to the popular Woodcote Corner grandstand are the major changes for spectators planning to visit this year's Goodwood Revival, which runs over the weekend of September 17-19.

Even by the end of February, seven months ahead of the Revival, advance ticket sales were matching the best ever in the event's 13-year history.

In an attempt to ensure the Revival remains a comfortable and enjoyable experience for visitors, the Earl of March has marginally reduced the number of advance entry tickets to be sold for each of the three days. Admission tickets are now expected to sell out well before the date.

In addition, an extension of the large grandstand at Woodcote Corner has been arranged, adding a further 700 seats at this popular location. This grandstand usually sells out quickly. Full details are at www.goodwood.co.uk

F5000 thrives in NZ. Judy Lyons (right) is UK regular. Below: Graham McRae and Peter Gethin (Chevron) lead the pack at Pukekohe in '74

New zeal for big-bangers

Formula 5000 is hugely popular once again in New Zealand, but as the annual Tasman Cup Revival proves its appeal stretches around the world

BY MARCUS PYE

Contrary to popular belief, New Zealand no longer has the highest ratio of sheep to people of any territory on the planet, but it does boast more Formula 5000 cars per capita than any other country. Over 30 at the last count, against a population of 4.27 million – with more arriving by the year.

The 5-litre stock-block racing category – which brought Formula 1 speeds to the masses for a fraction of the running costs of the 3-litre Cosworth DFV engine – kicked off in the USA's Formula A in 1968, having injected some meaning into its previous rag, tag and bobtail mix of smaller-bore single-seaters.

As F5000 (a title later adopted in the States), with its predominantly American V8 powerplants, it crossed the Atlantic and rampaged into South Africa, then Europe from 1969, Australia from 1970 and New Zealand from '71. The slugging 500bhp engines may

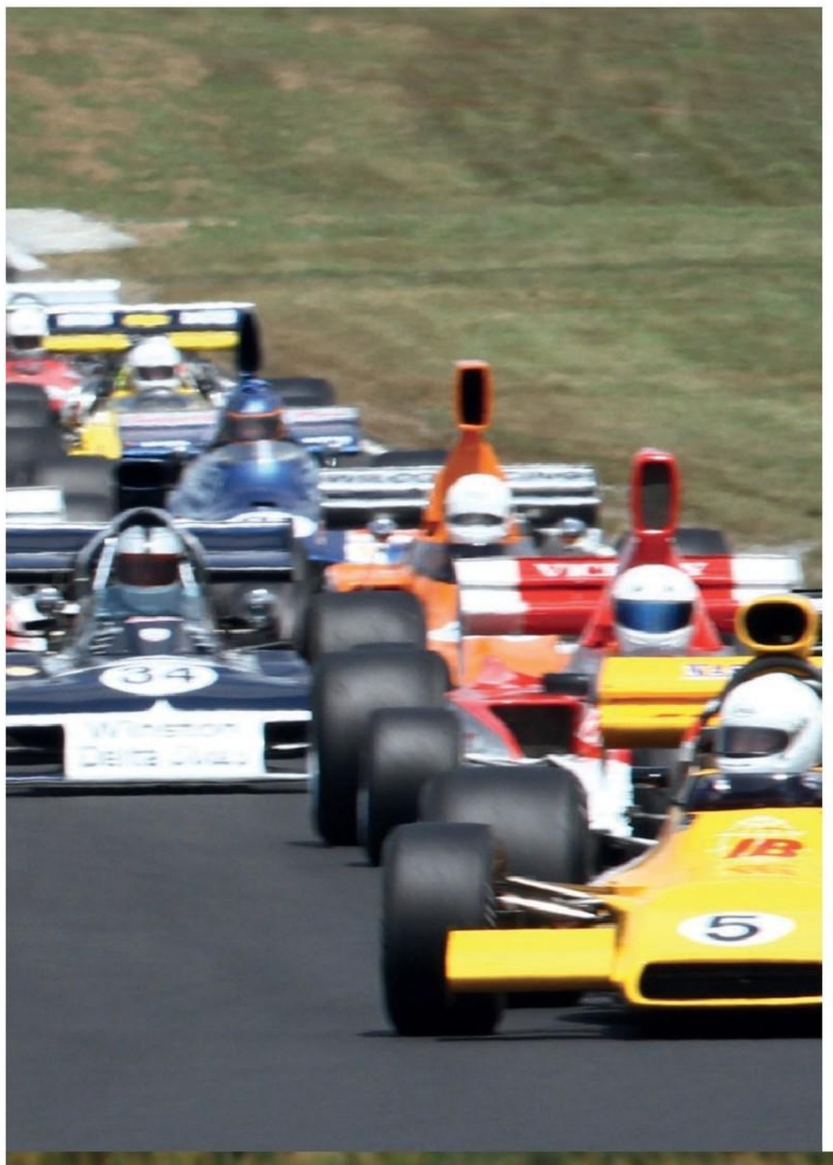


have been unreliable until cast-iron cylinder heads were replaced by aluminium ones, but the thunderous class had presence.

Wherever it went, it pitched some of the world's finest drivers in professionally-run machinery against capable enthusiasts and some ill-prepared rank amateurs. McLaren M10-mounted Peter Gethin was the early star in Britain, and subsequent battles between Australian Frank Gardner and Brian Redman sustained its following.

That F5000 publicly embarrassed F1, through Gethin's Chevron B24 victory when the sides met in the 1973 Race of Champions at Brands Hatch, may have been counter-productive. That unique success against the odds may now be viewed as a coup, but it did not go down terribly well at the time. By the end of '75, F5000 had run its course there, in South Africa and in the Australasian Tasman Series.

Within a year it was all over in the USA too – reduced to club racing with the SCCA, its initial proponent – three seasons of domination by brilliant Briton Redman in Lola T330/332 series chassis having demoralised all-comers. New Zealand dropped the baton at the close of the 1976 season (in favour of 1600cc Formula Pacific), but F5000 remained alive in Australia, under various labels, into '82.





Perhaps it was New Zealand's premature bow-out of F5000, a sense of unfinished business, or spectacle that could never be replaced, which triggered the current fanaticism for the 180mph leviathans? Or maybe it was the Kiwis' fascination with all things mechanical, imbued with the DNA of cars from Bruce McLaren, triple Tasman Cup champion Graham McRae and George Begg's stables? Whatever the answer, retro-mania has become an obsession in the Southern Hemisphere.

Key to this is the galvanising hand of the New Zealand Formula 5000 Association, a competitor-run organisation which focuses every activity to further the cause. From brokering quality events, developing long-term relationships with series sponsors, masterminding the logistics of transporting cars between circuits spread across two islands (and on to Australia) and historical matters, it strives to keep members happy and grids high.

Founded in 2002 – and driven forward by John Mann, who promptly sold his car – the NZF5000A concentrated on domestic meetings initially, but hit the world stage when it brought nine drivers and their cars to swell the HSCC's Derek Bell Trophy ranks at Brands Hatch



REPORT

THUMBS UP FOR HAMPTON DOWNS

Some 400 Formula 5000 competitors took part in the first races at New Zealand's newest circuit, which has a flavour of Brands Hatch

The new FIA-spec Hampton Downs venue, situated midway between Auckland and Hamilton, left a great impression when the New Zealand Festival of Motor Racing officially christened it on January 22-24. Some 400 competitors (107 overseas, 70 from Australia) and many great Kiwi racers of the past joined in celebrating Bruce McLaren.

This was the big public rollout for the 1.2-mile short circuit, and the positive reaction – even without pits yet – was exactly what project directors Tony Roberts and Chris Watson deserved. The next development phase will see it extended to 2.36 miles for internationals.



Any elevation change is a novelty across NZ's circuits, but this is where Hampton Downs scores with competitors and spectators. All of the 10 fields, embracing cars of the 1930s to ground-effect single-seaters, found it challenging.

The first turn, a right over a blind brow, has a flavour of Brands Hatch's Paddock Hill Bend; the infield excursion involves a devilish flick over an adverse camber crest, and the second hairpin falls tantalisingly through its apex. A deceptive final sweeper catapults cars back onto a steep climb to the start/finish plateau. Bizarre, then, that Roberts envisaged it running the other direction…

"Sixty-two seconds of magic," reckoned Ken Smith (above), who dominated the F5000 feature class in the ex-Teddy Pilette/Alfredo Costanzo Lola T430, winning all four races despite the best efforts of 2007-08 Tasman Cup Revival champion Chris Hyde, current points leader Steve Ross in McRae GM1s and Briton Mark Dwyer (Lola T332C).

The story was the same a week later at Pukekohe, tired and provincial by comparison, although Roger Williams (Lola T332) moved strongly into contention, battling with Ross under Smith's wing until the veteran pulled imperiously away to complete another perfect score.

Richard Dodkins exercised all 750ft lb of torque in his 8.8-litre March 707/717 to win the Can-Am races at Hampton Downs – where the Elfin-Repco 360 of Murray Sinclair and Tim Rush's McRae GM9 (below left) caught the eye. Frank Bradley drove the March at Pukekohe, where McLaren fans whooped as Kiwi Roger Wills (M1B) pipped him in the wet.

The quickest FPacific Swift-Toyota DB4 (above), with Andrew Higgins up, got close to top F5000 times at Hampton Downs in the Super Historics class, but in a damp race of attrition at 'Pu-ke', Harry Hickling surprised even himself by bagging one win in the ex-Steve Millen Chevron B20.

Wills and Rod Jolley had fine tussles, scything their ex-McLaren F1 Coopers through hordes of specials, before the former damaged his at Pukekohe. Robin Longdon (Lola Mk5A) reigned in Formula Junior, despite John Chisholm (Gemini Mk3) and Hans-Jorgen Krag's (Lola Mk3) efforts.

In the Pre-1991 Formula Ford ranks the older chassis – including NZ-built Beggs and Cheetahs – held their own at both venues. Excitement surrounded the '60s saloon stampedes, from which good wins were scored by Robbie Francevic in the recreation of his 7-litre Ford 'Custaxie' (below right) and Craig Stacey (AMC Javelin AMX).



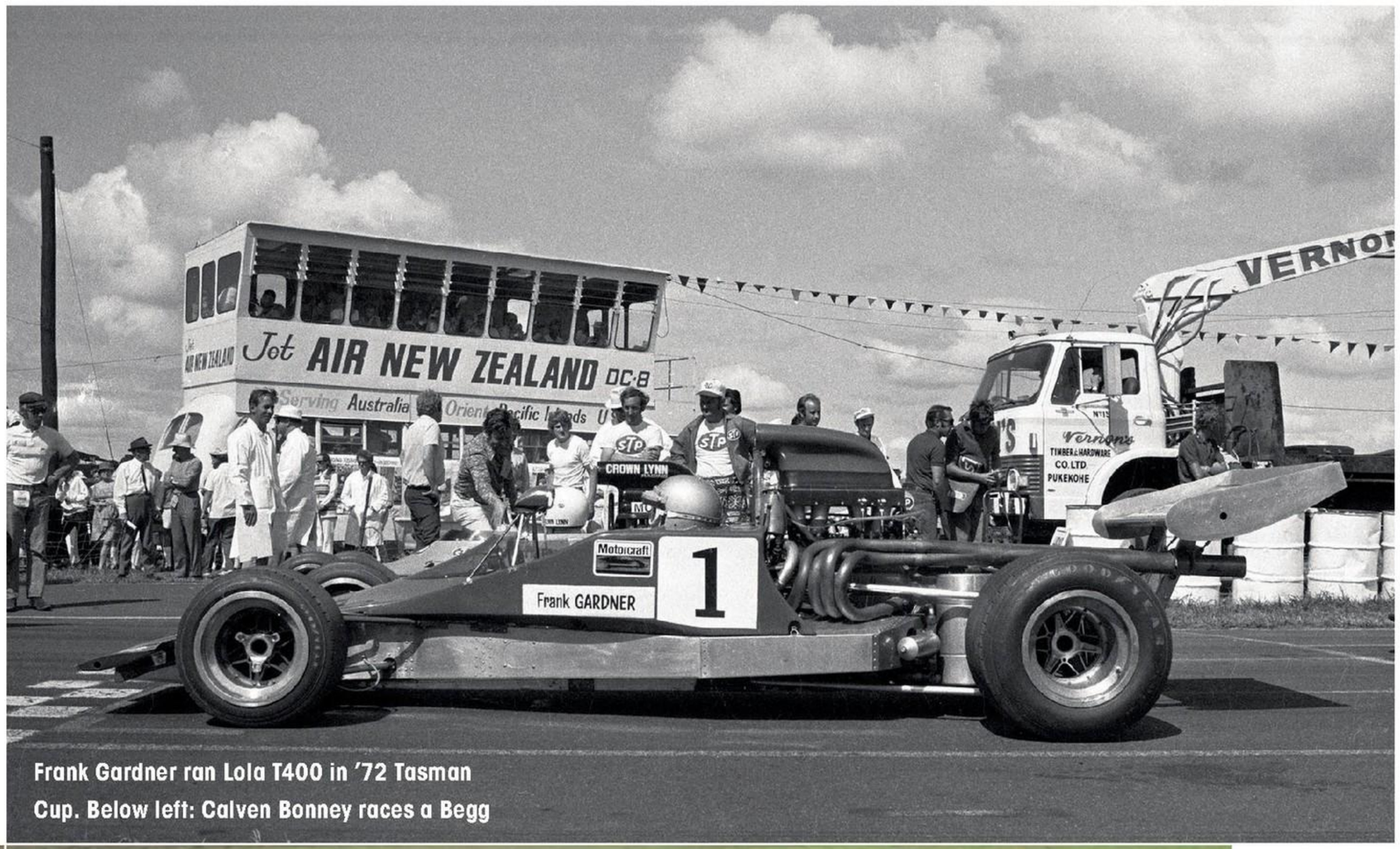


All images Alex Mitchell

NEW ZEALAND F5000

(Superprix) and Silverstone (Classic) in the summer of '05. Among the competitors then was David Abbott, the soft-spoken Cathay Pacific airline captain who has become the organisation's spokesman.

"Tony Roberts and Chris Watson at the Historic Racing Club had always left the door open for F5000s [to race here] through their Formule Libre class. Once a few of us got excited and bought cars in Australia it began to gather momentum and the time was right to start formalising things. Our biggest step forward was going to the UK, but once our friends up there started to reciprocate [joining others from Australia and the USA] it spread like wildfire.



Frank Gardner ran Lola T400 in '72 Tasman Cup. Below left: Calven Bonney races a Begg





Mike Whatley leads the pack in Surtees TS8. Below: our man Pye in Lola T400 (64) battles Philip Lewis in Matich A50

"We have got a handle on the regulations now – a few cars had strayed away from where they should be – and the product is improving by the year, with an ever greater fan following. Now that [Roberts and Watson's] Hampton Downs circuit is open, and we have other good tracks at Taupo and [on the south island] Ruapuna, we need to be marketing it to commercial sponsors and TV stations."

That Aucklander Ken Smith – who raced a Lola T332 in period and has rejoined the fray – is the senior statesman on track is an inestimable bonus for fellow racers, as well as a yardstick by which to measure their performance. Now aged 68 and reigning MSC F5000 Tasman Cup Revival champion, Smith adores the V8 power-sledges above all others he has raced over 51 years.

"They are very special. In 1976 I was the first resident New Zealander to win our Grand Prix [in a T332]. That was the best win of my life. The driving style was so different. Success in today's cars is 20 per cent driver and 80 per cent set-up. It was the opposite in F5000, where if the set-up wasn't right you sorted it with the throttle and steering. I'm not one for technology, but I had fantastic Chaparral engines, limited the revs and used the same one for eight races in eight weekends. [Those involved in] F5000 then can be proud of what's happening today. I am."

> "Those involved in Formula 5000 back then can be proud of what's happening today"

Following a clean sweep of the eight races at Hampton Downs and Pukekohe in January in Abbott's second Lola T430, Smith is favourite to retain his crown when the series climaxes at Phillip Island and Melbourne in March.

The NZF5000A prides itself in maintaining close links with all class veterans. Graeme Lawrence, the 1969 Tasman Cup champ in an ex-works F2 Ferrari, also excelled in big Lolas and – having survived a horrendous shunt at Pukekohe in 1972, when his cartwheeling T300 hit a train parked on an embankment adjacent to the back straight – came back to win races in the Marlboro/Singapore Airlines-backed T332.

He demonstrated the car, now owned by Russell Greer, during the recent Festival of NZ Motor Racing, and was blown away by both the experience and the memories: "I hadn't driven the Lola since 1976 or '77, and thought I might be fazed by the horsepower. But after a few laps it all came back like it was three or four weeks ago. It's still a magnificent car, and I can't wait to have another shot. When Russell and his wife said it would always be my car, that they were just proud custodians, I was quite emotional."



Also on track during the international events were Jim Murdoch, reunited with the splendid Begg 018 that he raced in 1974, and David Oxton, who raced an earlier Begg FM5 in Europe in period. When its sister car became unavailable, PR man Abbott put him out in his Lola T430 instead. The smiles afterwards said everything. But racing in New Zealand was always like that, sporting and sociable – away from the deadly serious stuff!

Today's young bucks, like Mitch Evans and Earl Bamber, compete against overseas drivers from as far afield as Brazil and Estonia in the Toyota Racing Series, driving identical state-of-the-art carbon-fibre cars similar to Formula Renaults in Europe. They lap Hampton Downs a few tenths quicker than the best F5000s, but with none of the drama of the fabulous heavyweights of yore. Ask the spectators. Or Ken Smith, who competes in it too, taking on lads a quarter of his age. His heart will forever belong to the big-bangers.

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Unfortunately there has been available for sale a 1964 AC Cobra chassis no. COB 6036, incorrectly advertised worldwide as an original "New Build". This particular car was built in 2003 incorporating a restructured chassis using the remnants of the original chassis and a limited number of restored original parts. These parts were recovered from parts discarded during the restoration of the original car. This car is therefore classified as a "Replica".

Please do not confuse the original restored AC Cobra COB 6036 with the Replica if you are considering investigating or purchasing either car.

Telephone: Joachim von Beust (in Belgium) 00322-508.17.13 for details

Cars for Sale



RM Auctions expects 1965 Shelby Cobra to fetch up to £1.2m

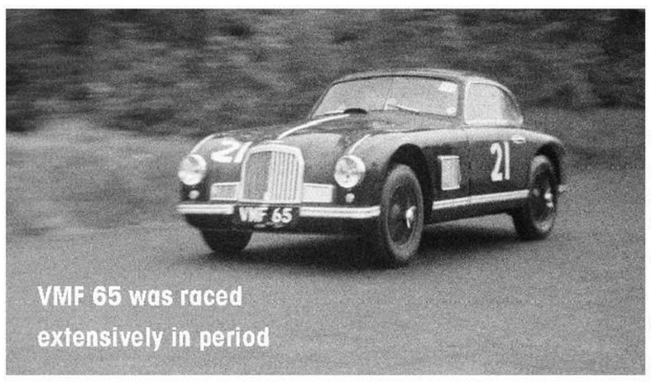
Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

– BONHAMS –

First RM Auctions sold the Aston Martin DB2 works car (VMF 64) that *Motor Sport* featured in the November 2009 issue, and now Bonhams is selling its sister car, VMF 65.

The factory racer is coming up in Bonhams' 11th annual Aston Martin and Lagonda Motor Cars sale on May 22, and is estimated to fetch between £380,000-440,000. That's a similar estimate to VMF 64, but that car sailed past its mark and sold for £550,000, so don't be surprised if '65' does the same. Although it met with an accident on the way to Le Mans in 1950 which prevented the car from competing, the likes of Stirling Moss, Peter Collins, Roy Salvadori, Tony Rolt, Lance Macklin and Eric Thompson all drove '65' in period. As James Knight, group head and managing director of Bonhams, says: "It is eligible and a welcome entry for pretty much every prestigious historic motoring event, from the Mille Miglia to the Le Mans Classic." Indeed it is.



VMF 65 was raced extensively in period

The Klemantaski Collection

Ninety-eight per cent of lots were sold at the same sale last year – a statistic the company will be keen to replicate on Saturday March 6. A rare 1989 Ford RS200 is one of 160 road cars coming up for sale with an estimate of £85-95,000. Also going under the hammer is a replica Ferrari P4 Spyder (£65-85,000) and a 1971 Rolls-Royce Phantom VI Limousine (£30-40,000).

At its Marine sale on March 24, Bonhams is selling the trophy presented to Sir Malcolm Campbell to commemorate his first World Water Speed Record on Lake Maggiore, Italy, in 1937. The waterline model of the single-step hydroplane 'Bluebird K3' is expected to fetch between £35,000-50,000.

– RM AUCTIONS –

RM has a busy month ahead with two sales in the space of two weeks: one at Amelia Island on March 13 and the other at Fort Lauderdale on March 26-28. The first includes the Tojeiro-Jaguar that we mentioned last month, but now an interesting 1965 Shelby Cobra USRRC Roadster has been added to the lot list. ›››

FORTHCOMING AUCTIONS

■ **MARCH 6 BONHAMS** Collectors' Motor Cars and Automobilia, Woodstock, Oxford *Tel: 020 7447 7447*

■ **MARCH 11 COYS** Spring Classics, Royal Horticultural Halls, London *Tel: 020 8614 7888*

■ **MARCH 12 GOODING & COMPANY** The Amelia Island Auction, Amelia Island Plantation, Florida, USA *Tel: 001 310 899 1960*

■ **MARCH 13 RM AUCTIONS** Automobiles of Amelia Island, The Ritz-Carlton, Amelia Island, Florida, USA *Tel: 001 519 352 4575*

■ **MARCH 13 H&H AUCTIONS** Classic Cars, Stoneleigh Park, Coventry *Tel: 08458 334455*

■ **MARCH 20 SILVER AUCTIONS** Portland Auction, Expo Center, North Marine Drive, Portland, USA *Tel: 001 800 255 4485*

■ **MARCH 26-28 RM AUCTIONS** Collectors' Cars of Fort Lauderdale, Florida, USA *Tel: 001 519 352 4575*

■ **APRIL 1-3 BARRETT-JACKSON** Palm Beach Auction, Florida, USA *Tel: 001 480 663 6255*

■ **APRIL 10 COYS** Techno Classica, Essen, Germany *Tel: 020 8614 7888*

■ **APRIL 19 BONHAMS** Collectors' Motor Cars and Automobilia, RAF Museum, Hendon *Tel: 020 7447 7447*

■ **APRIL 21 H&H AUCTIONS** Classic Collectors' Cars, The Pavilion Gardens, Buxton *Tel: 08458 334455*

■ **APRIL 24/25 RM AUCTIONS** Classic Car Auction of Michigan, The Rock Financial Show Place, Novi, Michigan, USA *Tel: 001 519 352 4575*

■ **APRIL 26/27 BARONS** Jaguar's 75th Anniversary Sale, Esher Hall, Sandown Park, Surrey *Tel: 023 8066 8413*

■ **APRIL 30 BONHAMS** Les Grandes Marques a Monaco, Musée des Voitures du Prince, Monaco *Tel: 0033 142 611 011*

■ **APRIL 20-MAY 2 THE WORLDWIDE GROUP** The Houston Classic Weekend, Lakewood Yacht Club, Seabrook, Texas, USA *Tel: 001 260 925 6789*

■ **APRIL 30 COYS** Legende et Passion, Espace Fontvielle, Monaco *Tel: 020 8614 7888*

■ **MAY 1 RM AUCTIONS** Sporting Classics of Monaco, The Grimaldi Forum, Monaco *Tel: 020 7851 7070*

■ **MAY 3 SHANNONS** Sydney Autumn Auction, St Leonards, New South Wales *Tel: 0061 2 8019 4116*

One of six such cars, CSX 2557 was entered into the final race of 1964 – the Bridgehampton Double 500. It failed to finish, but was retained by Shelby American until 1966 after which it was raced in SCCA A/Production in particular. It carries an estimate of £960,000-1.2m. The 1963 Watson 'Leader Card 500' Indy Roadster is another addition to the sale. The car has won many Concours awards and featured in last year's Goodwood Festival of Speed.

There have also been some early lots announced for RM's first Monaco sale on May 1 in the shape of a 1952 Ferrari 225 Sport Vignale Berlinetta, which was a Mille Miglia competitor in period (£530-700,000), and a 1965 Lola T70 Mk1.

– H&H –

As always, H&H has a number of historic racing cars going under the hammer at its Race Retro sale on March 13. Most notable is a 1935 Lagonda LG45 Tourer which competed in the 1936 Monte Carlo Rally (£90-110-000) and the 1971 Escort RS 1600 that Stig Blomqvist drove on the 2007 Safari Rally. One of the works-supported Escorts is also on sale. The 1975 Escort RS 1800 (£90-110,000) was driven by John Taylor and Malcolm Wilson, among others, and still retains the original shell. Also included are a 1955 Cooper Mk9 Formula 3 (£15-17,000), which incredibly spent many years as part of a fairground ride, and a 1965 Marcos 1800 GT with FIA papers (£24-26,000).

– COYS –

Coys is looking forward to its Spring Classics sale on March 11 at the Royal Horticultural Halls, which features a 1961 Warwick GT350 and a pre-66-specification Alfa Romeo GTA (£55-65,000), both with FIA papers.

The Warwick competed throughout 1961, taking in the RAC Rally (when it retired with a holed sump), the Silverstone 750MC 6 Hour relay, the Brighton Speed Trials, the British Empire Trophy and the Goodwood Whitsun meeting. The car returned to Goodwood last year and competed in the Fordwater Trophy. It carries an estimate of £35-45,000.

– HISTORICS AT BROOKLANDS –

A new independent auction house, Historics at Brooklands will host its inaugural sale on June 2. Private investors reached an agreement with the Brooklands Museum Trust Ltd and now have exclusive rights to hold sales at the famous circuit. "We've long wanted a regular top-quality classic car auction in keeping with the legacy of this site," said trust director Allan Winn.

AUCTION RESULTS

JANUARY 17-24 BARRETT-JACKSON
- 1967 Mercury Cougar Trans-Am race car: £14,770
- 1969 Chevrolet Camaro RS/SS custom 'Project American Heroes': £319,620
- 1969 Chevrolet Camaro Z-11 convertible Pace Car Edition: £26,370
- 1981 Pontiac Aero coupé NASCAR No50 Valvoline: £21,100
- 1990 Chevrolet Beretta Trans-Am race car No2: £24,620
- 1998 Chevrolet Monte Carlo NASCAR No24 Jeff Gordon: £73,860
- 2003 Chevrolet Corvette 24 Hours of Le Mans Safety Car No6: £18,290
- 2006 Chevrolet Monte Carlo NASCAR 'Jimmie Johnson No48': £127,990

JANUARY 22-25 SILVER AUCTIONS
- 1932 Studebaker St Regis Brougham: £61,430

JANUARY 23 BONHAMS
- 1920 Rolls-Royce 40/50hp Silver Ghost tourer: £231,860
- 1925 Hispano-Suiza H6B coupé-chauffeur Kellner: £135,290
- 1927 Bugatti Type 44 roadster: £137,295
- 1929 Mercedes-Benz Model 630 K coupé-chauffeur: £346,835
- 1932 Horch 780 Sport-cabrio: £193,458
- 1935 Bentley 3½-Litre drophead coupé: £120,258
- 1936 AC 16/80hp Competition Sports: £139,299
- 1936 Lagonda LG45 drophead coupé: £140,317
- 1937 Bugatti Type 57C Berline: £138,312
- 1947 Talbot Lago T26 Record cabriolet: £107,242
- 1957 Aston Martin DB MkIII sports saloon: £105,211
- 1961 Rolls-Royce Silver Cloud II drophead coupé: £198,223
- 1970 Maserati Mistral Spider: £125,251

FEBRUARY 8/9 BARONS
- 1956 Austin Healey 100/4: £45,825
- 1958 Jaguar XK150 3.4 DHC: £42,300
- 1964 Jaguar E-type SI FHC: £21,738

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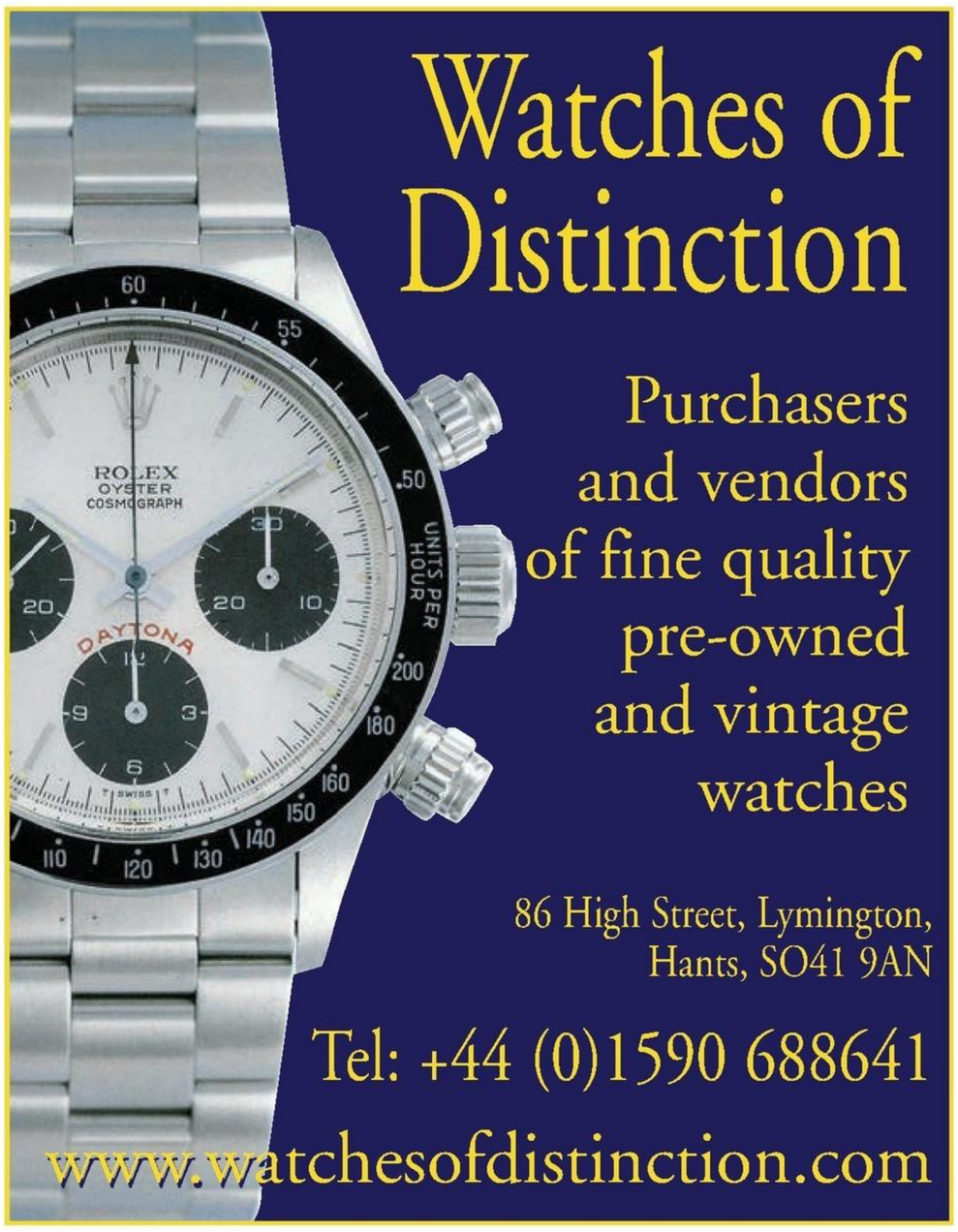
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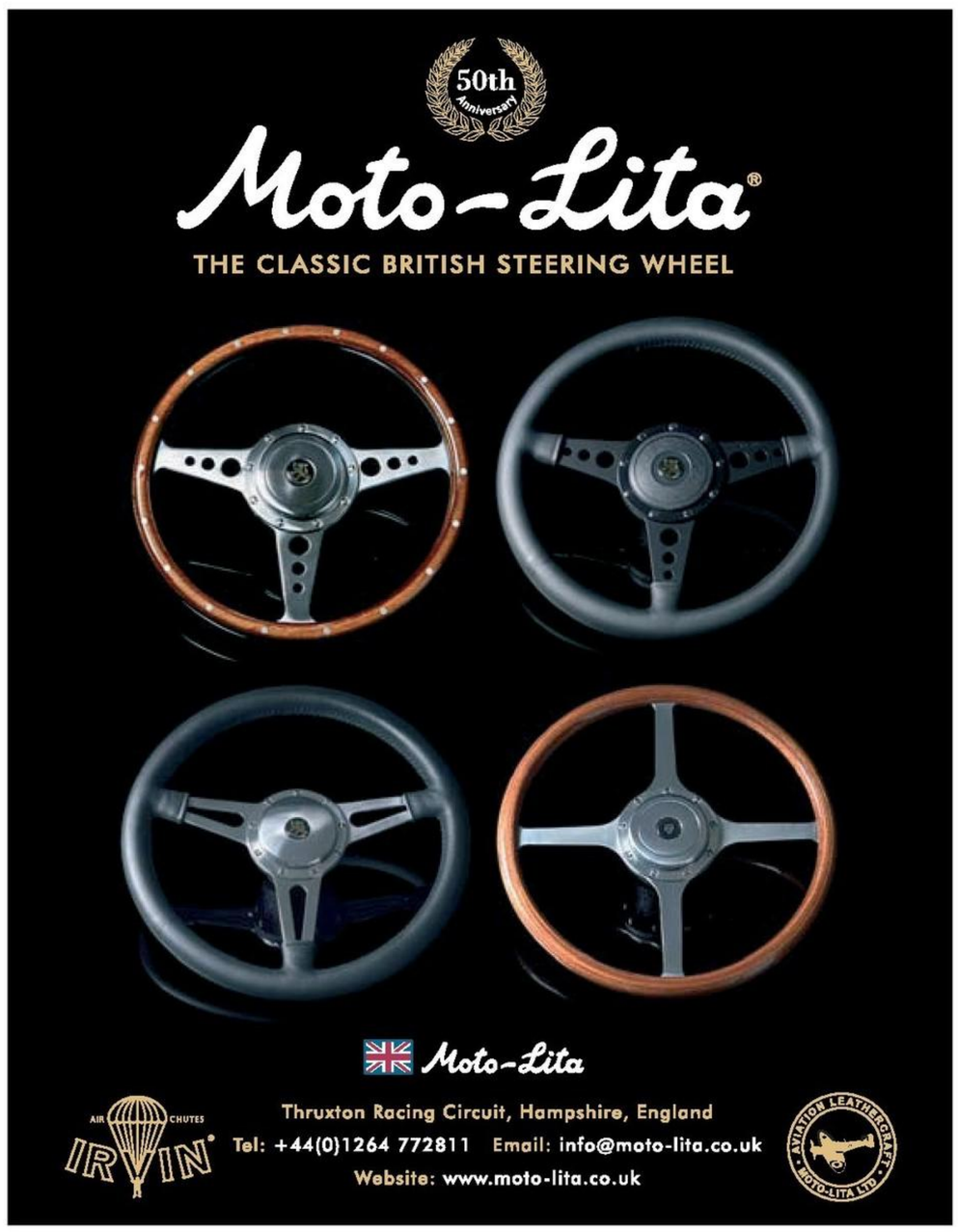


1980 KREMER-PORSCHE 935 K3

Campaigned extensively from 1980-82 by John Fitzpatrick, Jochen Mass, Rolf Stommelen and Bob Wollek among others. £POA

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20th June	Mallory Park
3rd-4th July	Brands Hatch GP (SuperPrix)
7th-8th August	Croft
29th-30th August	Oulton Park (Gold Cup)
11th September	Brands Hatch Indy
9th October	Silverstone National (Finals)



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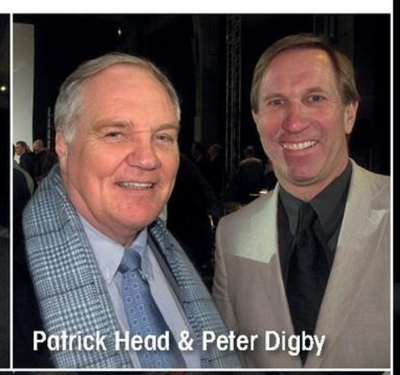
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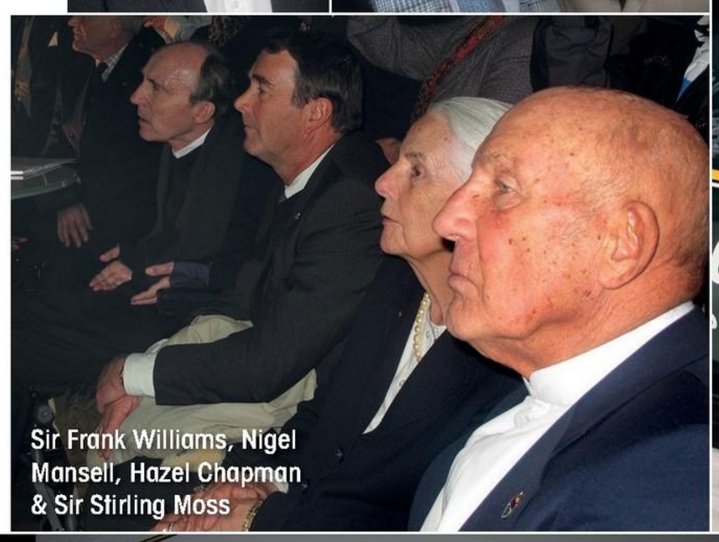
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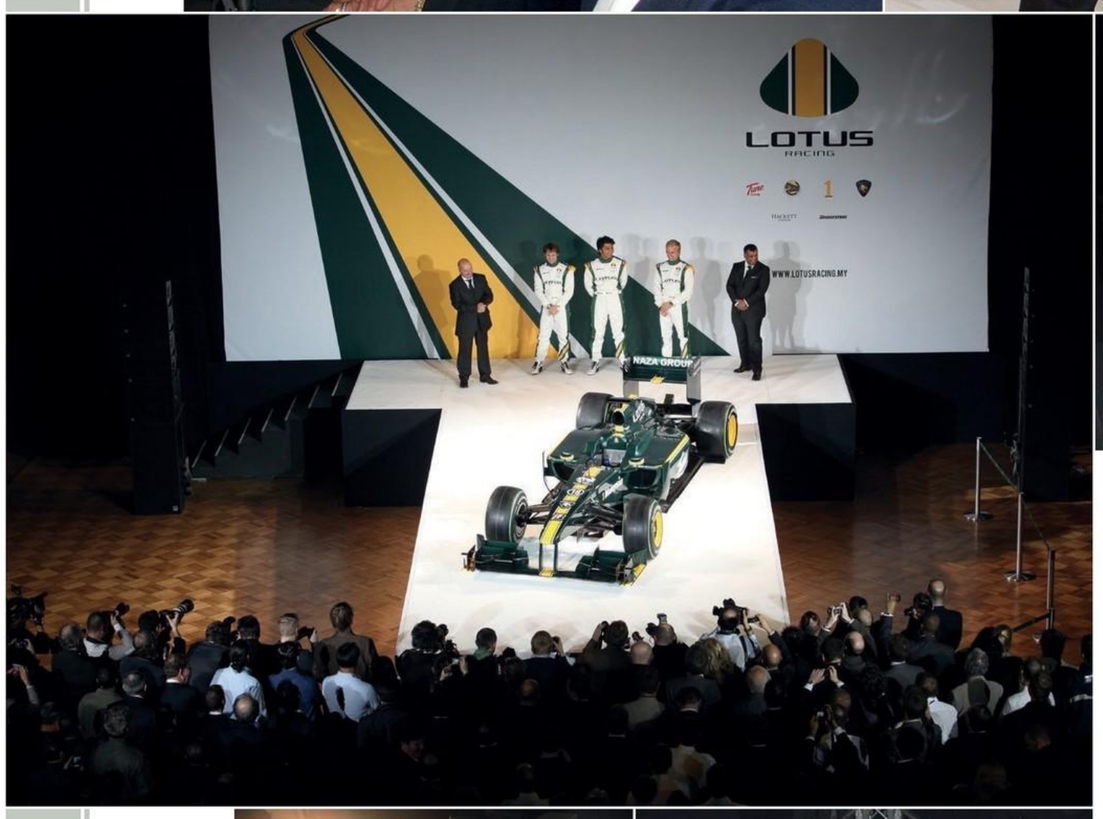
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Tony Fernandes, Jarno Trulli, Fairuz Fauzy & Heikki Kovalainen





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Fernandes' favourite read!





LOTUS RACING BLOOMS INTO LIFE

Lotus came a step closer to ending 16 years away from the Formula 1 grid with the launch of its 2010 challenger at the Royal Horticultural Halls in London. Lotus Racing's T127 certainly looks quick – clad in traditional green and yellow – but we'll have to wait until the first race in Bahrain to find out how quick.

Although this is a very different outfit to Colin Chapman's Team Lotus, it hasn't forgotten its heritage, and both Clive and Hazel Chapman were at the launch alongside former Lotus racers.

Team boss Tony Fernandes talked about the formation of the Malaysian-backed team before unveiling the car. He was thrilled when Clive Chapman described the occasion as being "just like the early days of Lotus".

Technical chief Mike Gascoyne completed the speeches, and drivers Heikki Kovalainen, Jarno Trulli and third driver Fairuz Fauzy were also in attendance. The celebrations carried on after the press launch at the Aura nightclub in Mayfair.

FERRARI DAYTONA

It wasn't exactly the most fleet-looking Ferrari, but the Daytona was quick, and it proved a real heavy-hitter for years on track. Today, it's still terrorising historic grids

BY RICHARD HESELTINE



Green/Corner JCB Daytona at Le Mans '73. NART also ran a car that year, to 13th (below right). Paul Newman/Milt Minter/Elliott Forbes-Robinson example managed fifth at Daytona '77, below



The sense of disappointment was palpable. Somehow it appeared just so, well, predictable. When ushered in at the 1968 Paris Motor Show, Ferrari's big-boned and full-bodied 365GTB/4 was met with muted hoopla. The world's motoring media was quick to label it a dinosaur, a GT throwback that was a bit too 'safe' in outlook. Tractor magnate Ferruccio Lamborghini had already stolen the limelight with his almighty Miura, the swoopy flight of fancy for which the term 'supercar' was especially coined, a device which flicked two fingers at convention with its radical mid-mounted transverse engine layout. It represented the future, and this latest offering to wear the Prancing Horse motif appeared more like an asthmatic pit pony by comparison.



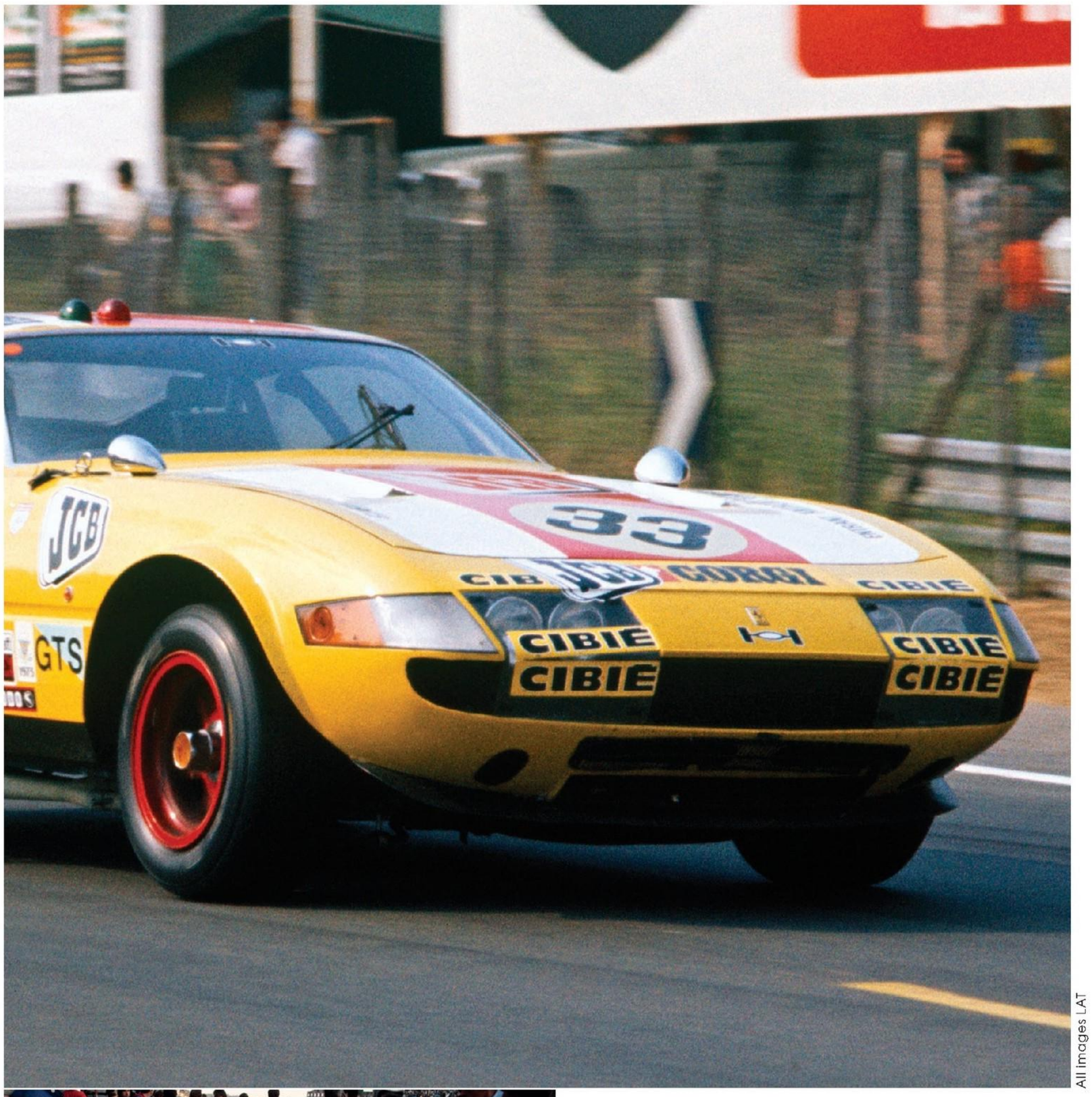
"At the Paris Motor Show, it was met with muted hoopla"

All of which was soon – and conveniently – forgotten, the balance of the universe restored, once it transpired that the Sant' Agata upstart was nowhere near finished: short cuts are the long way around and all that. The Daytona – to give the model its more romantic if non-official tag – may have appeared dated in outlook but it *worked*. And it was faster, too, if only by two miles per hour overall. What's more, in time it had something its rival never did – motor sport kudos.

Sure, it was never a copper-bottomed motor sport masterpiece; not even close. It wasn't even a truly great Ferrari racer, but the Daytona remains one of the most memorable if only for the sheer length and breadth of its frontline career. Consider this: as late as 1979, 10 years since it first appeared trackside, the model placed second overall in the Daytona 24 Hours. By this point it had been out of production for a full five years. Not bad for a relic.

Yet its competition activities were never blessed with much in the way of factory interest. The Daytona was conceived from the outset as a road car, albeit one that for all its relative convention wasn't without its quirks. Here was an odd blend of newfangled technology with traditional coachbuilding practices. The basis was a steel chassis on to which the engine and suspension hung, with other, smaller frames supporting the radiator, unstressed body panels and the floorpan. Unusually, the latter comprised a glassfibre tub, which also formed the door sills and the front and rear bulkheads, all bonded together to form one unit. Onto this, artisans at Carrozzeria Scaglietti, a long-time Ferrari collaborator, formed the bodies from individual sheets of metal, which were shaped and teased over wooden bucks before being welded together.

And what a body. Penned by Pininfarina's Leonardo Fioravanti, the Daytona began life as an after-hours, strictly off-the-books project. "Ferrari had the 275GTB coupé which was still quite new. There certainly were no plans to replace the car: it was supposed to remain in production for several more years," he recalls. "I never really liked it, though. It was nice in profile but a bit long and narrow – too pencil-like – when you saw one in three-quarter view. I had in mind something different, and in late



All images LAT



1966 we had a couple of Ferrari chassis in the factory. Normally I saw them just as bare frames, but these already had their V12 engines and suspension. When I saw them, I had this incredible idea. I realised that there was the possibility of doing a very special car. I don't know what inspired me but seeing those chassis did something! When my ideas were shown to Mr Ferrari, he liked what I had done and so asked for a 1:1 model. *Il Commendatore* saw that and was pleased but suggested the track was not wide enough so we added maybe 6cm to the front and also to the back. And that is how it came out."

And beauty was more than skin deep. The Daytona's heart was an effective – and proven – 12-cylinder unit, a 4390cc 60deg double overhead cam all-alloy jewel fed by six gurgling twin-choke Webers. In road trim, that meant 353bhp at 7500rpm and 318lb ft of torque at 5500rpm. And in an age when it was customary for manufacturers to seasonally adjust their performance figures, the Daytona independently reached an honest-to-God 173mph during a 1970 *Road & Track* test, with Phil Hill braving billionaire hotelier and car collector Bill Harrah's example. Closer to home, *Autocar* managed to eke out a further 1mph and recorded a 0-100mph time of 12.6sec while it was at it.

So it was quick. Certainly quick enough to pique the interest of gentleman drivers. Ferrari also cottoned on to the fact that the association of a competition pedigree would provide a boost to road car sales while producing revenue for its customer assistance department at Maranello. Endurance racing was likely to be its metier, reliability being everything, so the Competizione edition wasn't exactly extreme. Contrary to popular belief, only the initial batch (as many as five) of these so-called 'lightweights' »»



"I RACED ONE"

WILLIE GREEN

This evergreen all-rounder made his Le Mans debut in a Daytona but has mixed feelings about its worth as a racing car…

"I first drove the JCB Daytona in the 1973 Le Mans four-hour race, sharing with Neil Corner. Earlier on I'd tested the car at Monza and almost wrote it off after I'd committed myself to a fast left-hander only to discover a Ford Escort's exhaust system – from the manifold back – lying on the racing line. Smack! The Daytona was a heavy old thing – very much a road car, so quite physical. Actually it was hard work. We'd been fortunate to start the four-hour race as the clutch had disintegrated big time in practice. It was only after I'd bribed a factory Ferrari mechanic to change it that we were able to get going. He did it – including taking out the gearbox – in 50 minutes and we finished the race (in sixth overall).

"I did the main 24 Hours that year, again with Neil, and remember the car suffering from a stability issue. In profile, air would go over the roof and curl downwards underneath the tail, lifting it off the ground. I recall the Pozzi entry having a huge aerofoil slung under the axle line to get some downforce. What was amazing, where the Daytona excelled, was how it behaved under braking. We could outbrake Chevrons and the like. Unfortunately we were out past half-distance when the gearbox caught fire.

"My abiding memory, though, is of the support race. It was for historic cars and I was driving a Jaguar D-type. It was quick enough to qualify for the 24 Hours and, with the right tyres, it would probably have been right up there with the Daytona."

had mostly ally panels which, when combined with Perspex glazing and a glassfibre bonnet, resulted in a kerb weight of 1230kg (around 400kg less than the regular road car). Some demon cylinder head porting and hotter cams along with increased spring rates, competition shock absorbers and wider boots completed the makeover. Though not officially homologated for the GT class (Ferrari hadn't built the requisite 500 cars for Group 4 eligibility), NART nonetheless ran an ally-bodied Daytona at Le Mans in Group 5 in 1969 for Sam Posey and Bob Grossman. Despite showing a commendable turn of speed, the duo didn't make the cut due to a collision in practice with another Ferrari – a NART-entered 206S…

Matters could only improve, just not with any great sense of immediacy. Predictable eligibility rows between Ferrari and the CSI over the letter of the homologation law ensured that subsequent cars – loosely dubbed series 2 and 3 – had altogether less aluminium body content, the latter batch of five (15 Competizione models were built in total) having a healthy 402bhp and 450bhp respectively to compensate for the extra heft along with wider-still Campagnolo wheels. And results followed: Claude Ballot-Lena and Jean-Claude Andruet drove French concessionaire Charles Pozzi's example to fifth overall and first in class in the 1972 Le Mans 24 Hours (repeating the win the following year), leading home a train of four other Daytonas.

Enjoying altogether less luck that year was the Luigi Chinetti Jr/Masten Gregory NART entry, which didn't make the flag, the former having finished second in class a year earlier. "I did OK, I guess," says the likable 'Coco'. "I finished fifth overall at Le Mans in '71, and had some decent results at Sebring and Daytona. When we were running prototypes we'd treat the GT cars as mobile chicanes: we'd cut them off, do awful things. It was a different story when you were on the receiving end! But the Daytona was a good taxi. We [NART] had one with a 'cheater' nose: if you looked closely, it didn't have front fog lights. There wasn't room for any. We raised the back a little, too, but nobody ever figured it out."

With demand outstripping supply, outside contractors – NART and fellow works-blessed Ecurie Francorchamps included – supplied additional competition-spec Daytonas. And with anything competition Ferrari-related tending to come with a seven-figure price tag, it's no surprise that some road cars have more recently been rebuilt to Competizione spec, Holland's Roelofs Engineering having prepared a half a dozen or so cars which have routinely proved super-quick (and victorious) in events such as Tour Auto. And with meetings like the Le Mans Classic and series such as the Shell Ferrari Historic Challenge providing fitting homes for these brutes, the Daytona is enjoying a new lease of life in historics. It's best to avoid circuits with too many stop-start chicanes, though: if there's one thing the Daytona needs, it's space.

"It's a big old wild animal," reckons Sally Mason-Styrron who, together with husband Dudley, campaigns a mouth-watering selection of classic Ferraris. "We've had our car for 20 or so years. Maranello Concessionaires ran it at Le Mans in 1972 and then JCB the following year (see *I Raced One*). We're fortunate enough to also own a Daytona road car and they are completely different to drive; chalk and cheese. The race car may as well be from a different planet. It's still a heavy old thing, though, and Frank Sytner tells me that when he raced our car in the Kyalami Nine Hours in 1972, he couldn't move his arms for days afterwards. Coming from Formula Ford, I imagine it would have come as quite a shock. The funny thing is, when you get it rolling, and on to fast, flowing stages on events such as Tour Auto, it really comes into its own: you can start throwing it around. And on open exhausts, it sounds amazing. It really is very special."

She's not wrong. While it may not have received much in the way of frontline support from Maranello, and wasn't really up there with the marque's Grand Prix and sports car programmes, there was – and remains – more to the Daytona Competizione than just a string of second fiddles. Its tally is an impressive one. A bit Cro-Magnon it might be, but the years haven't blunted its edge: driving one will wear you out, but you'll emerge pleasantly exhausted afterwards, and tripping over an over-excited tongue. Which, by our reckoning, is what Ferraris should be all about. Ⓜ

ONE TO BUY

FERRARI DAYTONA – £POA

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NART conceived umpteen variations on the Daytona theme, this one-off being perhaps the most restrained. What began life as a regular '72 Spider (car number 71 of 121 made), it was later damaged during shooting for Barbra Streisand vehicle, *A Star is Born*, and sold to 'Coco' Chinetti. Rather than repair it, the NART boss instead commissioned Giovanni Michelotti to reconfigure it in a more contemporary style. The car was shown on the Michelotti stand at the 1980 Turin Motor Show and subsequently spent time in the US before returning to Europe. It's on the button and represents an entry-level way into the world of coachbuilt Ferraris.

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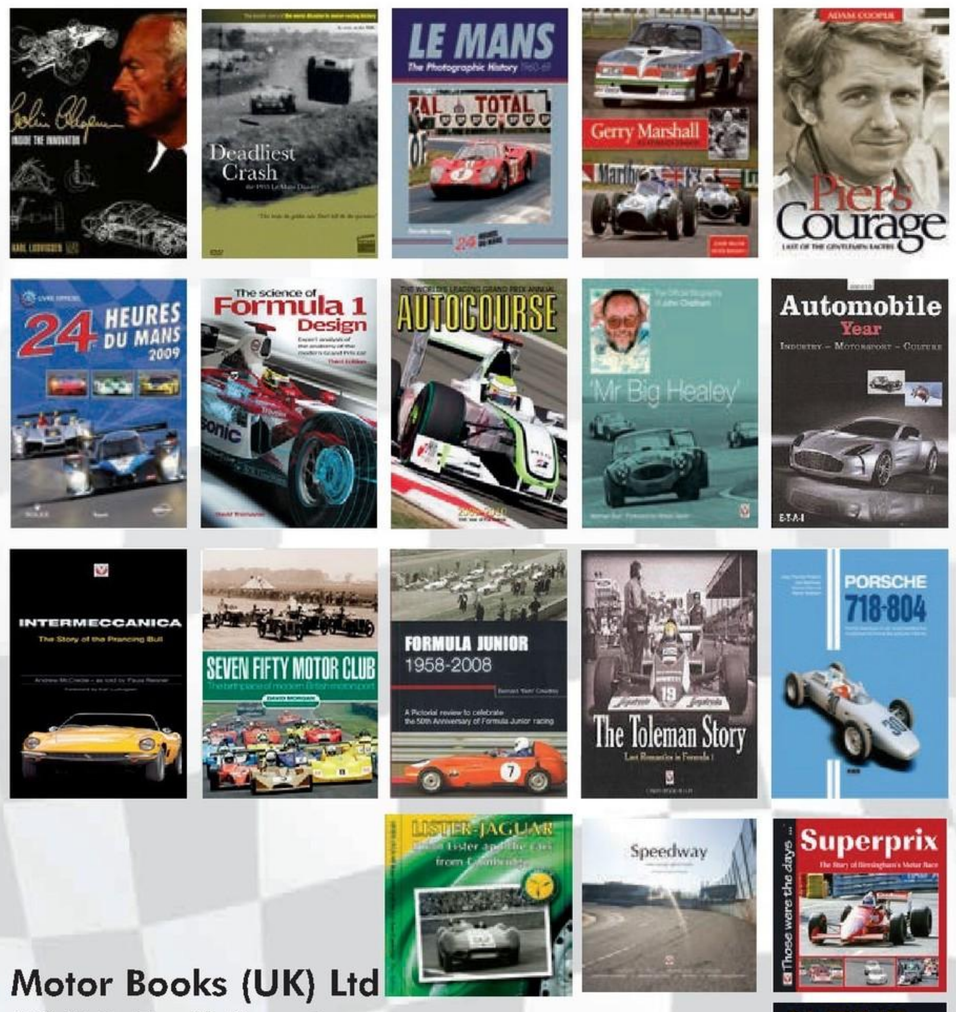
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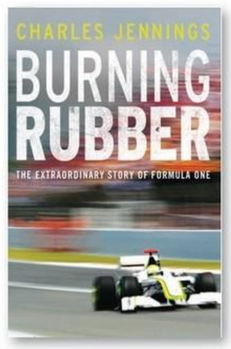


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Reviews





BURNING RUBBER

THE EXTRAORDINARY STORY OF FORMULA ONE

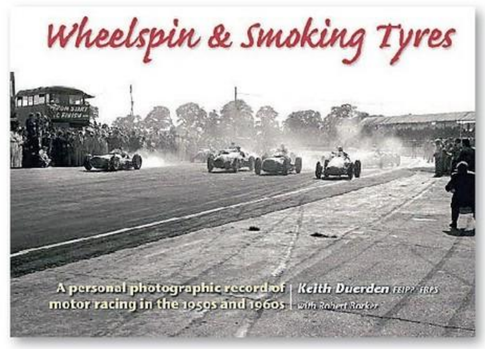
CHARLES JENNINGS

Most motor sport books, especially F1-biased, are usually serious affairs, full of facts and figures to challenge the most ardent fan. The cheesily titled *Burning Rubber* strips away all these familiar traditions and presents a funny and engaging tale of how the sport got to where it is today.

Chapters ignore the conventional approach, covering diverse topics such as 'Jones, Piquet and Prost – two gorillas and a professor' and 'Hair, hotpants and the first Brazilian'.

A refreshingly readable book for those seeking an introduction to the famous drivers, teams and history without the well-worn clichés. **DC**

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WHEELSPIN & SMOKING TYRES

A PERSONAL PHOTOGRAPHIC RECORD OF MOTOR RACING IN THE 1950s AND 1960s

KEITH DUERDEN & ROBERT BARKER

Duerden snapped Moss in his second event, but as a professional photographer in other fields racing was a passion, not a job, until retirement brought time to publish this well-presented work stretching from Farina to Keke Rosberg.

Meets from Crystal Palace to Le Mans are enlivened by drop-ins of programmes and posters, plus nice vignettes such as Hawthorn making rude signs at his pits and Fangio grinning from his Lancia about 2ft away. Duerden also includes rallies and his PR work in the oil industry. An enjoyable trip back. **GC**

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PORSCHE 718+804

AN ADVENTURE INTO FORMULA ONE DURING THE 1.5 LITRE ERA

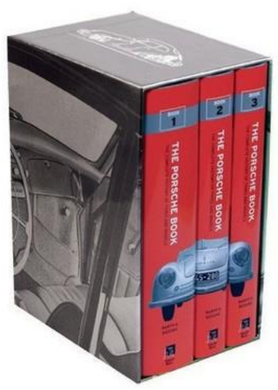
JORG-THOMAS FODISCH, JOST NESSHOVER, MICHAEL BEHRNDT AND RAINER ROSSBACH

The Porsche 718 and 804 are arguably the last fully-German cars to grace the Formula 1 grid. Yes, Mercedes is back this year, but the car is still partly a Brawn – and is of course built in the UK.

You would have thought that the last attempt by a German manufacturer to build a complete Grand Prix car, taking advantage of the 1.5-litre rules brought in for the 1961 season, would be well documented. But this is the first book totally dedicated to the (not entirely successful) 718 and 804.

A noble effort it is too. The text, in both English and German, covers the story behind Porsche's entry into F1, the action, the names and faces of the marque, and of course the full results. Although the English could have been better translated, it does flow well and keeps you interested through the 200-plus pages. Perhaps the real bonus of this book is that the photos are invariably excellent, with many that haven't been published before. Whether colour shots of the team at work in the pits, or black and white numbers of cars on track, the Porsche archives have turned this hardback into a must-have for any fan of the marque. **EF**

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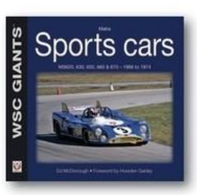
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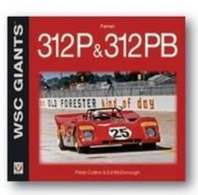
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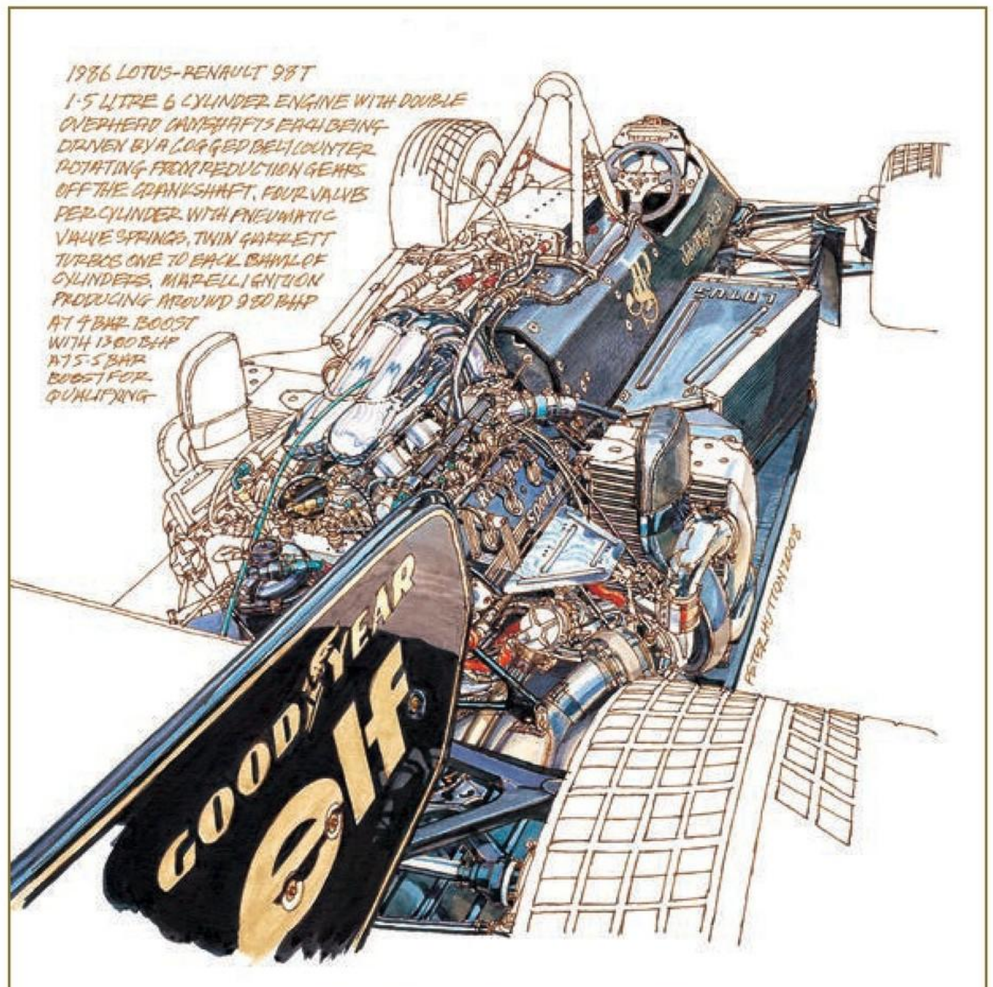
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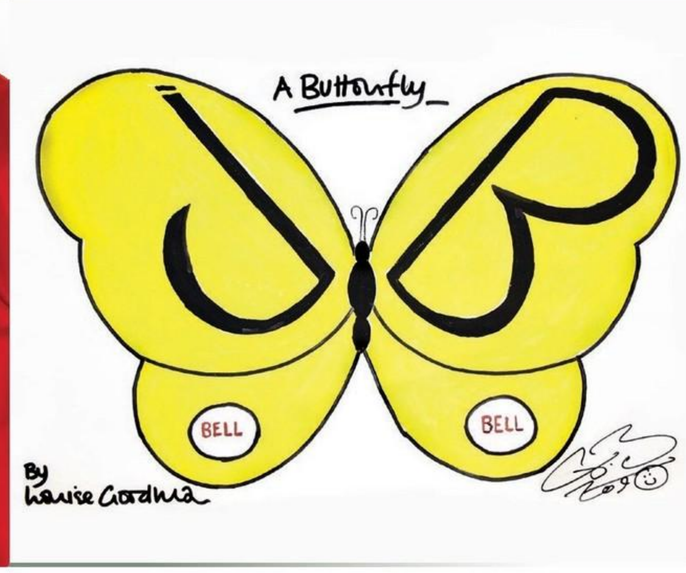








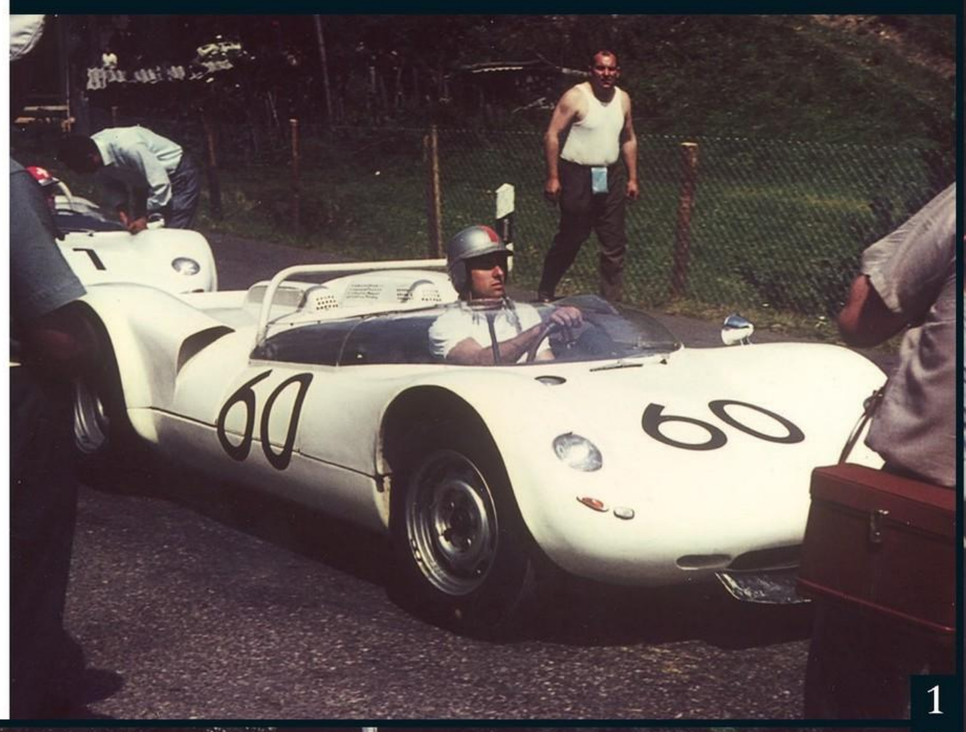






YOU WERE THERE

Our Freiburg-Schauinsland Track Visit prompted a reader to send in his photos from the hillclimb, while another recalls the 1968 Canadian GP



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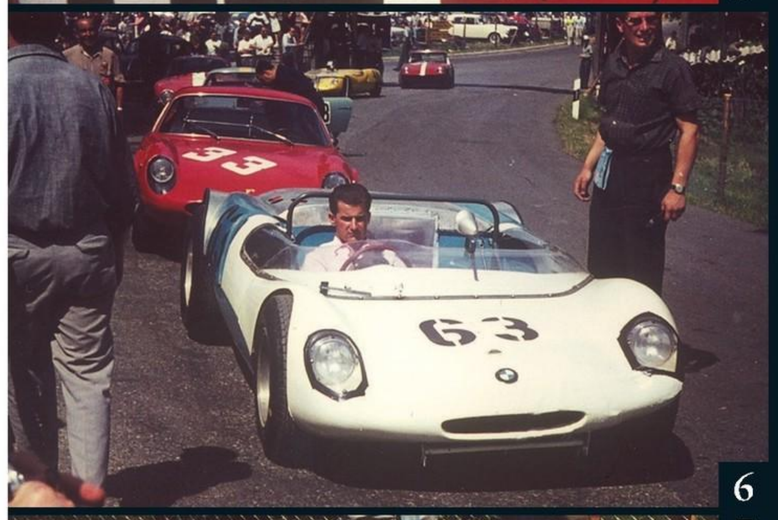
RAY WILSON

Ray and a friend visited various European races in an A35 van during the summer of 1965, meeting our own Jenks at the German GP after Ray had written to him for advice on the trip. These photos, however, are from the Freiburg-Schauinsland Hillclimb in Germany, subject of our January Track Visit. {1} Gerhard Mitter, in Porsche 904/8 Bergspyder, was second-fastest up the hill. {2} & {3} Herbert Müller prepares to follow team-mate Mitter's lead, but crashed out after strong practice run. {4} Cars line up for practice. Helpful nurse took shots of Lodovico Scarfiotti {5}, Müller and Hans Herrmann for Ray. Scarfiotti's Ferrari Dino 206P was quickest up the hill in 12min 33.91sec. {6} Anton Fischaber was 16th in Lotus 23-BMW. {7} Herrmann's Abarth 2000 had handling problems and did not start, but team-mate Herbert Demetz {8} was third.





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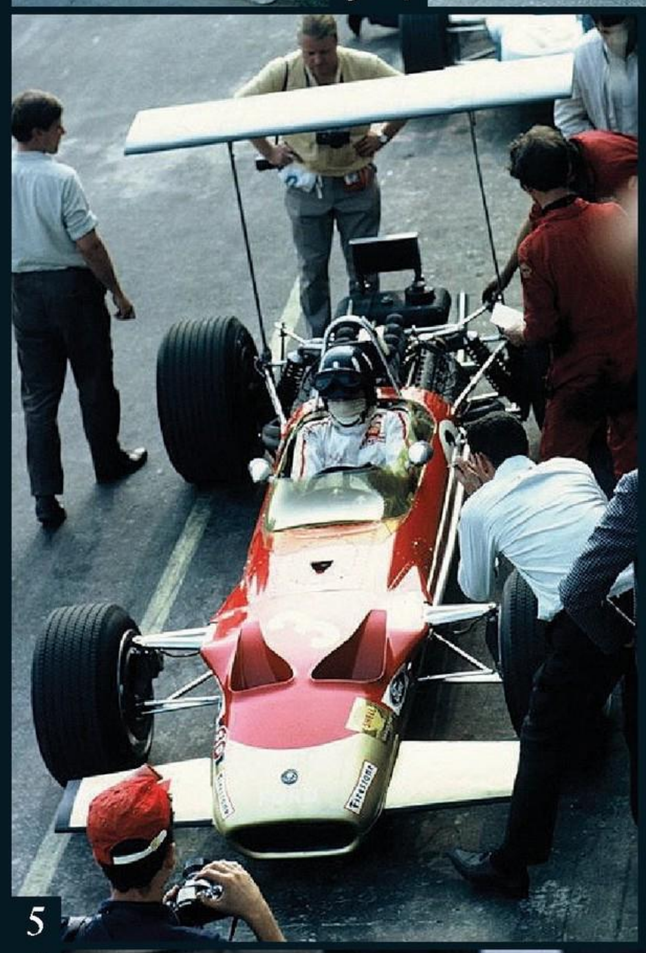
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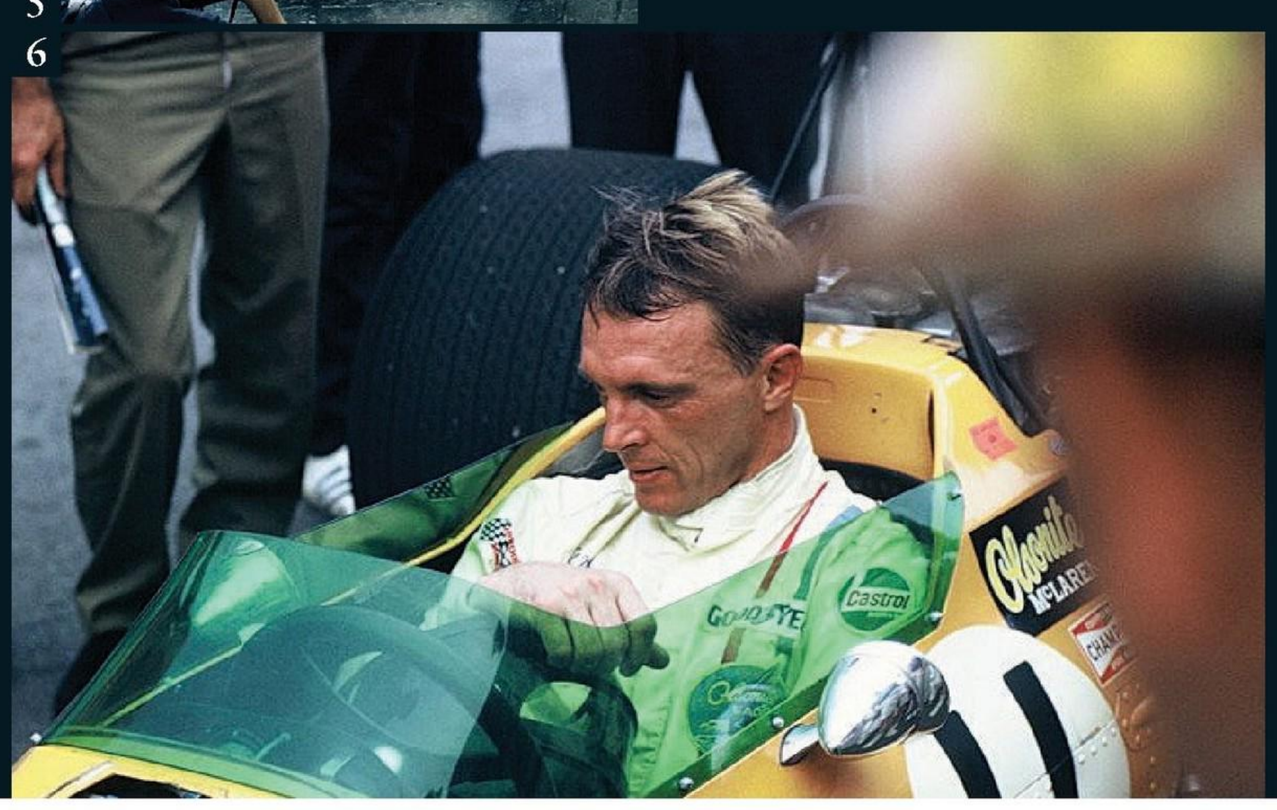




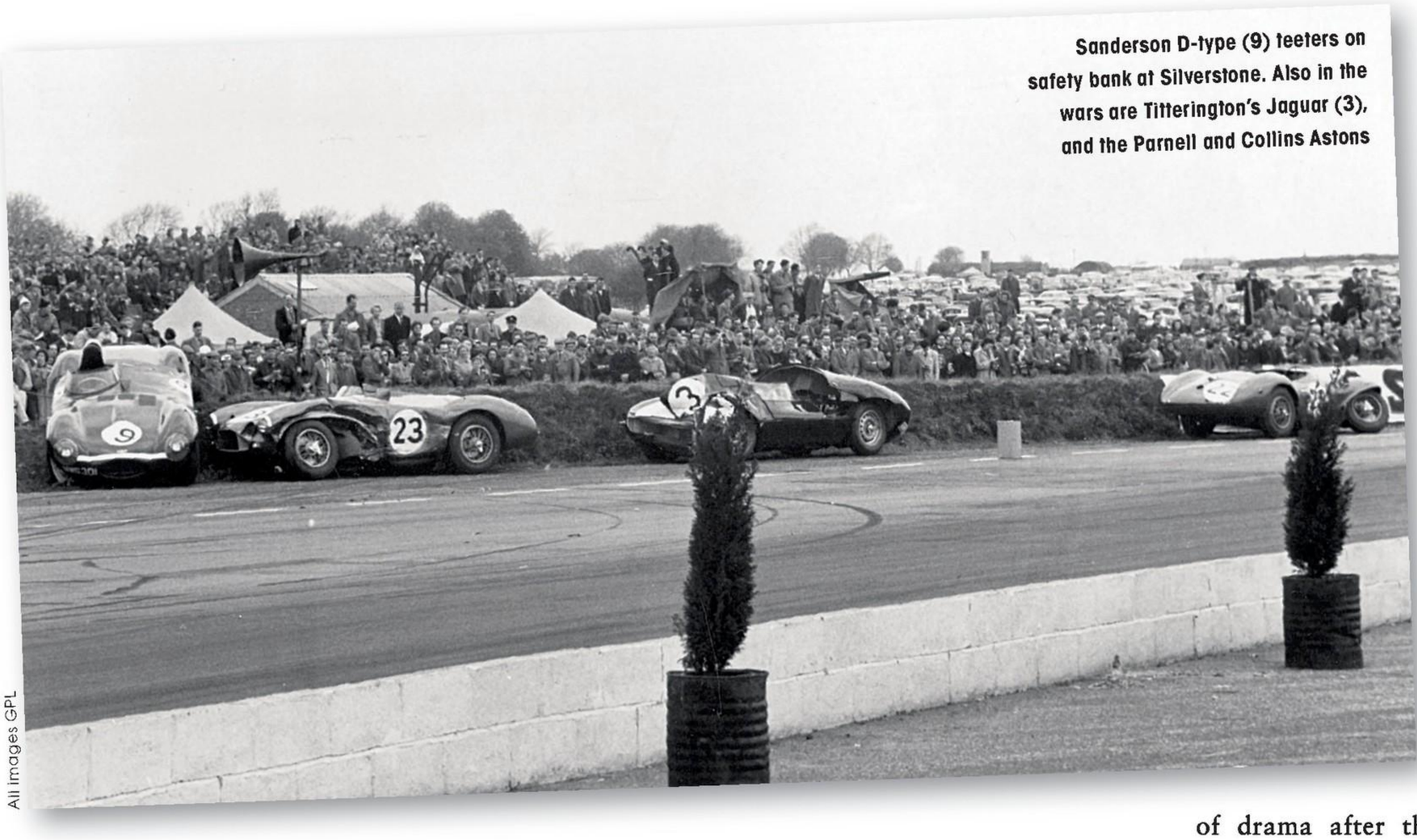
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PHILIP MITCHELL

Armed with a Kodak, Philip's father took these shots at the 1968 Canadian GP at Mont Tremblant. "You can see the early stages of F1 aerodynamics on the cars," says Philip, "and the safety barriers are a far cry from today." {1} Jack Brabham pitted BT26 after 31 laps when left-hand exhaust fell off. {2} Surtees had problems with Honda RA301 in practice, before gearbox broke up on track. {3} Jochen Rindt's strong run ended when Brabham's Repco engine overheated. Fans surround him on pitroad. {4} Bruce McLaren finished second to team-mate Denny Hulme. {5} Graham Hill's Lotus-Cosworth was fourth, despite engine mounts coming loose. {6} Dan Gurney acquired a McLaren-Cosworth for the race, but retired with a holed radiator.



6



Sanderson D-type (9) teeters on safety bank at Silverstone. Also in the wars are Titterington's Jaguar (3), and the Parnell and Collins Astons

All images GPL

PRECIOUS SCRAP METAL

The 1956 Silverstone May Meeting saw an on-track tussle end in a costly Jaguar/Aston Martin pile-up

So what's it worth then? This must be the most asked question whenever Joe Public sees a classic car that the scrappage scheme forgot. If you consider a D-type Jaguar today being worth £X-million, and an Aston Martin DB3S about the same, then one of the most costly scrappage schemes ever seen in British sports car racing occurred at the Silverstone May Meeting of 1956.

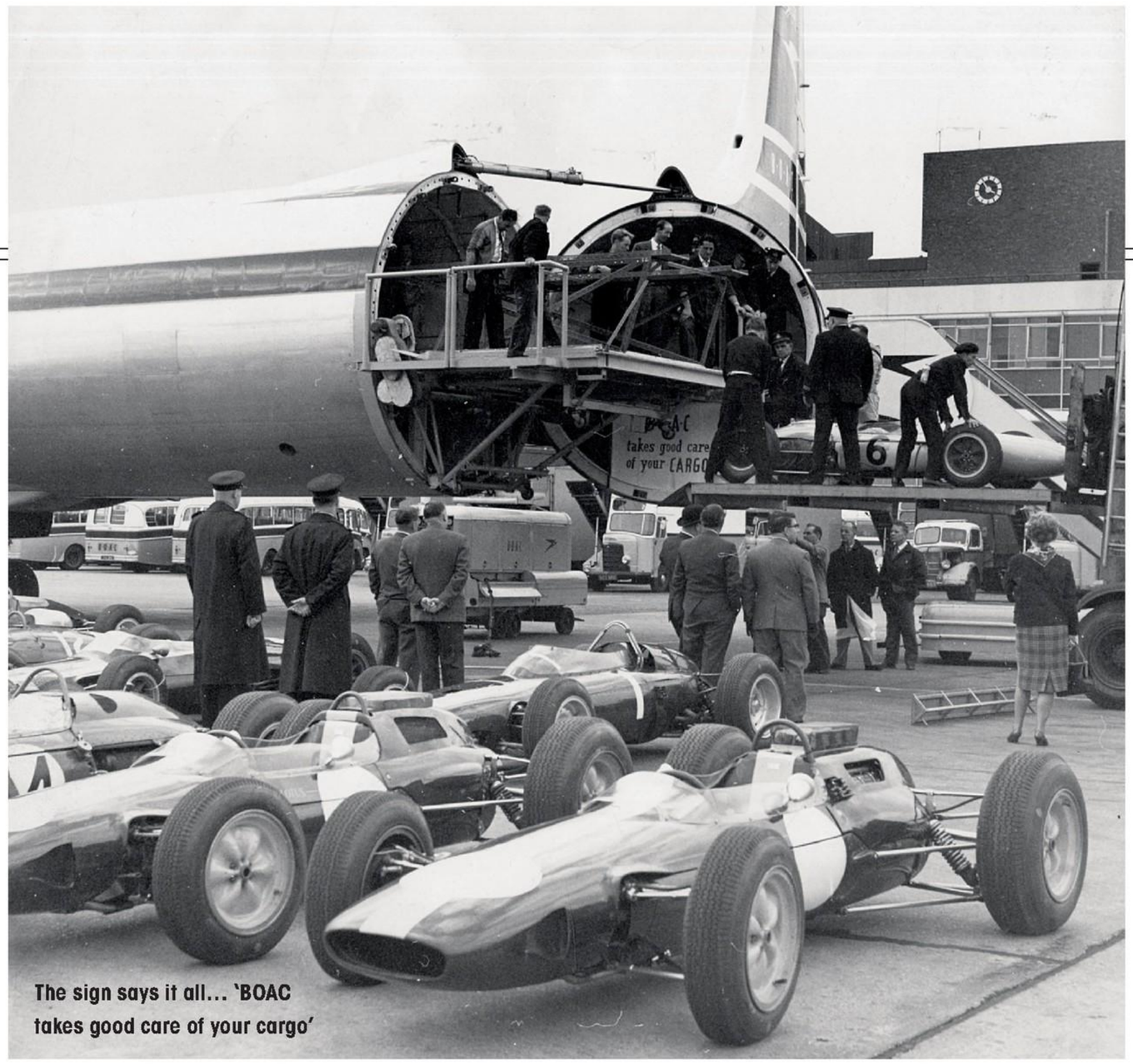
Never mind the mythical Ferrari/Cobra war, this was the height of the Jaguar/Aston Martin conflict, in which the top-line drivers pulled very few punches. The 3.4-litre Jaguars would power away down the straights, while the lighter 3-litre Astons could compensate under braking and through the corners. The works Jaguars were being driven by Mike Hawthorn, Desmond Titterington and Jack Fairman; the works Astons by Stirling Moss, Roy Salvadori, Peter Collins and Reg Parnell, while Ecurie Ecosse D-types were entrusted to Ninian Sanderson, Ron Flockhart and Alan Brown – the well-known Scotsman from Guildford…

Salvadori followed his team-mate Moss down towards Stowe on the opening lap. Stirling waved him by early on the Hangar Straight but Roy didn't have the impetus until they braked for Stowe, where he nipped by, putting Stirling momentarily off-line. Des Titterington saw his chance and barged through, right under the tail of Salvadori's Aston. Entering Club Corner, Roy "…had a D-type right up my chuff". He assumed it must be Hawthorn who was aiming to pass so he moved to the right – offering him only the outside line, to pass on the left. "We went deeper into the corner and I could see he was still going to attempt to pass me on the right. I thought 'Never – no way now!' as we were in the braking area, and then all I could see in my mirror was a cloud of smoke. I presumed he had realised he was not going to make it, braked too hard, locked his wheels and spun."

Indeed he did spin, but 'he' was Titterington, not Hawthorn. 'Old Tit's' works D-type – brand-new chassis 'XKD 604' with de Dion rear suspension, racing for its only time – was avoided by Hawthorn's D-type and Moss's DB3S but collected – hard – by Collins and Parnell. Even Roy – British aerodrome racing's celebrated hard man of the era – admitted: "There was a fair amount **of drama after the** race as Stirling was both unhappy and annoyed and told John Wyer (Aston team manager) he thought responsibility for the accident rested with me. However, John fortunately saw the situation rather differently…"

Roy maintained that if his challenger had been Hawthorn then Mike would have read his mind and known the Aston would move right to leave him space only on the left, "and he would also have realised I would do everything possible to avoid having a Jaguar inside me entering the corner". Since Roy had been quicker than Mike in practice he regarded defence of his place as totally legitimate – but he had discounted Titterington, who had also outqualified Hawthorn.

When Titterington spun he was rammed amidships by Collins's works Aston, Sanderson spun his Ecosse Jaguar in avoidance and crashed backwards up the safety bank, while Parnell's Aston bounced off the D-type into the adjacent ditch. Salvadori ran out the winner for Aston – from team-mate Moss (highly disgruntled) – another handy earner to offset the factory's bill for two cars damaged. But, as an articled accountant, David Murray of Ecurie Ecosse could only ponder on the race, and fume… and Jaguar's debutant 'XKD 604' was taken back to the factory on a trailer and on May 7-8 effectively broken up. It had been a very expensive Saturday, even by the standards of 1956.



The sign says it all... 'BOAC takes good care of your cargo'

How many cars will fit on an aeroplane?

At this time of year not only are the Formula 1 teams testing as intensively as they can before the seasonal bar is lowered upon them, but the airfreight arrangements are in place and aircraft and aircrew on standby for the initial 'fly-away races'. Bahrain, Australia, Malaysia and China beckon before the first 'drive-away' Grand Prix takes place on the Catalunya circuit outside Barcelona. Then the air-freighters resume their carbon cruising habits inter-continentally – Canada, Singapore, Japan, South Korea, Brazil and Aberdovey... You know it makes sense.

But heavy-lift airfreight is nothing new. The F1 circus has been flying its cars around the world for decades now. Indeed, as soon after the war as 1947-48 elderly Grand Prix cars in private owners' hands were already being airlifted when distances and sea-freight schedules conspired to make the cost acceptable.

Back in the early 1960s, the late Andrew Ferguson began organising cost-sharing charter-freight flights for the infant Formula 1 Constructors' Association of which he was secretary. They flew to such remote but emergent Grand Prix races as the transatlantic pair at Watkins Glen, USA, and in Mexico City, plus the long aerial hike down to East London, South Africa.

There was a limit upon how many of even the small, compact and ultra-lightweight F1 cars of the 1½-litre formula could be accommodated on most aircraft of the period. The champion civilian heavy-lift airframe of the era was the Canadair CL-44 – with its unlikely-looking swing-tail loading facility. Its design was derived from the Bristol Britannia 'whistling giant' turboprop airliner via the Canadair Argus maritime reconnaissance redesign. In 1963, Seaboard World Airlines concluded a leasing agreement with BOAC under which the British airline liveried at least a couple of CL-44s which would be operated by 10 of its aircrews, re-trained by Seaboard. I believe BOAC had wanted to buy convertible – passenger one week/freight the next – Boeing 707s from the US manufacturer, but HM Government would not authorise the purchase. The politicians wanted the State-owned flag carrier to buy convertible Vickers Super VC10s instead, but in the end the CL-44s were leased, based at Manchester and Prestwick.

So how many GP cars could they pack on a CL-44? Double-banked, one above the other, the answer – Rolls-Royce style – was 'sufficient'. And the system worked pretty well. Unlike my modern airfreight experience which involved flying the Jack Brabham 1955 Australian GP-winning Cooper-Bristol from the UK to Australia. Unannounced the flight involved a trans-shipment from one freighter to another, I believe at Singapore. This was achieved by a forklift truck operator inserting his forks in between the car's undertray and the pallet to which it was tied down... Hence, when it was lifted, the entire weight of the pallet was suspended from the tie-down straps over the car's tyres while the forklift tines buried themselves into the Cooper's belly. What was finally delivered Down Under was unraceworthy. It would have been a catastrophe if BOAC's F1 handlers had been as careless back in CL-44 days, indeed, as it would be with Bernie's boys today. But of course in these litigious times would anybody dare?

When Postlethwaite tried to nose ahead of the opposition

Back in 1973, James Hunt was perhaps the sensation of the Formula 1 season for his exploits in Alexander Hesketh's virgin-white March. This combination of man and motor car finished sixth in the French GP behind the likes of Peterson, Cevert, Reutemann, Stewart and Ickx (not bad company), fourth in the British beaten only by the works McLarens of Revson and Hulme with Peterson's Lotus 72; third in the Dutch to the Tyrrells of Stewart and Cevert, seventh in the Canadian, and second – headed only by Ronnie's 72 – in the United States GP at Watkins Glen.

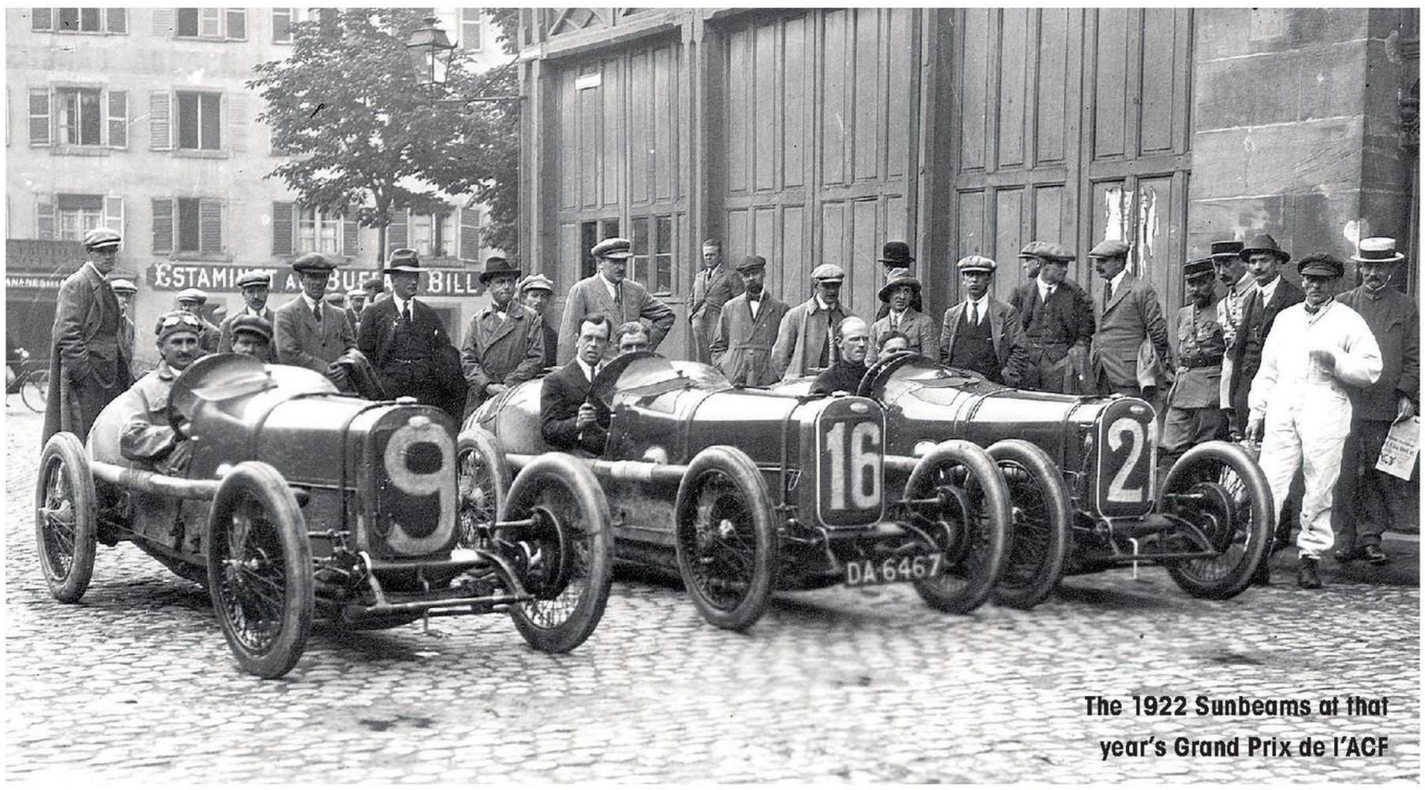
The March had been carefully rebuilt, continuously modified and impeccably prepared under the technical direction of Harvey Postlethwaite PhD. The ex-March engineer talked long and, I would assume, listened longer to Hunt's likes, hopes and dislikes. When Harvey asked Hunt what advantage he would most like in his F1 car, James apparently replied "Doc, just make it quick in a straight line, and I'll block 'em all off round the corners". The record confirms how, with a succession of Postlethwaite mods – including the forward bodywork section which the team celebratedly christened 'Silly Nose' – the Hesketh March proved to be not only quick down the straights, but also – with Hunt's emergent skills as a driver – equally competitive round the entire lap.



The 'Silly Nose' was famously a Postlethwaite mod, but it had nothing on this Mini at Brands...

But it's Hunt's typically blunt comment about shared duties on straights and corners which spring to mind as I gaze at a rare Brands Hatch photo lying here on my desk. Had regulation leeway to adopt the same solution been available to 'Doc' Postlethwaite back in '73, I have little doubt he and Hesketh would have explored it... if only to wind up their rivals. »»»

Doug Nye



The 1922 Sunbeams at that year's Grand Prix de l'ACF

Uncle Hope's Grand Prix Sunbeam

When I wrote a tribute to the late Frank Gardner in these pages I made mention of his uncle, Hope Bartlett, who had starred at the short-lived, high-banked Maroubra Speedway in Sydney, Australia, from 1925-27. He drove Bugattis and what I dated as a 1923 GP Sunbeam. Wrong. Bartlett's GP Sunbeam was one of the unsuccessful 1922 four-cylinder works cars, not one of the replacement 1923 six-cylinder French GP-winning machines, as designed by Vincenzo Bertarione and Walter Becchia (all good British names, note, creating this acclaimed 'British winner'). While Sunbeam was the only British marque to contest Grand Prix racing at all seriously during the 1920s, it was part of the rather unhappy Sunbeam-Talbot-Darracq Anglo-French consortium.



Bartlett had raced in all manner of speed events in Australia after starting his competitive career on motorcycles in 1910. He had driven a range of cars, including four Bugattis, up to 1925, when he found himself outpaced on Maroubra's new Olympia Speedway by his great rival Phil Garlick's supercharged Alvis. To put this right, he contacted Sunbeam's Sydney agency, Williams Bros, to buy an ex-works 1922 GP car. It was shipped in on December 11, 1925. 'Uncle Hope' drove it from the wharf to the Williams Bros showroom. The press reported it as being the 'ex-Segrave Sunbeam', and after being disappointed by its performance at Maroubra on January 2, 1926, Bartlett fitted higher-compression pistons, and began winning. His diary recorded nine wins with the car before he sold it in 1927 to Maroubra director Russell Taylor.

By the early 1930s, Sid Staughton of Melbourne was driving it in sprints and hillclimbs. In 1935 Ash Moulden of Adelaide completely dismantled and rebuilt it. Ross Haig of Mount Gambier bought it in 1939, but in 1940 it passed to Les Robinson of Naracoorte, SA. He described how 4250rpm with the original engine gave 105mph, but when subsequent owner Kingsley Obourne fitted a Ford V8 Robinson saw 5200rpm in top gear – closer to 130!

Handling on a highly-cambered road was initially "terrible", so when he fitted replacement bodywork he also built in a tubular superstructure to stiffen the whippy ladder chassis. In 1949 the car resold to Max Collins of Mt Gambier, a Mr Clarke owned it in the '50s and around 1960 it passed to GR Schmidt – still in Mt Gambier. Talbot restorer Ian Polson saw it there, fitted with the Ford V8 and hiding under sports car bodywork.

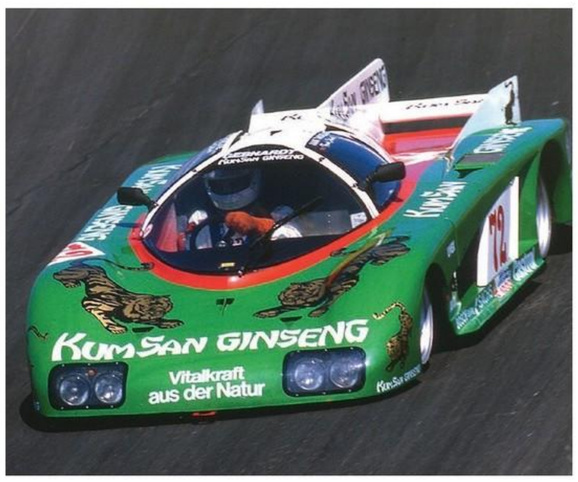
Neville Webb of Adelaide bought the rolling chassis in 1964 and began hunting out original parts. Parts dealer Geoff Johnson found the front crankcase section, oil pumps and water pump in a shed at Naracoorte and Webb's collection of components came together in 1992. The original chassis serial was found under paint on the frame's nearside front dumb-iron, reading 'NO 1'. When Jenks had his 1924 GP Sunbeam, we found a Wolverhampton stamp upon it, reading 'FRUNT'.

Today, Webb's painstaking restoration of the ex-Bartlett GP Sunbeam is just about complete (above). In '06 he published a book on these cars and associated matters, 1921-25, entitled *The Strasbourg Sunbeams*, and it's a fascinating work.

A little piece of Group C history

The Group C years of endurance racing through the 1980s were packed with interest for anyone who likes proper racing – rather than mere 90-minute sprints. The designs of car competing under that formula were many and varied, and the participants ranged from the great factories of Porsche, Lancia, Toyota and Jaguar to in some cases the most shoestring of lock-up-based special builders.

There were many variations and degrees in between. The Spice and Tiga operations became quite sizeable, building cars in some quantity, but simply dozens of smaller specialist marques emerged, flared and evaporated. ADA, Alba, Bardon, Ceekar, Cheetah, Denali, Ecosse, EMKA, Fabcar – all small marques – brings us to one I must confess I quite admired for its finish and apparent preparation: Gebhardt – particularly in the gleaming Kumsan Ginseng sponsorship livery once worn. With its handsome nose line and florid tail fins and aerodynamic sills I thought it looked great – like one of the 'Eagle' comic drawings of childhood.



The Gebhardt C2 coupé was second in class at Le Mans '85, but the name vanished after '87

The German high-speed conveyor-manufacturing brothers, Günther and Fritz Gebhardt, had a German SuperVee Championship behind them when they embarked upon their Group C2 endurance coupé project. Günther Gebhardt and Bill Harris ran an aluminium-monocoque-chassised car known as the JC83 in the 1983 season, powered by a 2-litre Toyota engine. They set up shop at Silverstone and for '84 built a JC842 car with 2-litre BMW engine, and the JC843 with a 3-litre Cosworth DFV installed. Frank Jelinski made something of a name for himself behind the Gebhardt wheel – and one of the cars went on to be run by ADA Engineering to finish second in the C2 category at Le Mans in 1985, with drivers Ian Harrower, John Sheldon and Steve Earle. After '87 the Gebhardt name vacated the field – becoming yet another in the bewilderingly vast index of every motor car marque ever raced.



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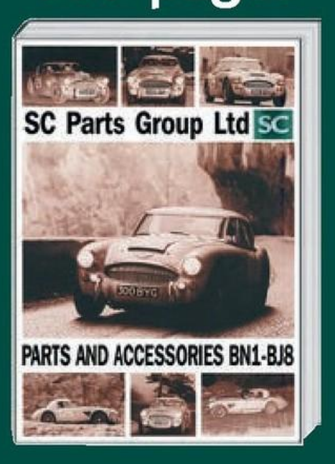
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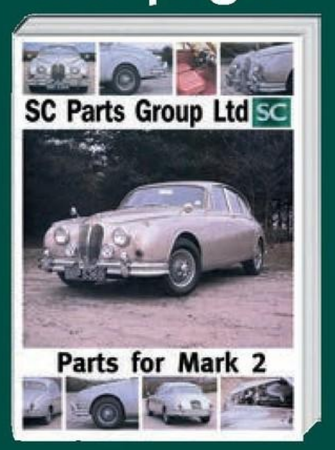
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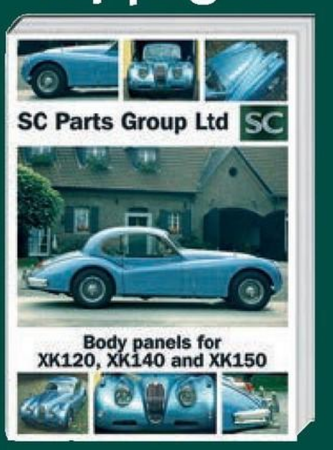
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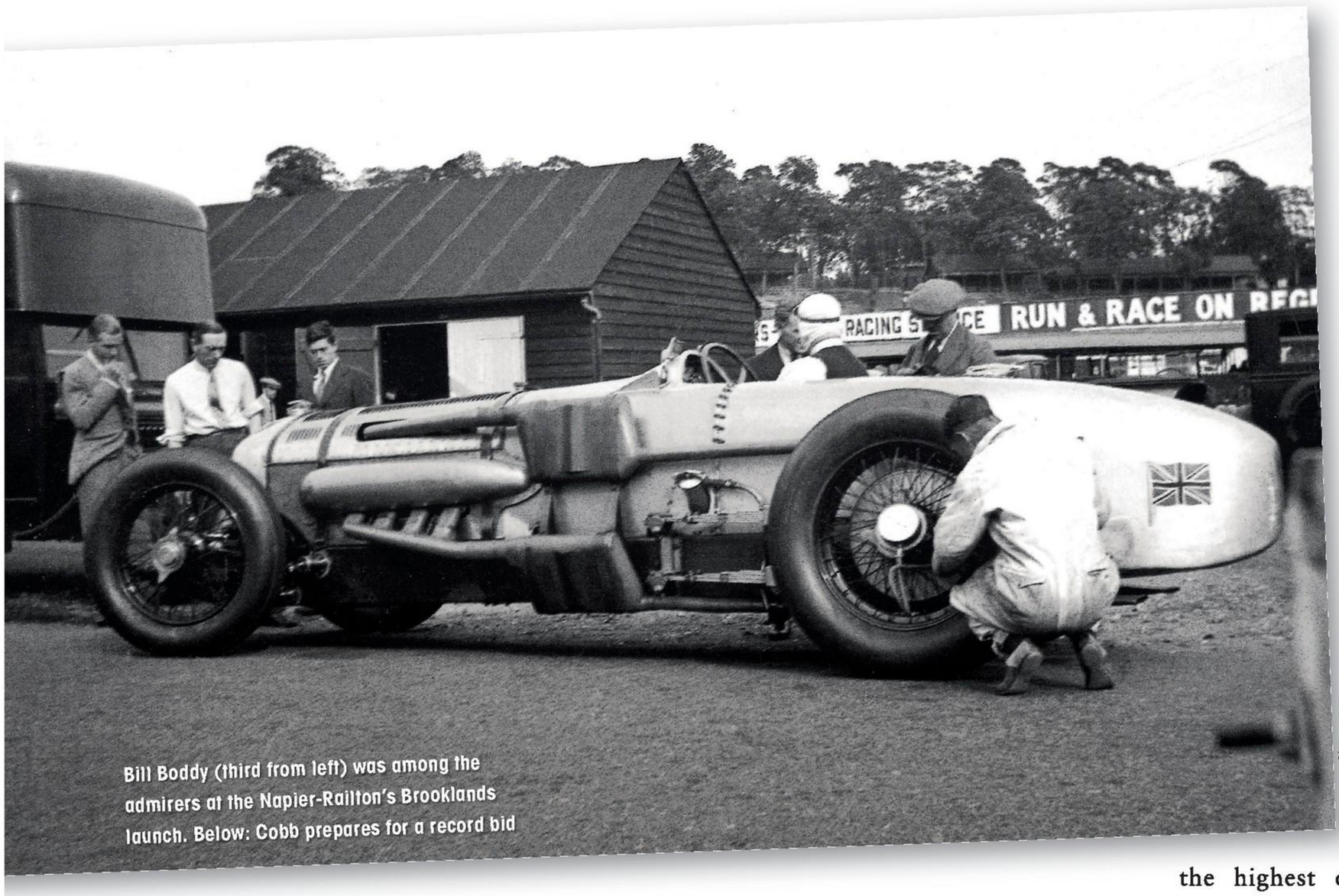


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Bill Boddy (third from left) was among the admirers at the Napier-Railton's Brooklands launch. Below: Cobb prepares for a record bid

Graeme Simpson

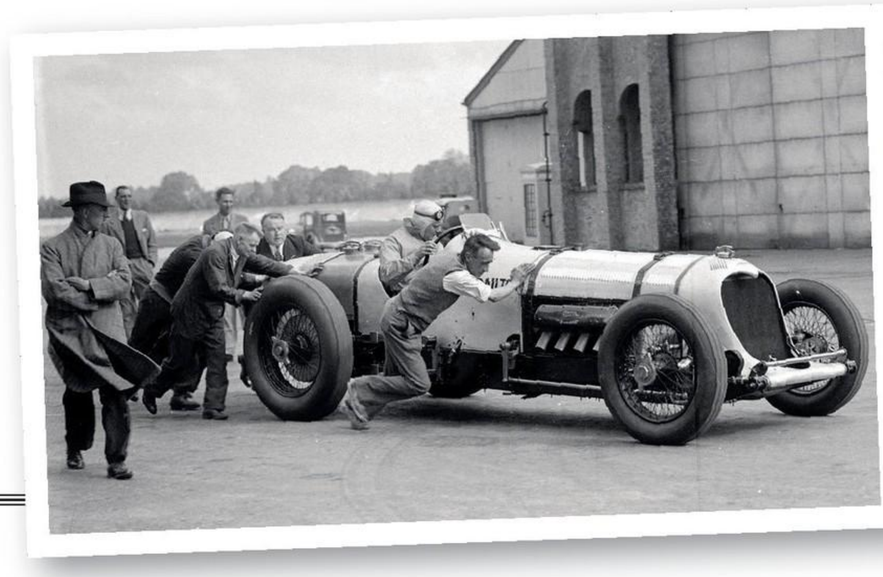
NAPIER-RAILTON'S GLORIOUS TIMES

Our Founder Editor witnessed the start of the big Napier's record career with John Cobb, which went far beyond Brooklands

Motoring historian Graeme Simpson has triggered some memories by sending me a photo of the launch of the Napier-Railton in 1933, with myself visible behind the great car.

Just as the Leyland-Thomas was constructed by Parry Thomas at Brooklands in 1921, so 12 years later at the same location Thomson and Taylor produced the Napier-Railton for John Cobb. It proved to be one of the outstanding Brooklands cars.

It was built round a Napier 'Lion' aero-engine and in a test at Acton it gave 564bhp at 2350rpm on a compression ratio of 6:1. This big 139.7x130.2mm 12-cylinder engine had three banks of four cylinders in the form of a 'W' with the outer banks at 60 degrees to the centre bank. The engine was installed in a massive chassis possessing deep side members; this chassis followed the style of the 1926 GP Talbot, Delage, Thomas Special and Eldridge Special cars, which involved much machine-shop work.



In its first race in August 1933 it set a new standing-start lap record of 120.59mph and a flying lap at 123.28mph, and won by 2.6sec. For his next race Cobb was re-handicapped and was timed at 137.20mph, a new Class A record. Later that year he took the car to Montlhéry to try the 24-hour record; he did not achieve this because of tyre trouble but he did break the 200-mile record at 126.44mph and the hour at 126.83mph, plus other records at lower speeds.

Returning to Brooklands he broke the Class A standing-start mile record at 102.52mph. In another attempt to break the standing-start mile record he was clocked at 143.67mph, the highest officially clocked speed at Brooklands up to this time, but did not achieve the record. He went back to Montlhéry in 1934 to try again to break the 24-hour record but was unsuccessful due to the car going over the wall.

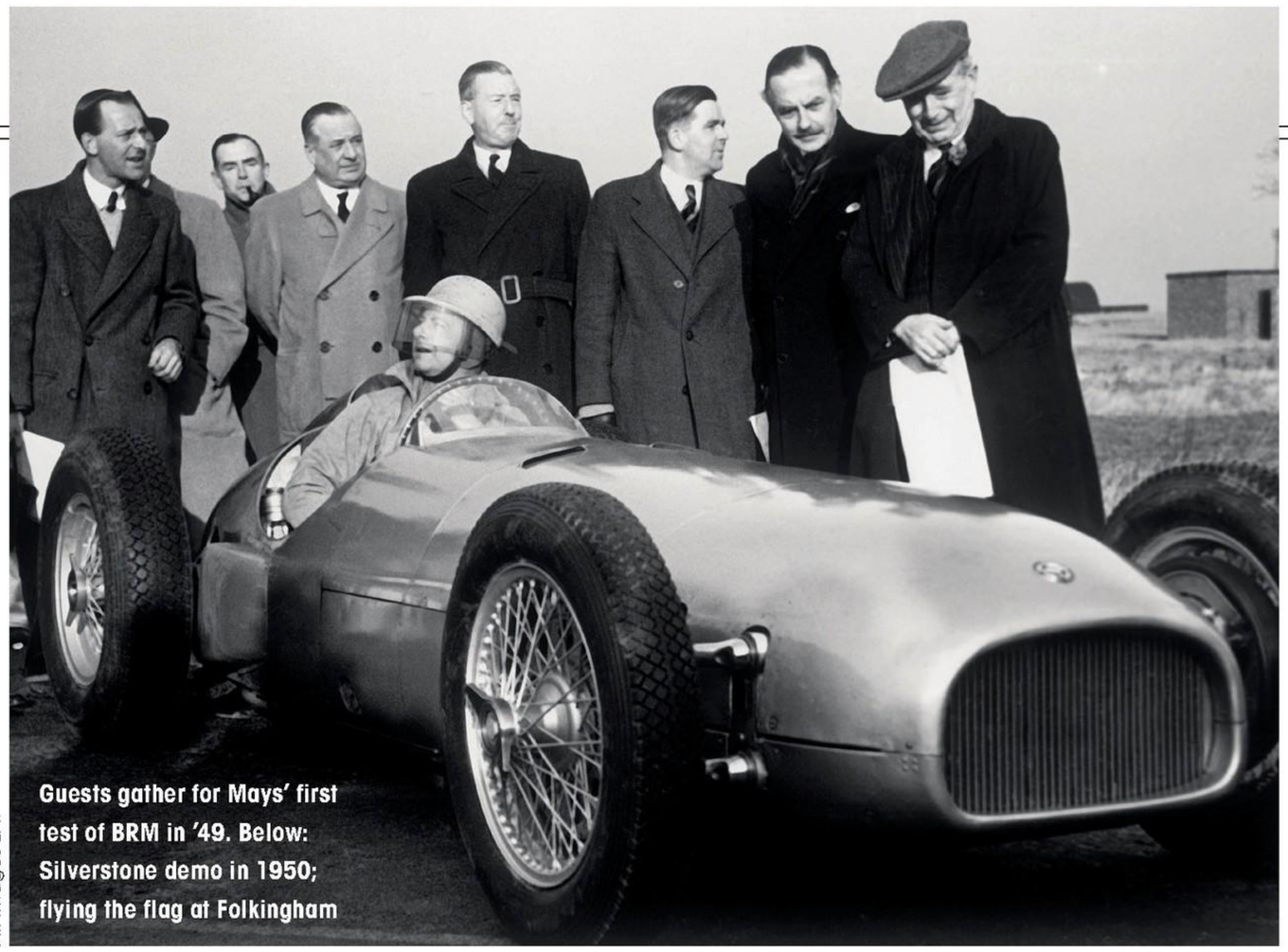
Back at Brooklands in August he put up a new race speed of 131.53mph. Cobb's next challenge was the BRDC 500-Mile race but once it started raining heavily he wisely withdrew.

In 1935 Cobb went to the Salt Flats of Utah, USA and at last broke the 24-hour world record at 137.40mph. Also that year he entered for the Brighton Speed Trials and came second with a standing-start half-mile of 76.27mph, and later demonstrated the car at Donington Park.

Back at Brooklands for the 500-Mile race he won at 121.28mph in an event lasting 4hr 28min 52sec. Then in October he broke the lap record at 143.44mph and was clocked at 151.97mph, this being the fastest speed ever officially recorded at Brooklands.

He returned to Utah in September 1936 where he regained the World 24-Hour record at 150.6mph, with his best speed being 168.59mph over the 100 miles.

The Napier-Railton last competed at Brooklands in 1937 in the BRDC 500-Mile race, winning at 127.05mph. It is now housed at Brooklands Museum.



All images LAT

Guests gather for Mays' first test of BRM in '49. Below: Silverstone demo in 1950; flying the flag at Folkingham

A faltering start for Mays' BRM

I first saw the BRM (British Racing Motors), this most exciting racing car, in December 1949 at Bourne, Lincolnshire, when it was unveiled to the press and distinguished visitors and demonstrated by Raymond Mays, who had planned such a car for many years. Its first appearance was to be in August 1950 in the *Daily Express* International Trophy race at Silverstone, but the Trust, which was made up of over 350 firms and private individuals who backed the development either with cash or donated components, decided that it should be taken to the British (and European) Grand Prix meeting in May for a demonstration run, where the King and Queen would be in attendance.

During the run up to its first race, it experienced persistent engine trouble in testing at Folkingham which necessitated day and night work on the cars, and the mechanics worked many all-night stints. During testing the engine would misfire when opened up. When Raymond Sommer came over from France to drive the car for the first time, he realised that it had the makings of a "wonderful machine". He had come over at his own expense and refused to charge a fee. Impressed with its power he stated, "I have driven machines which I could control, but this may be the car I am looking for – one that can master me!"

It had been arranged that Sommer and Peter Walker would share one car, and Reg Parnell and Mays would drive the other, but during testing on the eve of race day both cars cracked their number eight cylinder linings. Nevertheless, the race authorities and sponsors insisted that one car should race, so as not to let the public down.

The BRM was received with cheers by the spectators when it first appeared, The *Daily Express*, which was the race sponsor, chartered an aeroplane to collect the car from Cranwell, about 10 miles from Folkingham, and it flew over Silverstone and then on to Bicester aerodrome from where it was escorted by police cars and motor cycles, in an Austin van, which took the car to Silverstone, all by 10am. Mays did a warm-up lap, then Sommer took over and drove the three essential qualifying laps. The car sounded in very good order as he warmed it up. He then brought the car to the starting line ready for the International Trophy race, where it was on the back row. With growing excitement the flag fell, only for the car to jerk forward and stop. The BRM had to be pushed back to the paddock causing boos from some of the crowd and a few threw pennies into the cockpit – I expect they had joined the Trust when it was being developed. The car was reported as useless in some of the daily press and now the faith that the public had had in the car was almost evaporated.

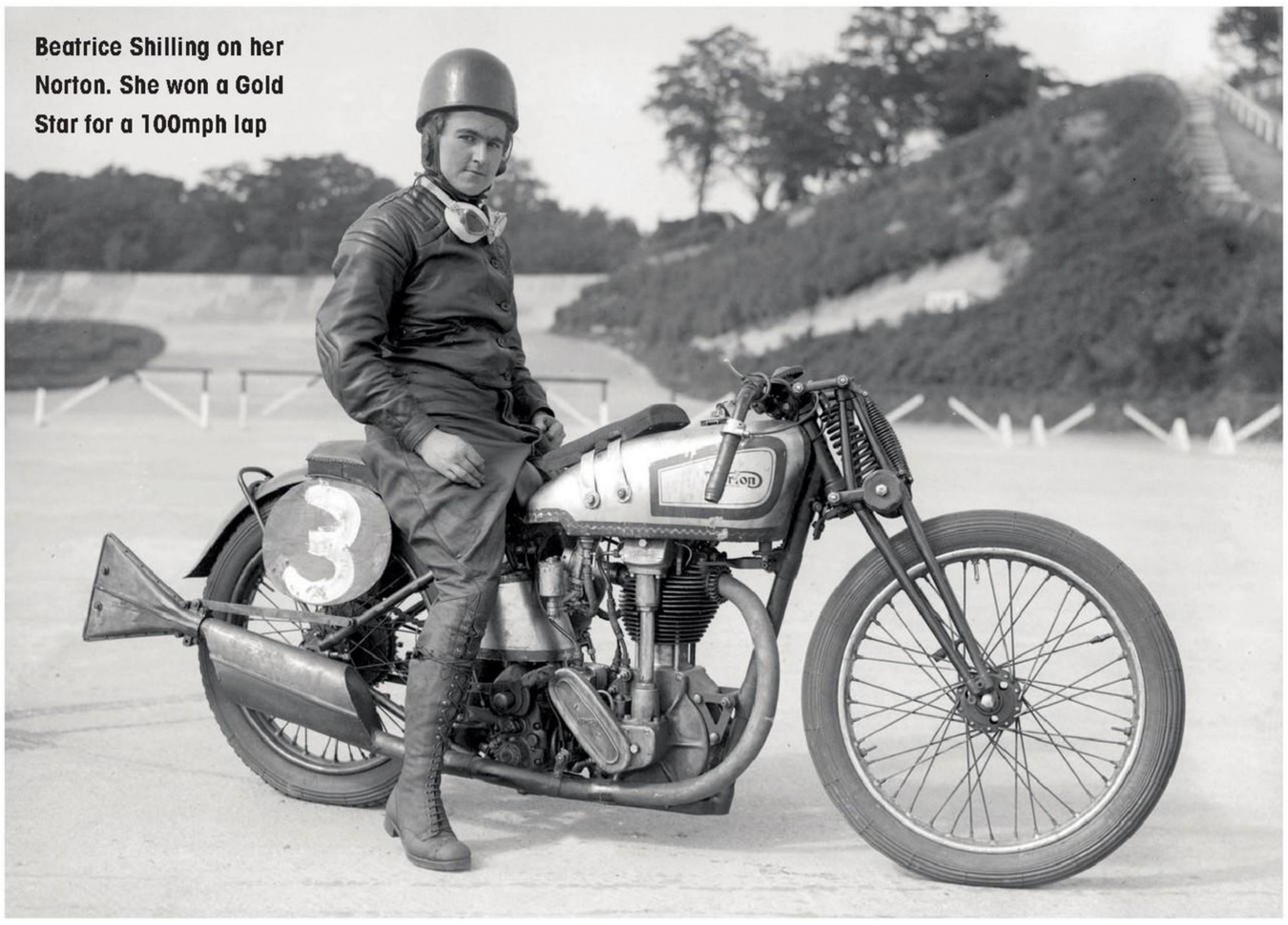
Further development was necessary before it was effective. There was one event left in 1950 at Goodwood for which Parnell was signed up to drive, having tested the car at racing speeds at Folkingham. This time – success; Parnell had two wins, the first at 78.5mph and then at 82.48mph. Encouraged by the crowds two BRMs were then entered for the Barcelona Grand Prix at the end of October. Parnell and Walker were to drive, with Ken Richardson as reserve. But disaster struck again with Walker stalling on the startline and Parnell getting away very slowly. In one lap Parnell managed to overtake 17 cars, but that was too much for the BRM, as it broke its driveshaft. Walker also worked his way through the field to get into fifth place after 33 laps, but an oil leak forced him to retire.

It took another 10 years before BRM won a Grand Prix, but by then it was in the ownership of the Owen Racing Organisation. »»»





Bill Boddy



Beatrice Shilling on her Norton. She won a Gold Star for a 100mph lap

LAT

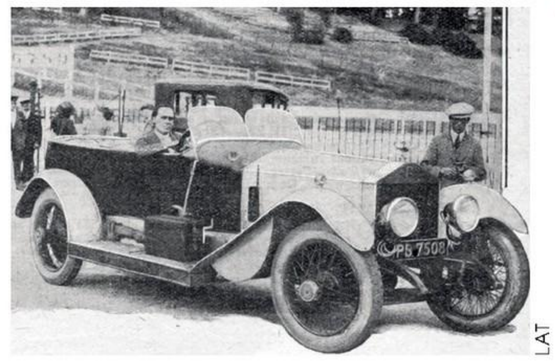
What the RAF owed to Miss Shilling

During the war, with Brooklands closed for racing, some members of the British Motorcycle Racing Club had meetings at the Hand and Spear Hotel, which was situated quite close to the old Track at the end of a lane on the left of the road into Weybridge.

On hearing of this, Denis Jenkinson and I went to one of these meetings, which comprised those who had raced motorcycles at the Track and lived close by. The proprietress made these welcome affairs, so when she finally retired she was given a trophy in appreciation of this.

At one of these meeting DSJ and I took along Miss Beatrice 'Tilly' Shilling, who was not immediately recognised by the happy drinkers assembled at the bar. When asked whom the lady we had brought with us was, we told them she was Miss Shilling, and at once they realised she was one of them and greeted her accordingly. She had briefly raced a Norton in 1934, but was unplaced in this first race. But then she eventually lapped the Track at 101.2mph, so winning her Gold Star. In her next race she was re-handicapped, making her the first woman rider in a handicap race to start from scratch. She lapped at 101.85mph but was unplaced.

During the war I was employed by the Ministry of Aircraft, and used to see Miss Shilling leaving the RAE on the pillion of her husband-to-be G Naylor's fast and noisy Norton. She was known in aircraft circles for an invention known as 'Miss Shilling's orifice'. In her research at the aforesaid RAE, she was able to obviate a 'flat spot' in the carburation of the Merlin engines in our fighter aircraft. Previous to this they often cut out momentarily as their pilots made rapid downward negative-g turns, putting them at a disadvantage in a dog fight. Miss Shilling realised that a restriction plate with a hole just large enough for maximum flow would obviate the problematic fuel surge under these conditions, and with a small team travelled the country fitting these to combat aircraft. Many an RAF pilot had reason to be grateful to her thereafter.



LAT

Rolls-Royces on the Track

In the days when Rolls-Royce was making its famous Silver Ghost, unkind people were apt to say that its quiet running was achieved only by using a larger engine operating below its power capacity.

When this luxury car appeared in a Brooklands race I wrote to the makers to ask for information on how its speed was obtained. The reply was that they did not encourage owners to race their cars.

In 1911 Rolls-Royce gave a demonstration run with a Silver Ghost chassis with a square cowl over its radiator, disc wheels and a simple body with open-ended tapering tail, from which the steering column and outside levers rudely protruded. This covered a flying half-mile at 101.8mph.

1914 was the first time a six-cylinder Rolls-Royce was entered at Brooklands; the driver was a Mr Morrison but the car was a non-starter. A D Sanderson in 1921 entered a 1920 Silver Ghost with a touring body and won the 75mph Short Handicap with a best lap of 83.42mph. In the same year he also came third in a Long Handicap with a fastest lap of 86.17mph. In the next year a Mr Summers had also entered a 1920 Silver Ghost but retired, and in 1923 Sanderson entered his Ghost in a couple of Long Handicaps without success, though he did achieve victory in the Winners Handicap in the September MCC speed trials (above).

Record Jowett assembly

The Jowett Car Club plans an International Centenary Rally over the Bank Holiday, May 28-31. Two of the first Jowetts should be attending. It's hoped that 150 cars will make this the largest gathering of Jowetts. It will be based in the Peak District with a scenic run and a static display of these cars. Further information can be obtained from Noel Stokoe, 16 Eskdaleside, Sleights, Whitby, North Yorkshire YO22 5EP.

Alex Moulton – a great British engineer

The Rolls-Royce Heritage Trust has published *Alex Moulton – from Bristol to Bradford-on-Avon.* This 319-page book covers the lifetime in engineering by the well-known Alex Moulton. This is a fascinating study of Alex Moulton's engineering work, as contained in a file that he produced in 1940-41 about his engineering research, and development of hydrolastic and hydragas suspension, his two-wheeled vehicles, his steam car and his past times and future prospects.

The A4 book contains appendices on the design of the Centaurus engine and other work of this well-known engineer, including the special specifications of the Fedden car and Moulton bicycles.

Rolls-Royce Heritage Trust, ISBN: 978 1 872922 39 3. £18 to members, £25 to non-members Ⓜ

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Parting Shot

French Grand Prix, Clermont-Ferrand July 2, 1972

Andrea de Adamich's Surtees TS9B-Ford finishes 14th on the scenic but difficult five-mile, 51-corner Charade circuit in the Auvergne mountains. Jackie Stewart's Tyrrell 003 won the race after Chris Amon's Matra MS120D picked up a puncture.

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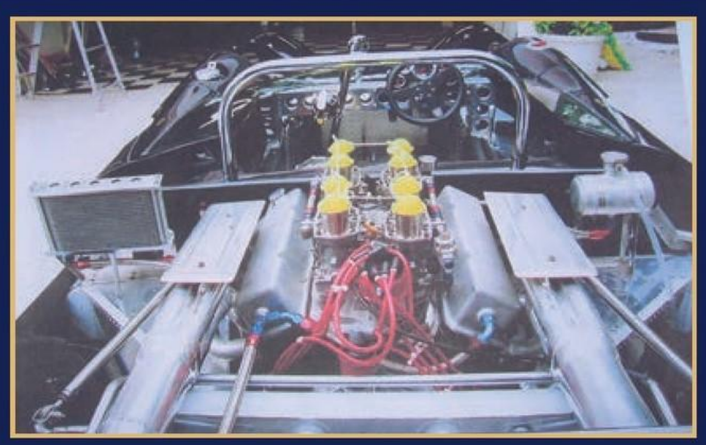
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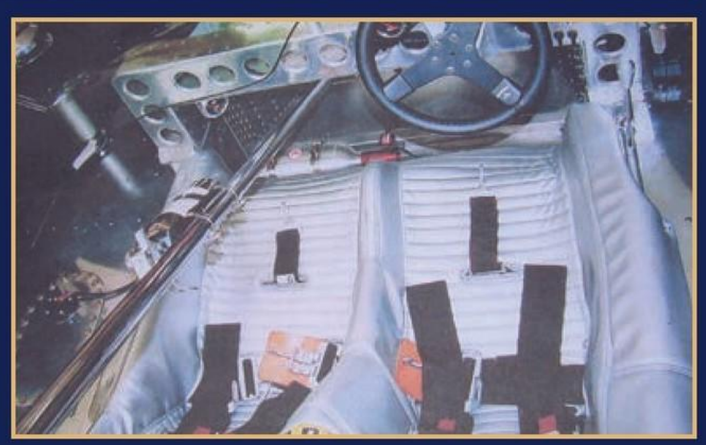
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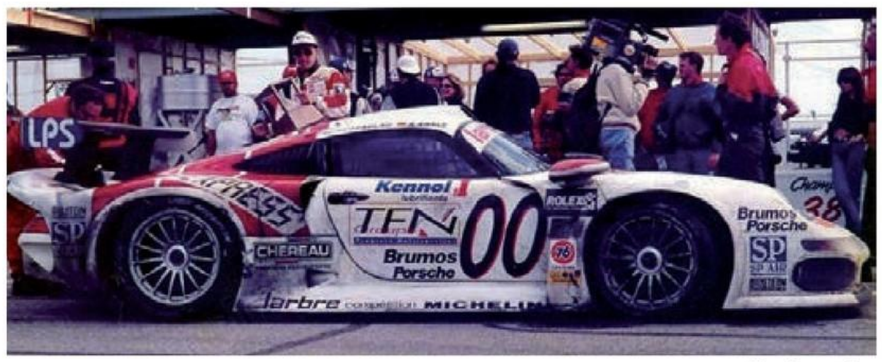
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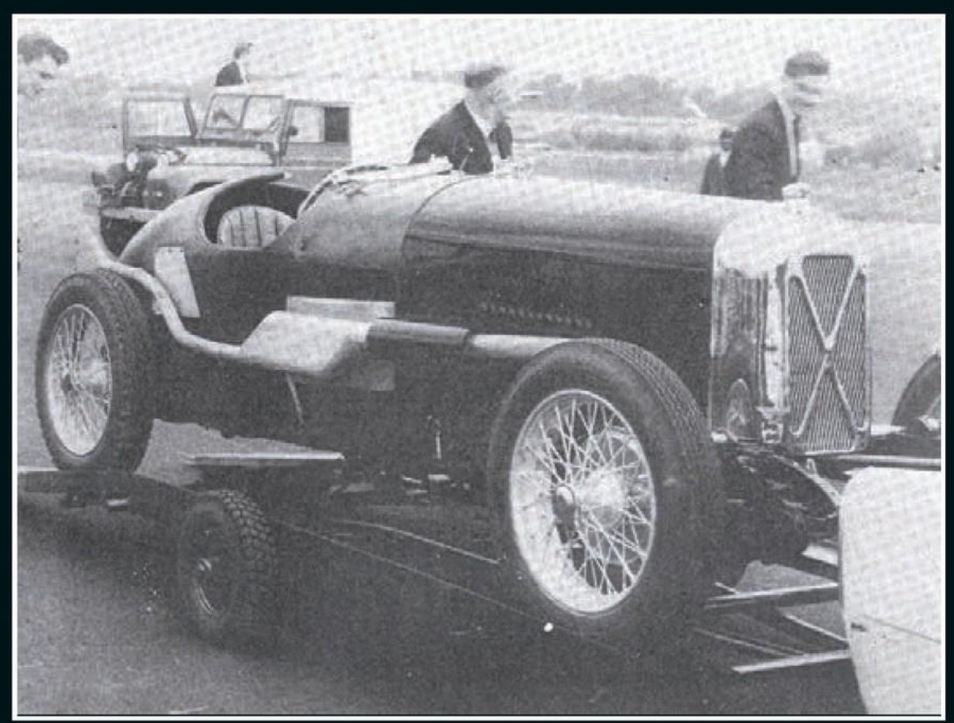
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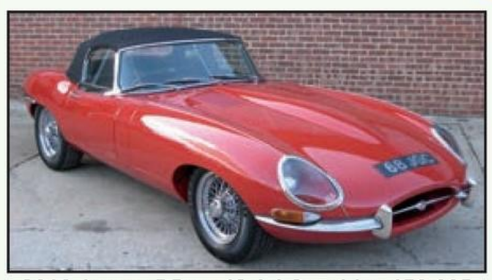
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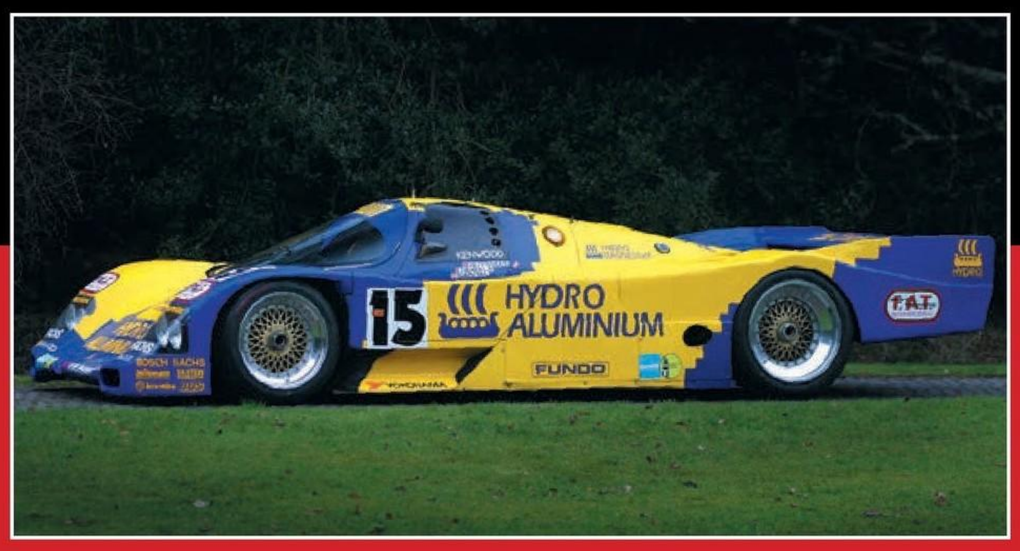
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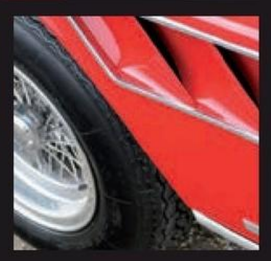


















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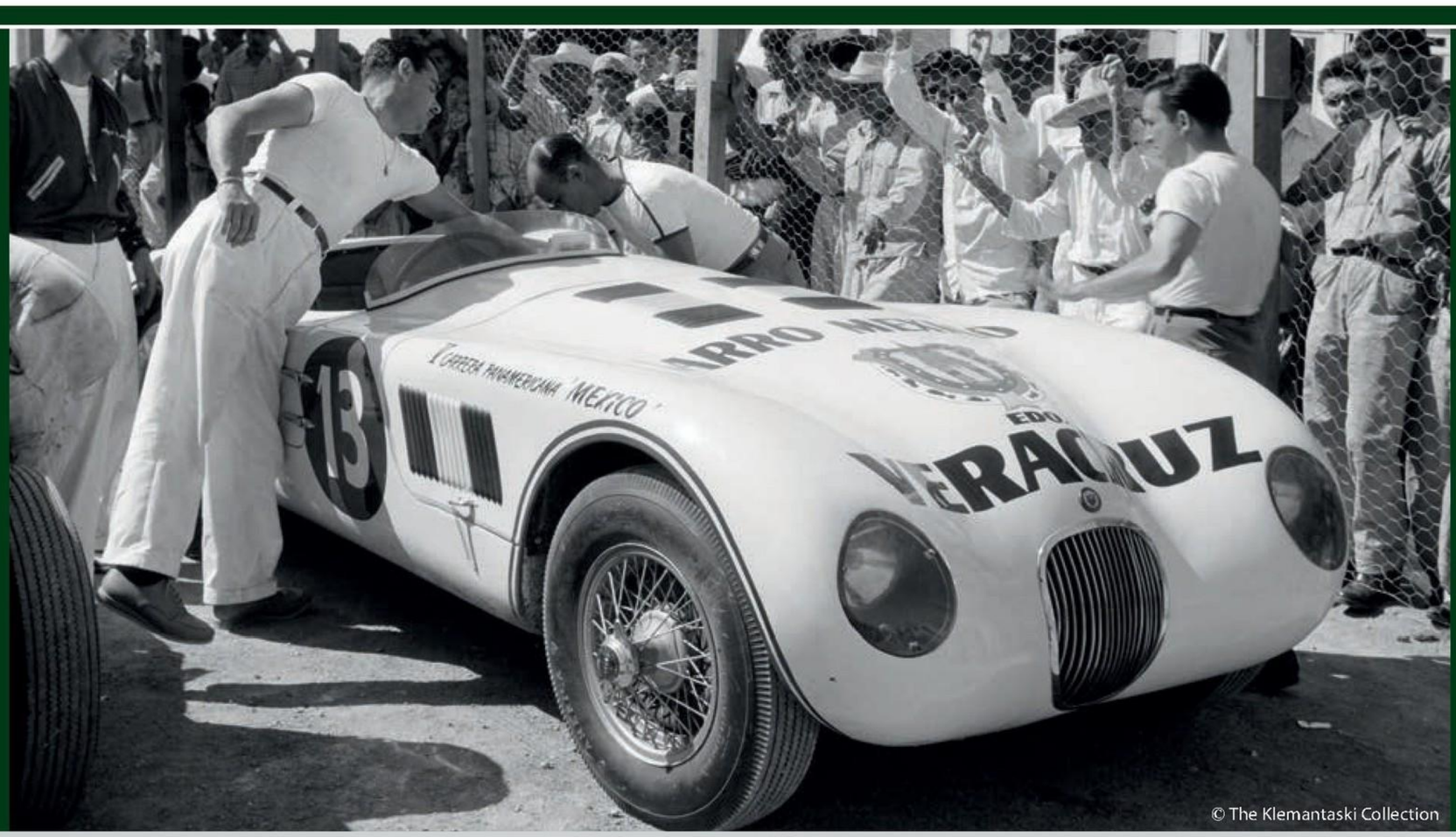
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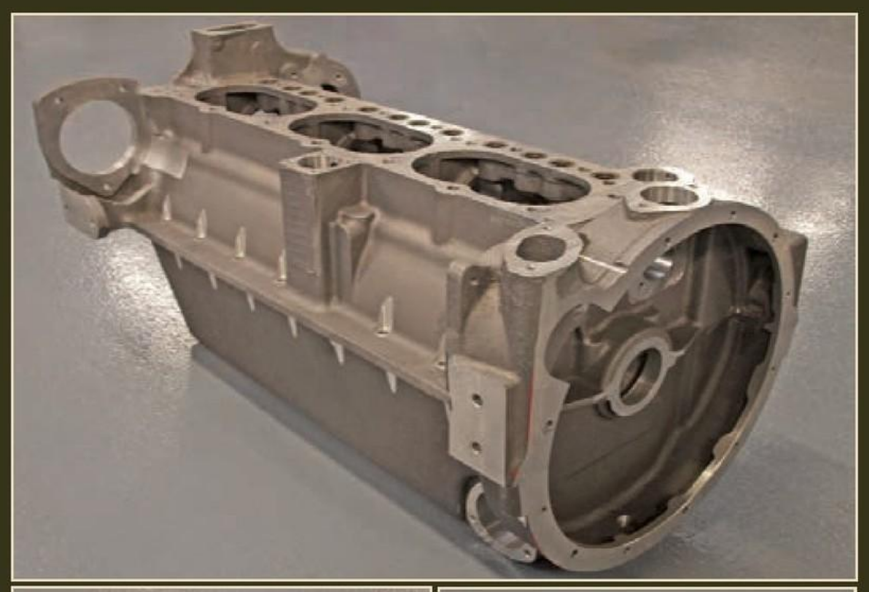


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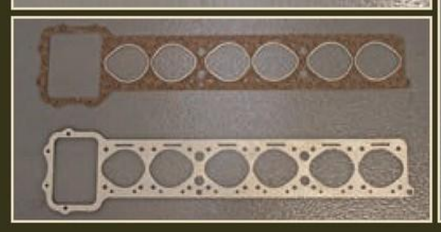
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1969 ROVER P5B Coupe, Arden Green/Silver Birch, Automatic, ONE LADY OWNER FROM NEW! New Cream leather interior and carpets, sympathetically restored bodywork, 62,000 miles, all mot's to prove,unrepeatable! £14,995



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Ex-COOMBS 1965 E-TYPE 4.2 S1 ROADSTER - L.H.D. - 8,711 miles

Truly remarkable example with just 8,711 miles from new, and John Coombs (Coombs-Jaguar Racing) as its recent owner. Works hard-top (and soft-top). New 72 spoke chrome wires with Pirelli P4000 tyres. Just expensively resprayed (over original, totally rust-free shell); original trim with working Motorola radio, original spare with RS5 tyre, original tools and rolls. Freshly serviced and current MOT. A true time-warp in absolutely exquisite condition, superb driveability and Jaguar Heritage Certificate. Unrepeatable!



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Among the last of only c. 20 examples built by AC Cars Ltd. from 1997 to 2001, these extremely rapid all aluminium hand-built sports-roadsters have blossomed in reputation over the past 12 years. Genuine 350bhp (dynoed, with essential uprated engine management system) supercharged 5 litre Ford V8, with 5 speed T5 gearbox, gives 0 to 60 mph in 4.2 secs., 0 to 100 mph in 10.3 secs., and 160+ mph. Fully modified suspension and other desirable features. Just 9,500 miles and in equivalent superlative condition throughout, with fresh M.O.T. etc.
The last of AC Cars Ltd's 'Cobra variants', a landmark in the Company history.



AC COBRA 427 Mk III S/C 'CONTINUATION' - L.H.D.

Just 10 'Continuations' (AC Cars Ltd.'s own authentic and totally perfect reproductions of the definitive iconic 1965 '427 S/C' -accurate down to the very last detail) were fully completed by the Factory from 1990 to 2002; only 5 now remain in the UK. This is COB 5002, starring in 'Jeremy Clarkson's Motoring Years' (BBCTV), and also owned by Liam Howlett (The Prodigy). Dynoed c.500 bhp Mathwall 1965 side-oiler engine and top-loader 'Rug' gearbox. Fully trimmed with all weather equipment. Eligible for F.I.A. papers. 'Historic Vehicle' classification. M.O.T. 1,950 miles from new and 'Concours' condition to match.
Same investment potential as a 1965 'original' but around 1/3rd the price!



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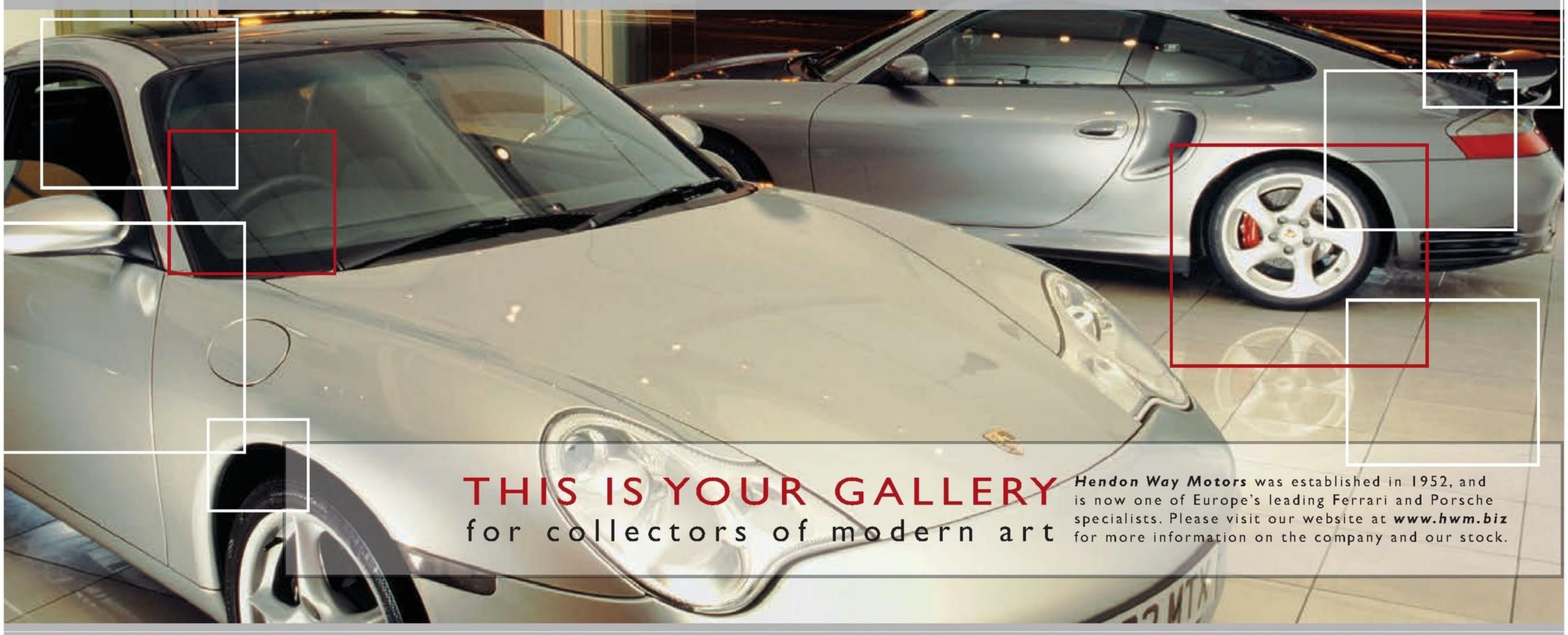
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2009 PORSCHE 997 TURBO MANUAL GT SILVER 8000 MILES
Full Black leather interior, Generation II Porsche Communication Module, Porsche Stability Management System, Sports Chrono Pack plus, Sunroof, White dials, Electric heated memory seats, BOSE Sound system, USB with IPod connection, CD Changer, Bi-Xenon lights

2008/9 PORSCHE 997 C2S COUPE GENERATION 2 PDK WHITE 7000 MILES
Black Ither int., Porsche Communication Module (sat.nav.), Telephone, Computer, Sport mode, Sports suspension, white dials, Heated seats, USB & IPOD connection, 19" alloy wheels

2007/8 PORSCHE 997 C2 CABRIOLET TIPTRONIC ATLAS GREY 22000 MILES
Atlas Grey coachwork, Tanned Leather interior, Porsche Stability Management Satellite Navigation, Climate Control, Bose Sound System, Computer, Cruise Control, Sports Heated Seats, Parking Assistance, Xenon Lights, 19"Alloy Wheels, Full Porsche Service History

2007 PORSCHE 997 TURBO MANUAL BASALT BLACK 10000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White Dials, Telephone module, BOSE Sound system, Sunroof, Chrono pack, Sports Mode, Sports Adaptive Memory Seats, Xenon Lights, Full Climate Control, Rear Wiper, 19" Turbo Alloy Wheels, One Owner from New

2007 PORSCHE 997 TURBO MANUAL ARCTIC SILVER 39000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White Dials, Telephone module, BOSE Sound system, Sunroof, Chrono pack, Sports Mode Memory Seats, Xenon Lights, Full Climate Control, Rear Wiper, 19" Turbo Alloy Wheels, One Owner from New

2009 PORSCHE 997 GEN II C4S COUPE PDK BASALT BLACK 1000 MILES
Full Black leather Interior, Generation II Porsche Communication Module, Porsche Stability Management System, White Dials, Heated electric Seats, Multifunction Steering wheel, Cruise Control, Telephone Module, USB & IPOD Connection, Bi-Xenon Lights, Park Assist, Sports Chrono Pack, Climate control, 19" Turbo Alloy wheels

2008/9 PORSCHE 997 C4S CABRIOLET TIPTRONIC ARCTIC SILVER 5000 MILES
Arctic Silver, Black Leather interior, Porsche stability management, Porsche communication module (Satellite Navigation), Climate control, , White dials, Multi function steering wheel, Telephone module, Sports suspension, Road angel, Xenons, Carbon pack, Park assist, Turbo 19"alloys, CD changer, Grey seat belts. Full Porsche Service History

2006/7 PORSCHE 997 C4S CABRIOLET TIPTRONIC SEAL GREY 21000 MILES
PSM, PCM, Telephone Module, Computer, Cruise Control, White Dials, Chrono Pack, Heated Electric Memory Seats Sports Suspension, Sports Mode, Bose Parking Assist, Xenons, 19"Alloys, Full Porsche Service History

2006/7 PORSCHE 997 C2S CABRIOLET TIPTRONIC SEAL GREY 32000 MILES
PSM, PCM(sat nav), Climate control, Heated Seats, Sports Suspension, Sports Mode, Computer, White Dials, Chrono Pack, CD Changer, Parrot Connection, Xenons, Parking Assistance, 19" Alloy, Full Porsche Service History

2006/7 PORSCHE 997 C2S COUPE TIPTRONIC SLATE GREY 41000 MILES
PSM, Sat Nav, Telephone Module, Computer, Cruise Control, Climate Control, Sports Mode, Sports Suspension, Sport Seats, Heated Seats, Multi Function Steering Wheel, White Dials, Chrono Pack, Sunroof, xenons, CD Changer, BOSE Sound System, Parking Assistance, 19"Alloys

2006 PORSCHE 997 C2S CABRIOLET MANUAL ARCTIC SILVER 22000 MILES
Metropole Blue Leather interior, 6 Speed Manual, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone, BOSE, sound system, 6 CD Changer, Electric Seats, Memory Seats, Heated Seats, White dials, Sports suspension & Sports exhausts, Parking Assistance, 1 Owner from New. 19" Alloy wheels. Full Porsche Service History

2005/6 PORSCHE 997 C2S CABRIOLET MANUAL SLATE GREY 13000 MILES
2006 Model, Black Ithr int, Porsche Communication Module (sat. Nav), Porsche Stability Management System, Telephone, Computer, Chrono pack, White dials, M/F Steering wheel, Sports suspension, Sports Mode, BOSE, CD changer, Sports seats, Htd seats, Climate control, Xeno

2005/6 PORSCHE 997 C2S COUPE MANUAL SEAL GREY 27000 MILES
Porsche Stability Management, Porsche Communication Module (Sat Nav), Telephone Module, Computer, White Dials, Climate Control, CD Changer, Sport Suspension, Sunroof, Xenons, Parking Assistance, Rear Wiper, 19" Alloys

2005 PORSCHE 997 C2S CABRIOLET TIPTRONIC BASALT BLACK 35000 MILES
Black leather interior, Tiptronic Sat Nav, Porsche Stability Management, Telephone, Computer, Cruise Control, White Dials, Multi Functional Steering Wheel Climate Control, Sport Suspension Heated Seats, Xenon Lights, CD Changer, Parking Assistance, 19" Alloys

2006/7 PORSCHE 997 C4S COUPE TIPTRONIC BASALT BLACK 6000 MILES
2007 Model, Black Leather interior, Porsche Communication Module, Porsche Stability management system. Telephone, Computer, Multifunction Steering Wheel BOSE sound system, CD Changer, Memory Seats, Heated Seats, White Dials, Sunroof, Chrono Pack, Bi-Xenon Lights, Sport Mode, Chrono pack, Rear Wiper

2007 PORSCHE 997 C2S COUPE TIPTRONIC SEAL GREY 30000 MILES
Black Leather Interior, Tiptronic, Porsche Communication Module (Satellite Navigation), Porsche Stability Management system, BOSE sound system, CD Changer, Multifunction Steering wheel, Sports suspension, Heated Seats, Computer, Cruise Control, Parking Assistance, 19" GT3 Alloy wheels. Full Porsche Service History

2008/9 PORSCHE 997 C2 MANUAL BASALT BLACK 8,000 MILES
Full black leather interior, Porsche Communication Module, Porsche Stability Management System, Onboard computer, Telephone Module, Sports heated seats, Sunroof, Climate control, 19" Sports Design alloy wheels

PORSCHE 996 / GT3 / GT2 / TURBO / C4S / C2 / C4

2003 PORSCHE 996 GT2 MANUAL BASALT BLACK 31000 MILES
Black leather interior, Climate control, Small aluminium pack, Bucket seats, Full Porsche Service History

2003 PORSCHE 996 GT3 MKII ARCTIC SILVER 12000 MILES
Black leather interior, Porsche Stability Management System, Computer, Climate control, Sports seats, Aluminium Pack, White dials, Xenon lights, 18" alloy wheels, Full Porsche Service History

2005 PORSCHE 996 TURBO "S" MANUAL ARCTIC SILVER 16000 MILES
Black leather interior, Manual, Porsche Communication Module, Porsche Stability Management System, Computer, Cruise control, Telephone Module, OSE Sound system, CD changer, White Dials, Full Carbon Pack, Sunroof, Sports seats, Heated seats, Ceramic Brakes, Rear Park assist, Front Park assist, Full Climate control, Rear wiper, 18" Turbo Alloy wheels, Full Porsche Service History, A concourse example of the 996 Turbo S

2003 PORSCHE 996 C4S COUPE MANUAL BASALT BLACK 35000 MILES
Black leather int, Porsche Stability Management system, Porsche Communication Module (Sat.Nav), Telephone, Computer, Cruise Control, Electeric Htd Seats, Memory Seats, Bose, CD changer, Sports Exhausts, Rear wiper, Parking Assistance, 18" Turbo Alloy wheels. Full Service

2002/3 PORSCHE 996 TURBO COUPE TIPTRONIC SEAL GREY 32000 MILES
2003 Model, Grey leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone, Computer, White Dials, Sunroof, BOSE Sound system, CD changer, Electric Memory seats , Xenon Lights, Rear Wiper, Full Climate Control, 18" Turbo Alloy wheels

2002/3 PORSCHE 996 TURBO MANUAL BASALT BLACK 53000 MILES
Black leather interior, Tiptronic Porsche Stability Management BOSE Sound system CD changer Electric Seats 18" Alloy Wheels

2002 PORSCHE 996 C2 CABRIOLET TIPTRONIC ARCTIC SILVER 41,000 MILES
Metropole Blue Leather interior, Porsche Communication Module, Telephone, Computer, White dials, BOSE sound system, CD changer, Xenons, Parking assistance, Sports seats, 18" Turbo alloys, GT3 aerokit. Full Porsche Service History

2002 PORSCHE 996 C4 COUPE TIPTRONIC ARCTIC SILVER 43000 MILES
Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone Module, Computer, CD changer, Heated seats, White dials, Sunroof, Aluminium pack, Xenon lights, 18" GT3 Alloy wheels

2003 PORSCHE 996 C2 COUPE TIPTRONIC ARCTIC SILVER 29000 MILES
Black Leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Computer, White dials, Cruise Control, CD changer, Heated Electric seats, Memory Seats, Small silver pack, Sunroof, Rear wiper, Park Assistance, 18" Turbo alloy wheels. Full Porsche Service History

2002/3 PORSCHE 996 C2 COUPE MANUAL ARCTIC SILVER 46000 MILES
2003 Model, Manual, Black Leather interior, Porsche Stability Management System, Computer, Porsche Radio with Sngle CD player, Heated seats, Rear wiper, Park Assistance, 18" Alloy wheels. Full Porsche Service History

2001 PORSCHE 996 C4 COUPE MANUAL YELLOW 63000 MILES
Black Leather interior, Porsche Stability Management System Electric Window Mirrors 18" Alloy Wheels

PORSCHE 993 / TURBO / C2S / C4S / C2 / C4 / TARGA

1998 PORSCHE 993 C4S COUPE MANUAL MIDNIGHT BLUE 59000 MILES
Dark grey leather interior, Sports seats, Climate control, 18" Turbo alloy wheels, Full Porsche Service History

1997 PORSCHE 993 C2S COUPE MANUAL MIDNIGHT BLUE 71000 MILES
Marble Grey leather, Climate control, Sports seats, Rear wiper, 18" Turbo alloy wheels, Sunroof, Full Porsche Service History

1995 PORSCHE 993 C4 COUPE MANUAL IRIS BLUE 60000 MILES
Grey leather interior, Sports seats, Sunroof, Radio with one CD changer, Tracker system Immobiliser, 17" Cup Alloy wheels, Full Service History

1995 PORSCHE 993 C2 COUPE TIP AVENTURA GREEN 70000 MILES
Beige Leather Interior, 17" Alloys Climate, Previously owned by Porsche Club member, the condition is immaculate, Full Porsche Service History

1994 PORSCHE 993 C2 COUPE MANUAL MIDNIGHT BLUE 60000 MILES
Marble grey leather interior with blue leather dash, Sports seats, Rear wiper, Climate control, Sunroof, 17" Alloy wheels, Full Porsche Service History

1995 PORSCHE 993 CABRIOLET TIP IRIS BLUE 81000 MILES
Black leather interior, Sports Seats, 17" Alloys Climate, Full Porsche Service History

1994 PORCHE 993 CABRIOLET MANUAL AVENTURA GREEN 57000 MILES
Marble grey leather interior, Wind deflector, Stereo, Heated mirrors, CD Changer, Full Porsche Service History

PORSCHE BOXSTER
Model Types 2.5 / 2.7 / 3.2 S

2005 PORSCHE 987 3.2S BOXSTER MANUAL SEAL GREY 18,000 MILES
Black leather interior, Porsche Stability Management System, Computer, White dials, Porsche radio with single CD changer, Climate control, Park Assist, 18" Alloy wheels, Full Porsche Service History

2007/8 PORSCHE 987 3.4S BOXSTER MANUAL BASALT BLACK 11000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White dials, Wind visor, Electric heated seats, Climate control, Park Assist, 19" Turbo Alloy wheels. As new

CAYMAN

2006 PORSCHE CAYMAN S ARCTIC SILVER 10000 MILES
Grey Leather, Porsche Stability Management System, Porsche Communication Module, Cruise, White Dials, Chrono Ceramic Breaks, 19" Alloys, Full Porsche Service History

FERRARI
Models from 1970 +

2005/6 FERRARI 430 SPIDER MANUAL NERO DAYTONA BLACK 9000 MILES
2006 Model, Manual, Crema Leather interior, Ferrari Metal Shields, Hi-Fi Upgraded, Bluetooth, Satellite Navigation, Yellow Callipers, Just Serviced

2003 FERRARI 360 MODENA F1 MANUAL ROSSA RED 10000 MILES
Rossa red with Black Hood, Crema Leather with Crema roll over hoops, Crema Daytona seats with bregundy piping, Challenge rear grill, Climate control, Satellite navigation, CD changer, Embossed head rests, 19" Modular split alloys, Full Ferrari service history

1998 FERRARI 550 MARANELLO GRIGIO SILVER 42000 MILES
Full black leather interior, Manual, Electric Daytona seats, Climate control, 18" alloy wheels, Full Ferrari Service History

1995 FERRARI 355 SPIDER GIALLO YELLOW 26000 MILES
Full black leather interior, Manual, Electric sports seats, Climate control, Sports suspension, 18" alloys, Full Ferrari Service History. Superb example that has been meticulously maintained from new

1991 FERRARI TESTAROSSA ROSSA 6000 MILES
Crema leather interior, Manual, Climate control, Electric windows, CD Changer, 18" alloys wheels, Full Ferrari Service History

1981 FERRARI 308 GTS RED 40000 MILES
Full Leather, Climate Fog Lights, First Class History, 3 Owners

1972 FERRARI DINO 246GT WHITE 39000 MILES
Black Leather, Excellent Original Condition, 1 Original Owner, Concourse Winner.

1967 FERRARI 275 GTB/4 LHD LIGHT SILVER 65000 MILES
Black Leather, Full History, Original Tool Kit, Concourse Winner

Other Models

1991 AC COBRA LIGHTWEIGHT METALLIC BLACK 5000 MILES
Black Leather, 1 of 26 RHD Lightweights

1991 AC COBRA LIGHT WEIGHT SPEEDYELLOW 9000 MILES
Black Leather, 1 of 26, RHD, Lightweight's, Ex- Rod Stewart

1969 JAGUAR E-TYPE 4.2 SERIES 2 V12 ROADSTER AUTO CARMEN RED 10,000 MILES
Carmen Red paintwork, immaculate black leather interior with red piping, Black hardtop, extensive service history, wire wheels. Immaculate condition throughout. Very careful previous owner.

1967 JAGUAR E-TYPE 4.2 SERIES 1 1/2 ROADSTER METALLIC SILVER 55000 MILES
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- 1972 March 721G, the ex-Niki Lauda car
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- 1972 BMW CSL, fully restored Schnitzer Group 2 car
- 1974 Alfa Romeo 33TT12, a championship winning car
- 1976 TOJ F201, the ex-Keke Rosberg works Formula 2 car
- 1981 Porsche 917-K81, the last 917 to race in Le Mans
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- 2000 Arrows A21 F1, ex-Pedro de la Rosa

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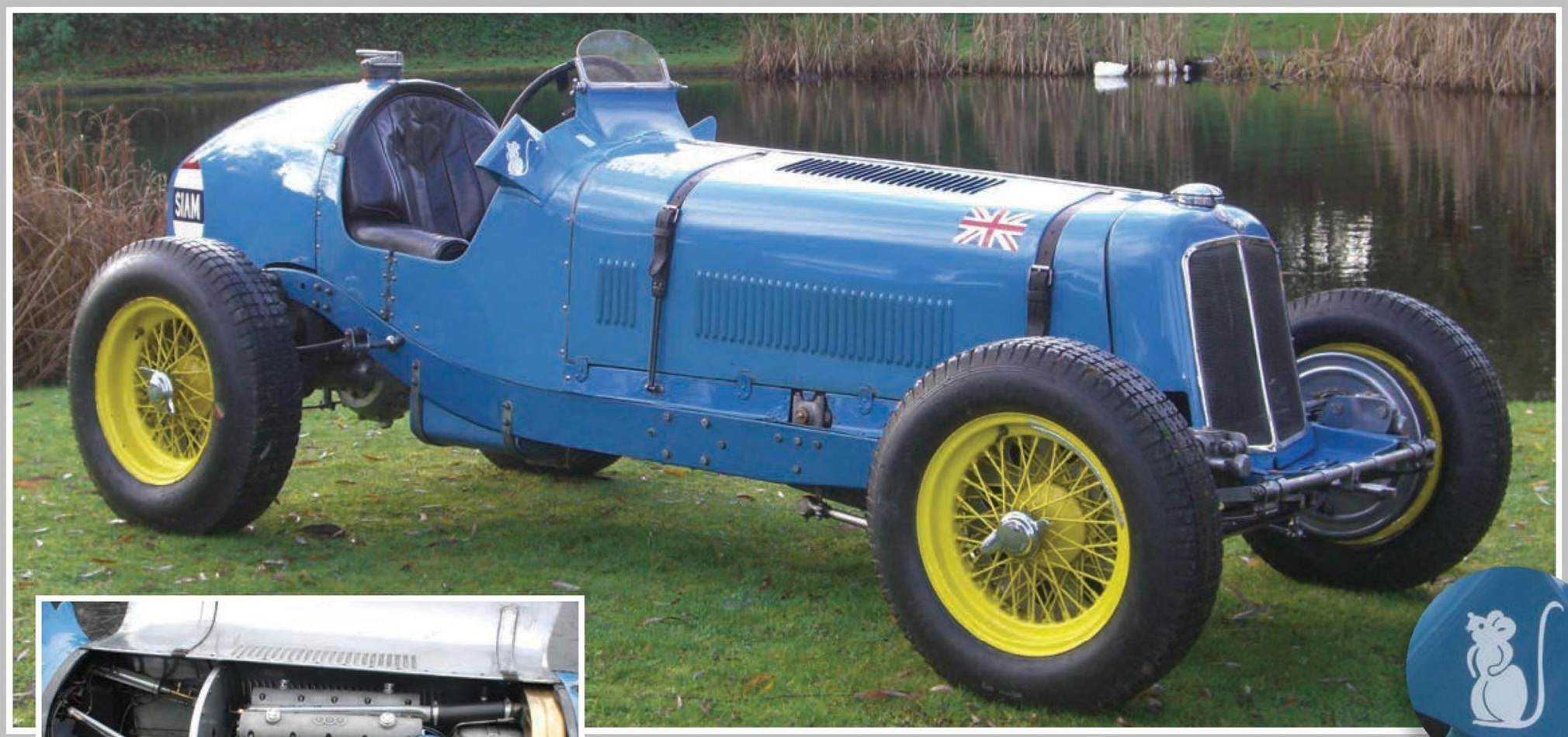
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Bira's top result in the car's inaugural season was victory in the Albi Grand Prix. By 1938 the ERA had passed into the hands of Tony Rolt, who campaigned it widely and successfully until the outbreak of war – his win in the British Empire Trophy of 1939 was one of the car's finest. Post war owners include Duncan Hamilton, though the car was immortalised by the late Hon. Patrick Lindsay, in whose family the car has remained since 1959.

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Jaguar 3.8 Mk II 1964
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Jaguar E Type 3 8 1963
This superb E Type is finished in Silver Blue with Navy Blue hide interior, stereo/radio, chrome wire wheels, with low mileage of 66,500,very difficult to repeat, garaged from new. **£45,500**



Jaguar E Type 3.8 1963
FHC Finished in opalescent Dark Blue with Tan hide interior, Sun roof, chrome wire wheels, over £60,000 spent to bring this car to superb condition. Personal reg number, excellent history, drives magnificent, the ultimate of a legend **£47,750**



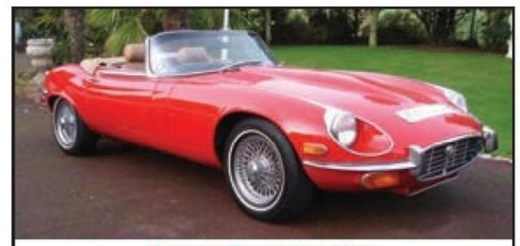
Lincoln Four door 1977
Finished in Royal Blue with matching interior, this car has just about every extra possible. Having covered only 12,000 miles, it has been kept in a museum since new, until recently. Similar to purchasing a new car, drives, or should I say glides, along effortlessly, just magnificent, probably the finest lowest mileage Lincoln in the world **£15,750**



Aston Martin DB7 Volante Vantage 2001
Finished in Antrim Blue with matching hide interior in magnolia and blue, with matching blue power convertible top, auto power, tip-tronic steering controls, overugs, alcantara headlining, heated screen, premium stereo system, CD. Sat Nav, walnut veneer throughout, heated seats, power windows, usual Aston extras, non smokers car, only 14,000 miles from new, full Aston Martin history, garaged, mint condition **£48,750**



Jaguar E type V12 Roadster 1974
Finished in signal red with black hide interior, headrests, stereo system, chrome wire wheels, auto, power steering, re/con engine and gearbox,bills and Mots etc, handbook, excellent example **£45,500**



Jaguar Roadster 1974
Left Hand Drive finished in Signal red with beige hide interior, headrests, radio/stereo, tinted glass, air conditioning, sparkling chrome wire wheels, spare unused, manual transmission, power steering, 29,500 miles, garaged from new, superb .. **£56,500**



Mercedes 280 SL Sports 1969
Left Hand Drive, finished in Diamond white with cherry red hide interior, headrests, hard and soft tops, auto, power, air con, stereo system, two owners from new,this car is in amazing condition, pampered from new, looks like a one year old car and is totally superb. Also available in ivory white with dark brown hide interior **£49,750**



Rolls Royce Silver Spur series 11 1990
Left hand drive. Finished in Windsor Blue with Navy Blue hide interior, picnic tables to rear, memory seats, heated seats, power adjustable rear seats, lambs wool over rugs, cocktail bar, footstools, special inlaid wood veneers, expensive CD and stereo system, tinted glass, many more extras, 29,000 miles service history, absolutely stunning **£19,750**



Aston Martin Virage 1991
Finished in metallic green with magnolia hide interior, piped in green, headrests, overmats, stereo system, tilt steering, usual Aston extras, only 25,000 miles from new with full service history, garaged from new **£28,750**



Mercedes 320 SL Sports 2001
Finished in Silver with Cream hide interior, rear seat, hard and soft tops, auto, power, air con, power windows, adjustable steering, overugs, ABS, and more, 56,000 miles, FSH, garaged from new, totally magnificent **£16,750**



Mercedes 560 SL Sports 1986
Left Hand Drive, finished in gleaming Signal Red with black hide interior, hard and soft tops, headrests, air bags, light up vanity mirrors, cd/stereo system, power mirrors, power windows, centre arm rest, air conditioning, climate control, cruise control, 18,000 miles, garaged from new, very difficult to repeat **£25,500**



Jaguar E Type V12 Roadster
Finished in gleaming unmarked Signal red with black hide interior, headrests, smooth auto transmission, power steering, new chrome wire wheels and white side tyres, stereo system, only 12,500 miles since complete nut and bolt restoration, all bills pictures, and records,built better than when it was new, probably the finest restoration ever **£75,750**



Jaguar E Type V12 2+2 1971/2
Finished in Old English White with Black hide interior, headrests, overugs, radio/stereo system, manual transmission, immobiliser, power steering, sparkling chrome wire wheels, white band tyres, spare unused, with low miles, good history, excellent example just as an E Type should be **£36,750**



Jaguar E Type V12 Roadster 1974/5
Finished in Regency red with Black hide interior, headrests, stereo system, auto,power, chrome wire wheels, only 60,000 miles from new,bills and Mots, classic colour combination, very original example **£39,750**



Bentley Hooper 1956
Finished in gleaming two tone green with fine coach lines to compliment the coachwork, a matching green hide interior, with a glass like finish to walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overugs, only one former keeper, this very rare Bentley is ideal for showing with every possibility of winning, or for the pure pleasure of driving, possibly the finest in the world and a fine investment **£65,750**



Aston Martin 2002 DB 7
Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior,and matching power top, Walnut veneers, overugs, touchtronic, power steering, power windows, sat nav, stereo, Cd, air con, Special Aston Larini exhaust system, only 10,000 miles from new with full Aston history,this car is just remarkable, never seen rain **£49,750**



1999 Bentley Continental SC Sedanca Coupe LHD
Finished in Silver Pearl with Stratos hide interior, 27,000 miles, matching lambswool overugs, this car has just about every possible extra, a very rare model with only seventy three ever produced, with its unique lift out glass roof, this stunning car has FBSH, garaged from new, a very famous owner, just magnificent .**£135,000**



1972 Rolls-Royce Phantom V1 State Limousine
Finished in Garnet over Antelope with Cherry hide interior to the front and West of England cloth to the rear, glass division, power windows, a/c, TV & video, cocktail bar, intercom, 12 stack CD player, Sundym glass, only 18,000 miles from new, 2 owners, lambswool overugs, occasional seats, show condition **£175,000**



Bentley Azure 1997 Model
Left Hand Drive finished in Silver Pearl with Black hide interior, to many extras to list, lambswool overugs, expensive stereo system, chrome wheels, anti theft device, Burr Walnut throughout, 52,000 miles, always garaged **£75,500**



Mercedes 280 SL 1969
Finished in champagne gold with superb interior, hard and soft tops, automatic, power steering, radio and stereo, cd and mini disc player, expensive alarm, 89,000 miles from new, good service history, garaged from new, absolutely stunning, probably the finest **£39,750**



Mercedes Sports 280SL 1969
Finished in Ganate Red with black hide interior, headrests, hard and soft tops, auto, power, CD/ stereo, only two previous owners, original service and handbooks, service bills etc, original document wallet, garaged from new, Mercedes show car probably the finest **£49,750**

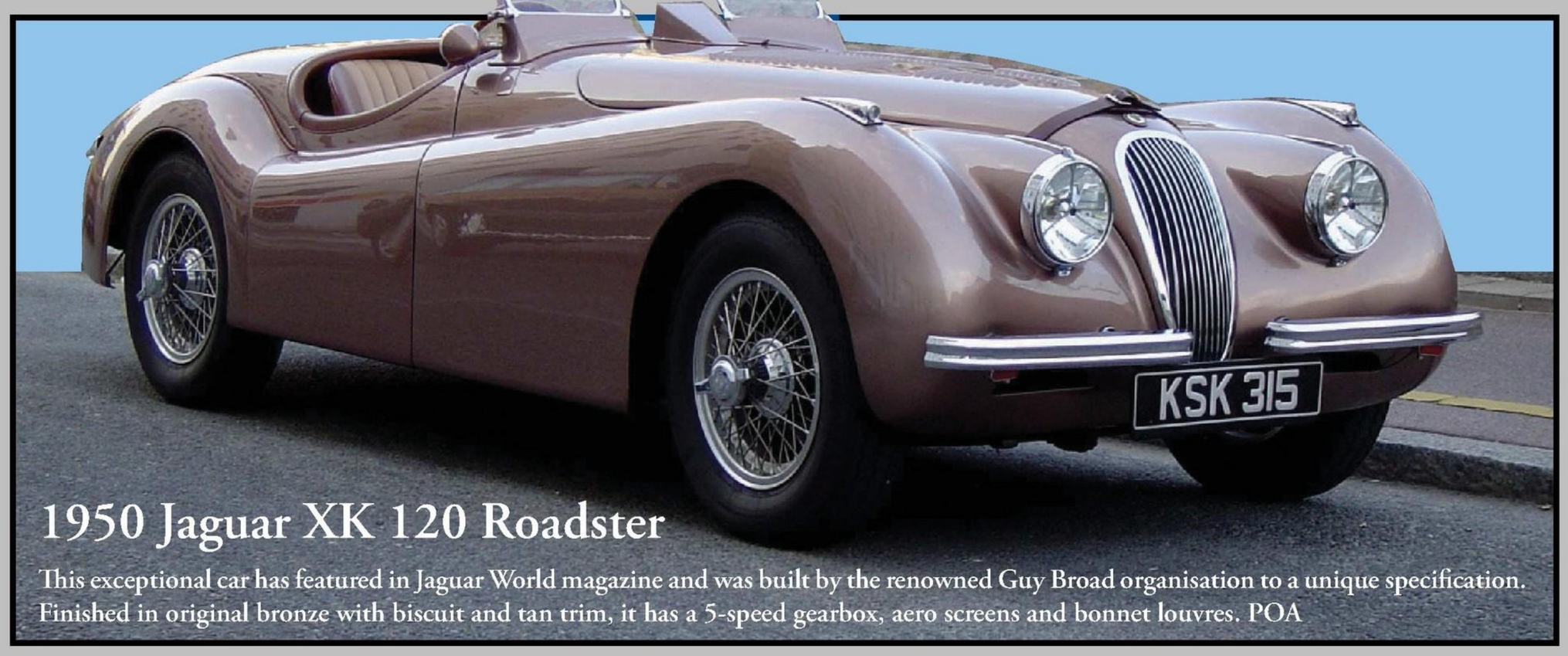


Bentley Series 111 1965
Left Hand Drive, Finished in Silver Chalice with Dove grey hide interior, auto, power, picnic tables to rear, footstools, lambs wool overugs, air conditioning, stereo system, one of the last of this model built,only 68,000 miles from new, two owners, garaged from new, excellent example .. **£49,750**

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1967 Ferrari 275 GTB/4

Of the 280 4-cam versions built of the 275 GTB, just 27 featured RHD, of which this stunning, extensively restored, low mileage example is one. Red with black trim. POA



Ferrari 250 Testa Rossa Recreation

A beautifully-built toolroom copy of an original Testa Rossa, created by the world renowned Neil Twyman. The detail is outstanding and the result, truly breathtaking. POA



1982 Porsche 936 – Chassis No.005

The late Rolf Stommelen drove this stunning Kremer-built 936 to second place in the German Supercup Series. The 2140cc single turbo engine produces 540bhp. POA



1971 Ex-Works Alfa Romeo 33/TT/3

One of two tubular spaceframe versions of the T33 built by Autodelta and raced by the factory team. Only ever had two private owners. FIA papers granted. POA

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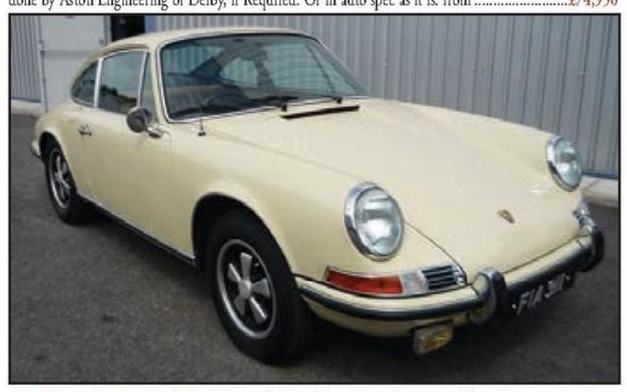
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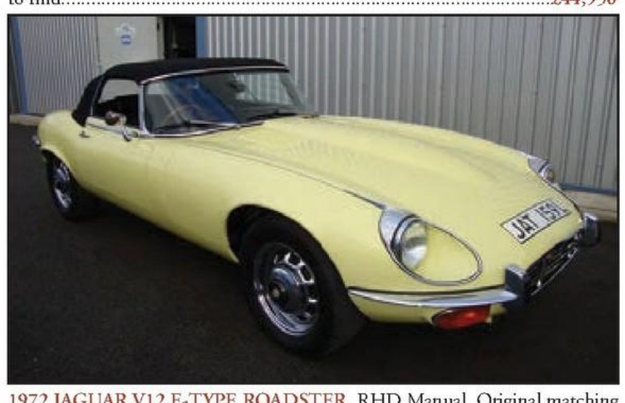
1978 PORSCHE 930 TURBO, (1 of just 30 RHD). GP white with Black leather and pinstripe Trim. Fuch alloys, aircond, stainless factory exhaust, ESR, Em. 54,000 miles only, with the most exacting and perfect service history. This car is in time-warp, original, condition, and a better example would be very hard to find..... £44,950



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1968 ROLLS-ROYCE MPW 2 DOOR COUPE. (RARE). Rolls-Royce midnight blue with grey leather, and blue carpet. Perfect light walnut veneers with correct grey felt headlining. Uprated factory aircon and improved handling. This Concours Winning example, has had over £50,000 spent on it in recent years, it has a superb documented history from new and is without question to our knowledge the best in the UK. A truly stunning example of the rare coach built two door coupe. £36,950

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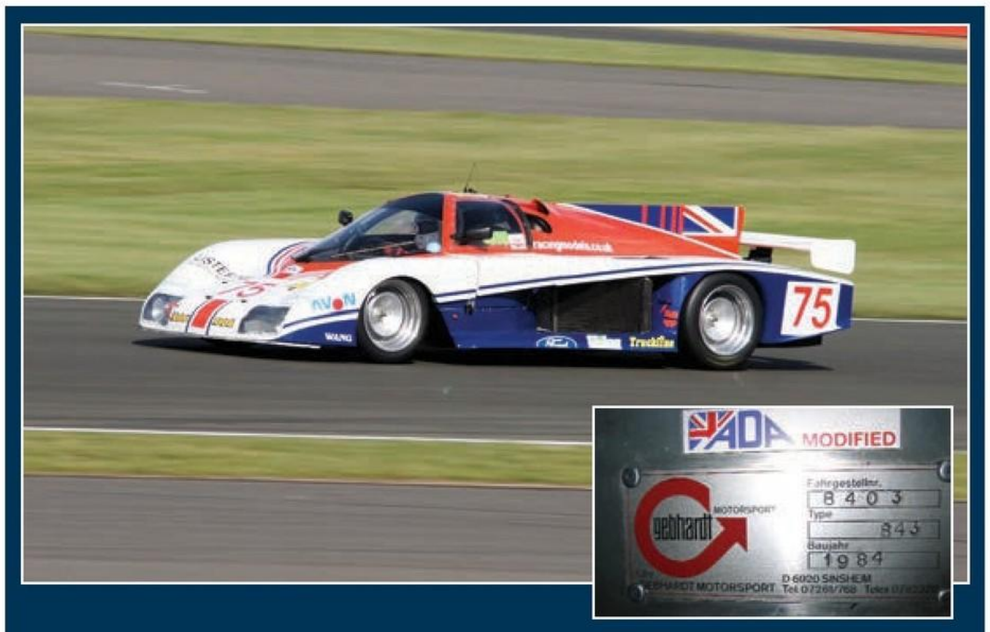
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	SS100 3.5 ltr.
	SS100 3.5 ltr.
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	SS100 3.5 ltr.
	SS100 3.5 ltr.
	SS 3.5 ltr. DHC
1939	SS 1.5 ltr. DHC

Jaguar

1948	Jaguar XK120 light weight works car
1953	Jaguar XK120 SE OTS RHD
	early competition history
1954	Jaguar XK120 SE DHC LHD
1958	Jaguar XK150 3.4 ltr. OTS RHD
1959	Jaguar MK2 2.4 ltr. RHD
	Jaguar MK9 LHD
1960	Jaguar XK150 3.8S FHC LHD
1961	Jaguar E-Type OTS LHD
1964	Jaguar MK2 3.8 ltr. manual LHD
1966	Jaguar XKE 4.2 ltr. 2+2 NY show car LHD
1971	Jaguar XJ6 4.2 ltr. S1 manual LHD
1972	Jaguar E-Type V12 Roadster RHD
	Jaguar E-Type V12 Roadster LHD
1991	Jaguar XJR15
1994	Jaguar XJS 6.0 ltr. convertible LHD
2001	Jaguar XJR100 LHD

Other brands

1958	Aston Martin DB4 RHD
1965	Aston Martin DB5 Vantage RHD
1969	Daimler 420 RHD
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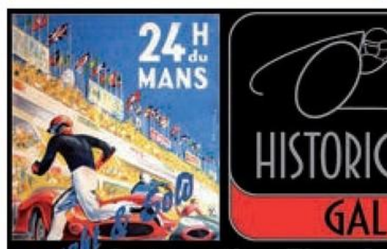
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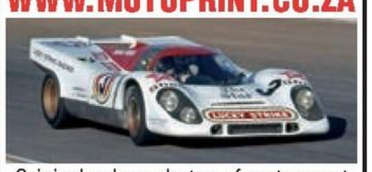


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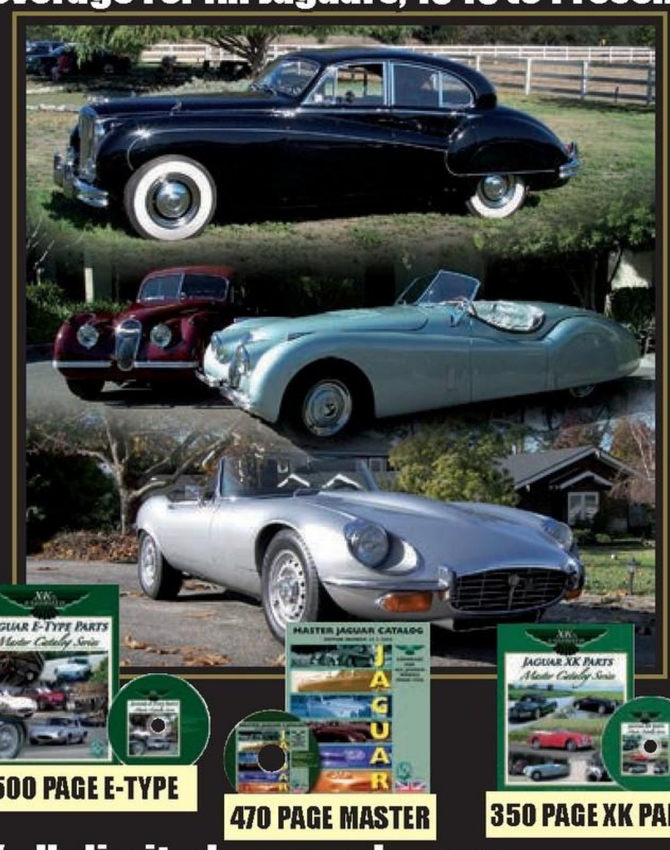
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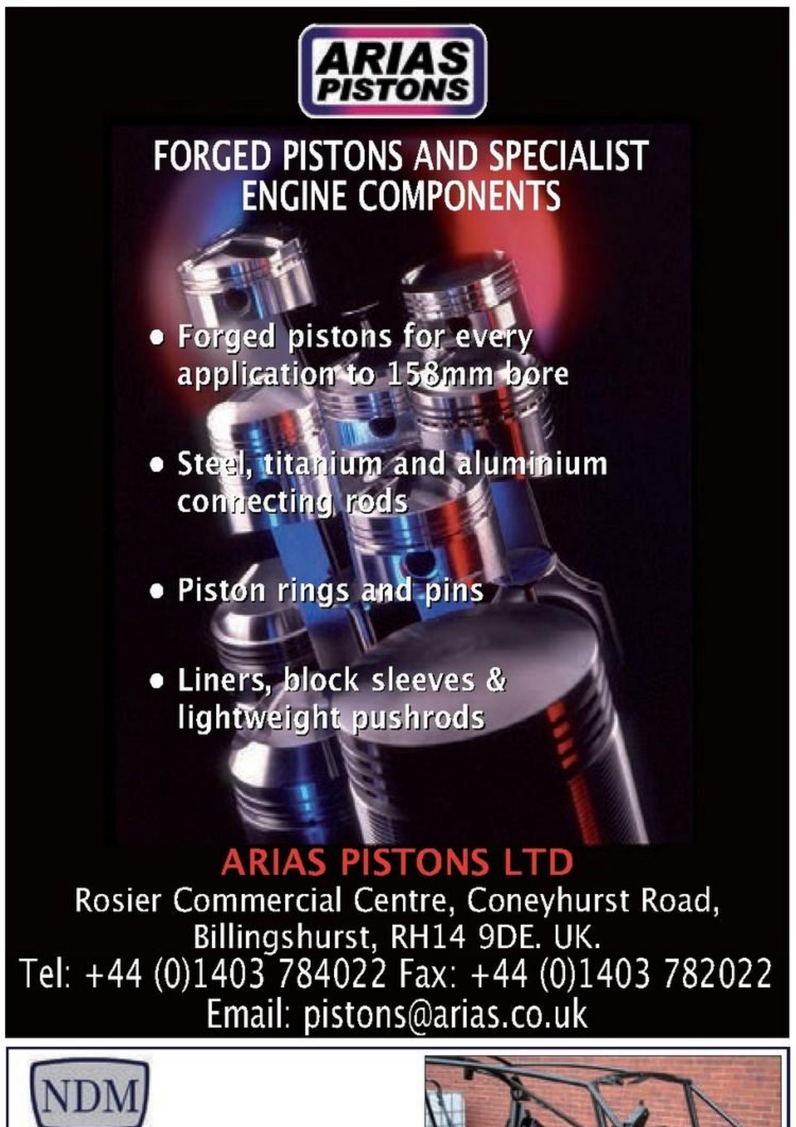
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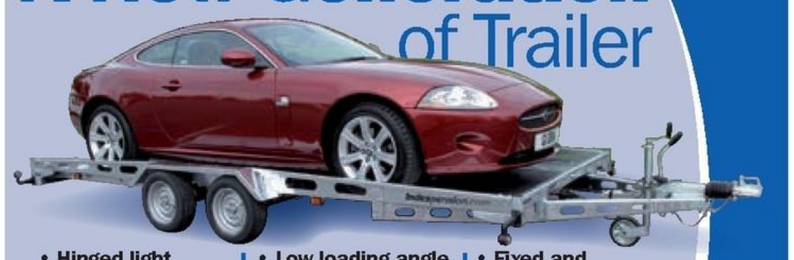
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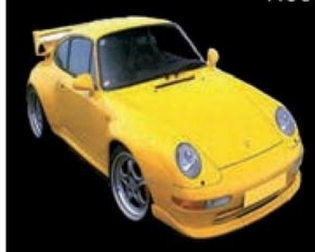
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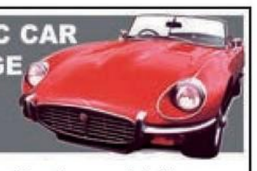
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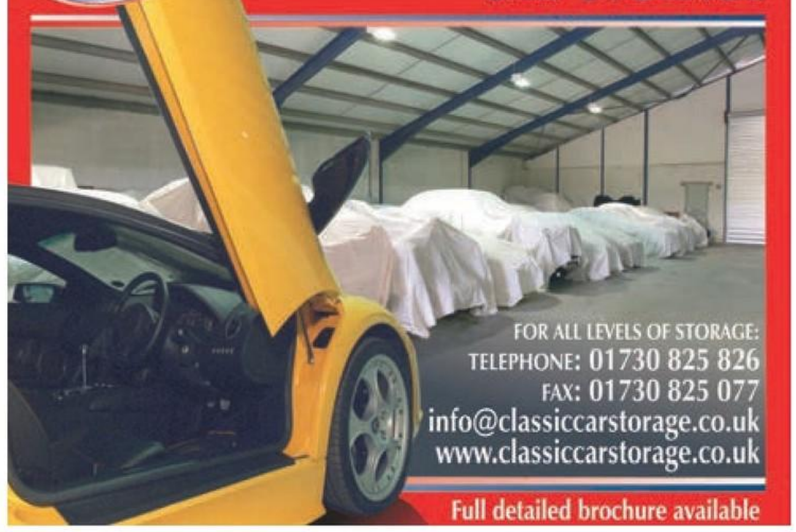


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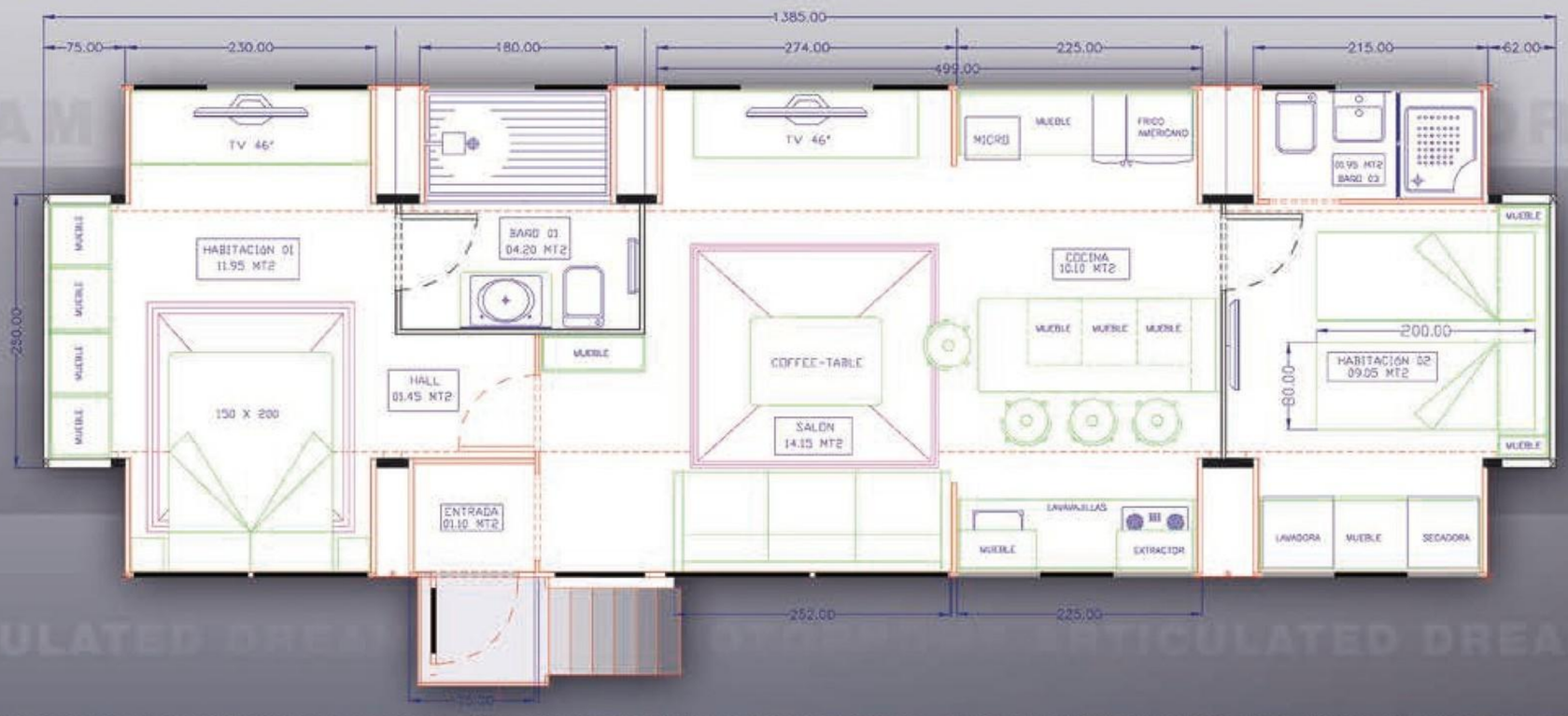
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1958 Aston Martin DB MkIII, finished in Navy blue with English tan hide interior. This is an excellent, well maintained example with a detailed record of servicing and improvements over the past 13 years. It drives superbly, thanks to maintenance by Davron and now requires some cosmetic improvement to the paint finish; therefore very sensibly priced at £79,500 **Tel. (01753) 644599**
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1991 Mercedes 500SL finished in Nautic blue with contrasting cream hide interior. Owned by an M&S director for 11 years with one owner since, this car has been beautifully maintained throughout and drives superbly. It has covered only 54,000 miles and its specification includes full hide interior, 8 hole alloys, electric heated seats, 3 electric mirrors and air conditioning. Cost new in excess of £74,000, wonderful value at only £9,950
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Aston Martin DB7 Volante finished in Mendip blue with parchment and Pacific blue hide interior. Now 13 years old and fast becoming a classic, this car has been serviced at the Aston factory from new and drives superbly. Fitted with power hood, automatic transmission, 18" alloys, cruise control and electric heated seats, this car is in excellent condition throughout. Sensibly priced at £27,950



2005 Aston Martin DB9 finished in Keswick black with contrasting cream hide interior. This is an excellent example that comes with the remains of a factory extended warranty and the benefit of a continuous service history. Fitted with all usual refinements including satellite navigation and having covered only 33,000 miles, this car represents excellent value at £52,950



1999 Aston Martin DB7 Vantage finished in Pentland green with parchment & Forest green hide interior. Fitted with the more sporting manual 6 speed transmission, the car comes with a full service history and 12 months parts & labour warranty. Competitively priced at £27,950



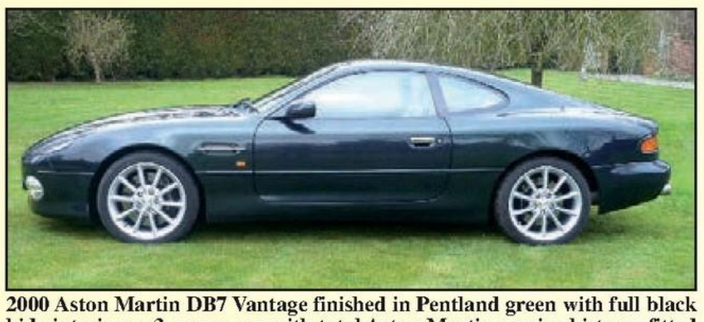
1972 Aston Martin AM Vantage finished in pale green with English tan hide interior. It is in very nice order and has been in the ownership of an AMOC member for the past 13 years. Very sensibly priced at £26,950



1958 Aston Martin DB MkIII, finished in Navy blue with English tan hide interior. This is an excellent, well maintained example with a detailed record of servicing and improvements over the past 13 years. It drives superbly, thanks to maintenance by Davron and now requires some cosmetic improvement to the paint finish; therefore very sensibly priced at ..£79,500



1972 Aston Martin AM Vantage. One of only 70 cars produced to this configuration and fast becoming very collectable. Fitted with the proven 4.0 litre, twin OH cam, straight six engine, these cars are easy to maintain and are light and nimble to drive. Previously sold by us, this car has a very detailed service history and is rising in value £36,950



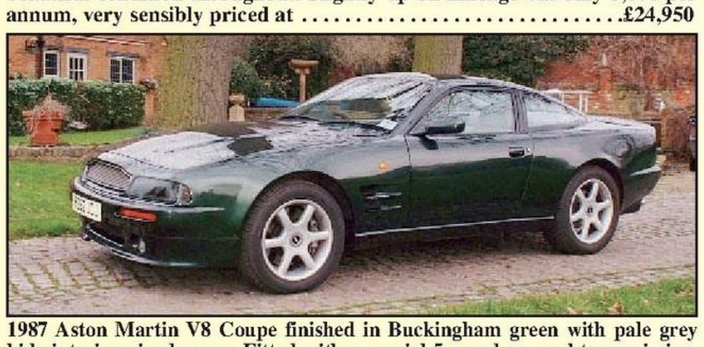
2000 Aston Martin DB7 Vantage finished in Pentland green with full black hide interior; a 3 owner car with total Aston Martin service history; fitted with automatic transmission, sports exhaust and "18 alloys, the car is in beautiful condition throughout. Slightly up on mileage but only 8,000 per annum, very sensibly priced at £24,950



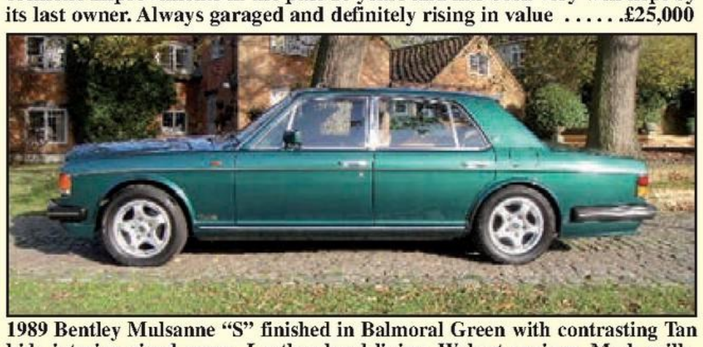
1965 Mercedes230SL finished in classic white with English tan hide interior. This is a very fine example which has had the benefit of an engine upgrade to the more powerful 250 version. It has been the subject of considerable cosmetic improvements in the past 10 years and has been very well kept by its last owner. Always garaged and definitely rising in value £25,000



2004(04) Aston Martin DB7 Vantage, finished in Obsidian black with black hide interior. This is a beautiful, well spec'd late model DB7, fitted with touchtronic transmission, Satellite navigation, air conditioning and 18" alloy wheels and is in superb condition with just 27,000 from new. Competitively priced at £34,950



1987 Aston Martin V8 Coupe finished in Buckingham green with pale grey hide interior piped green. Fitted with a special 5 speed manual transmission, "18" , five spoke alloys, Air conditioning, red callipers, mesh grille, electric heated seats etc, this car represents extraordinary value having cost in excess of £140,000 when new £34,950



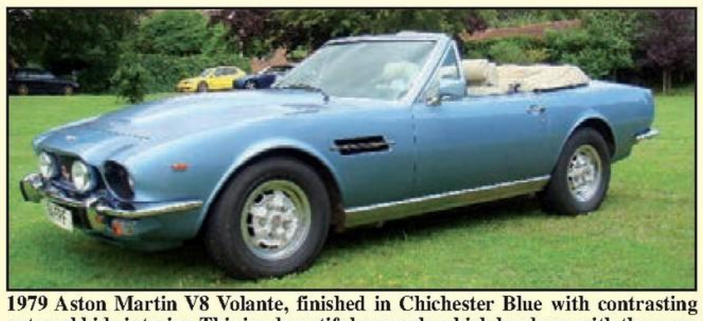
1989 Bentley Mulsanne "S" finished in Balmoral Green with contrasting Tan hide interior piped green. Leather head lining, Walnut capings, Mesh grille, Harvey Bailey handling kit, upgraded alloy wheels and an extremely comprehensive service history. Fabulous condition throughout £14,950



1990 Aston Martin Virage 5.3 finished in Buckingham green with contrasting parchment hide interior. Not to be confused with most Virages on the market, this one has had only 3 owners and has covered only 34,000 miles from new. It comes with complete Aston Martin service history and represents stunning value. Bound to appreciate £25,000



1981 Aston Martin V8 finished in Balmoral Green with contrasting Magnolia hide interior piped green with forest green carpets. This car is the subject of an in depth refurbishment including a complete repaint and full re-trim, engine rebuild and suspension rebuild and much more. Please enquire for more details. (Library picture) £65,000



1979 Aston Martin V8 Volante, finished in Chichester Blue with contrasting oatmeal hide interior. This is a beautiful example which has been with the same caring owner for the last 22 years. The car has always been garaged and sparingly used and is now very competitively priced £49,950



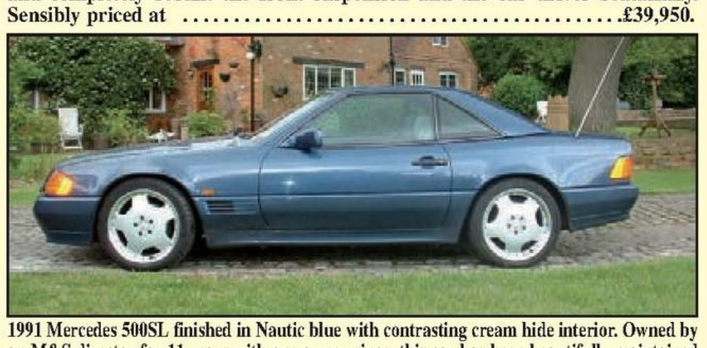
1980 Aston Martin V8 Osca India finished in light Pewter with dark blue hide interior. We are pleased to be selling this car again having sold it to the last owner 5 years ago. Since taking it in p/x, we have carried out a major service and completely rebuilt the front suspension and the car drives beautifully. Sensibly priced at .....£39,950.



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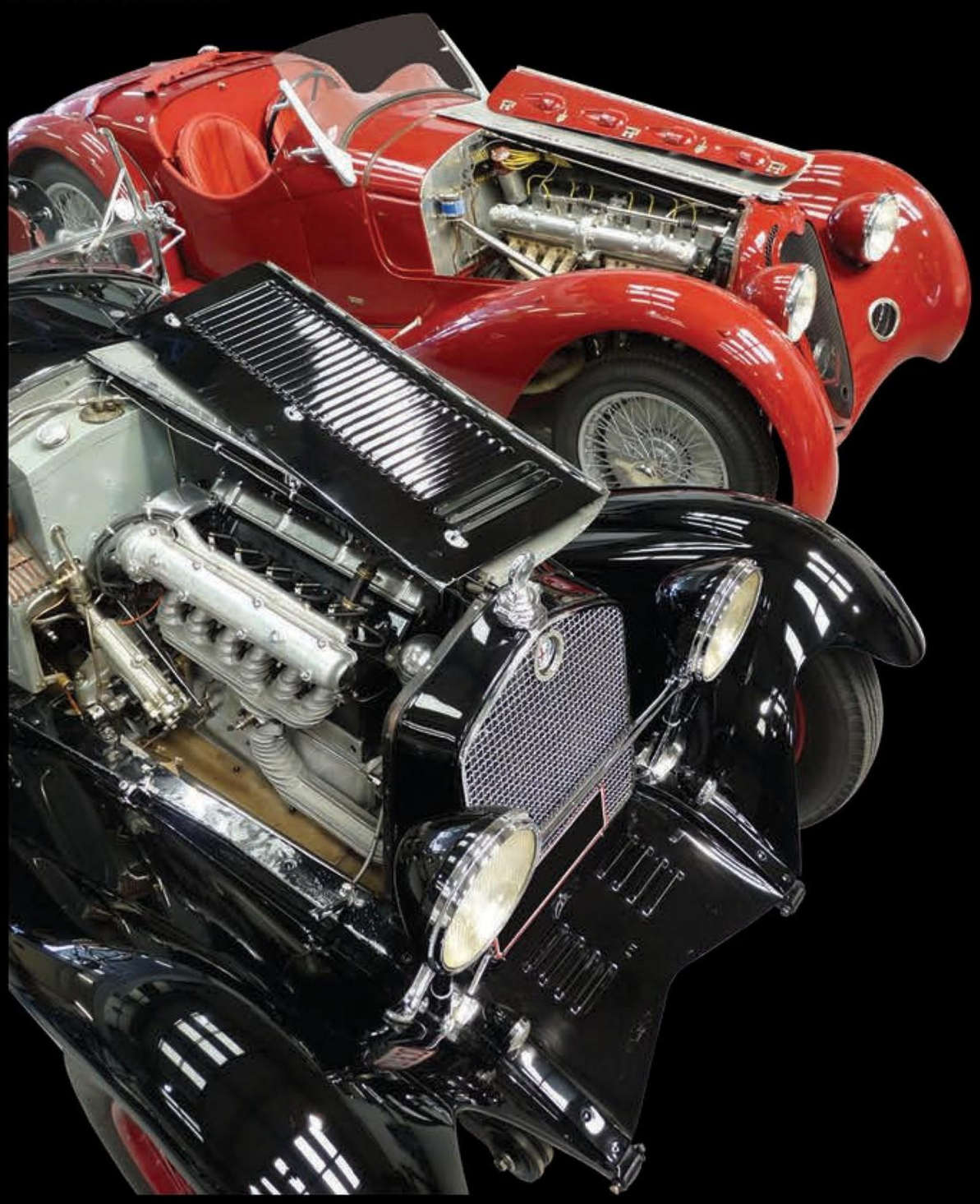
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