MOTORSPORT

F1 SEASON REVIEW; TOM WHEATCROFT; SAUBER-MERCEDES C11

JANUARY 2010 VOL.86 NO.1

THE ORIGINAL MOTOR RACING MAGAZINE

MOTORSPORT

SING

F1 REVIEW 2009

Amazing journey

Making Button champion, by a true legend of F1:

Ross Brawn exclusive interview

BY NIGEL ROEBUCK

PLUS

FORMULA 1 RULES OK!
Why tech revolution led to closest racing for years

COMEBACK OF THE CENTURY
How McLaren turned disaster to triumph

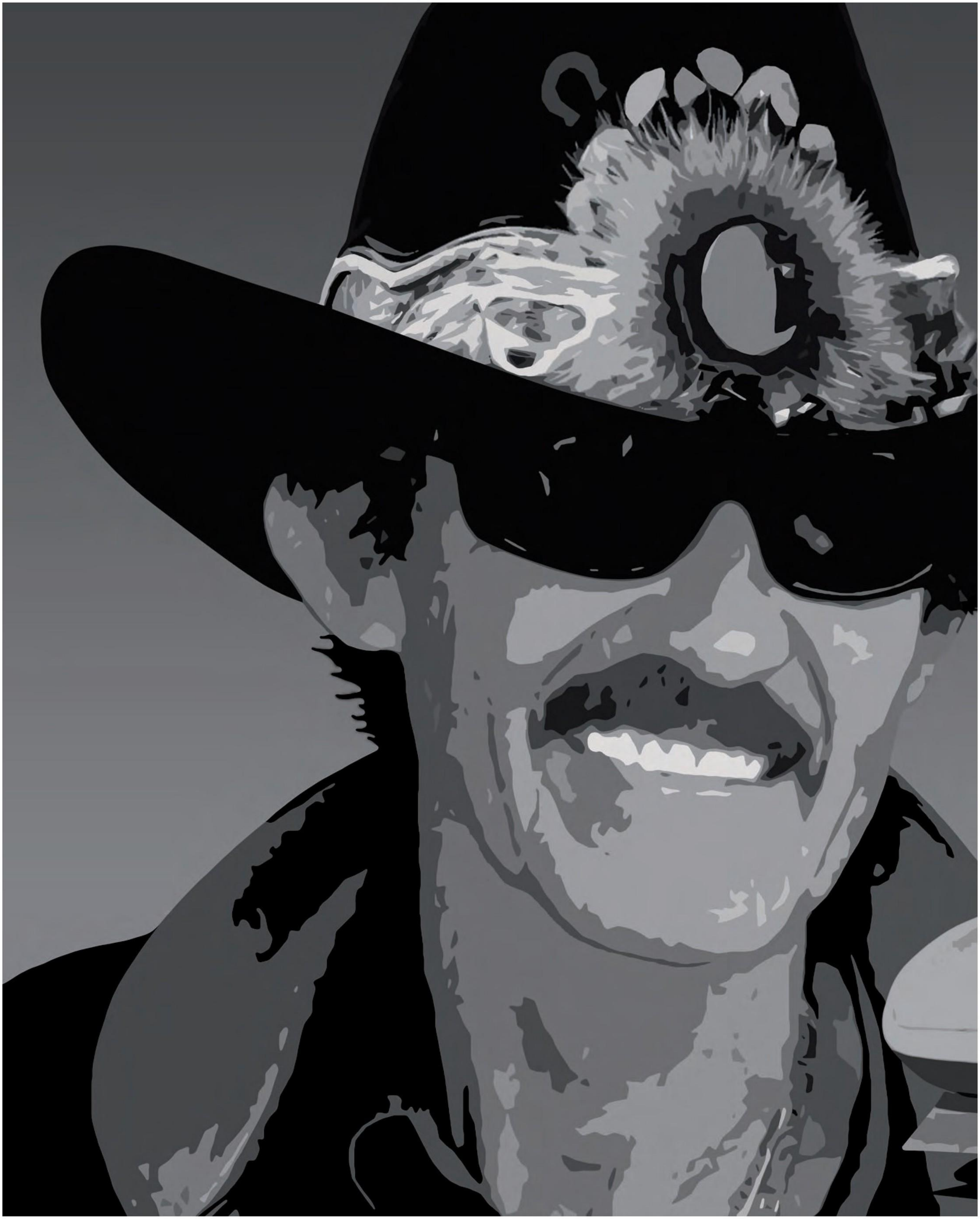
TOM WHEATCROFT: A SPECIAL TRIBUTE
The tough nut who put Donington back on the map
BY DOUG NYE

LUNCH WITH... JOCHEN MASS
Hair-curling tales from Capris to Grands Prix
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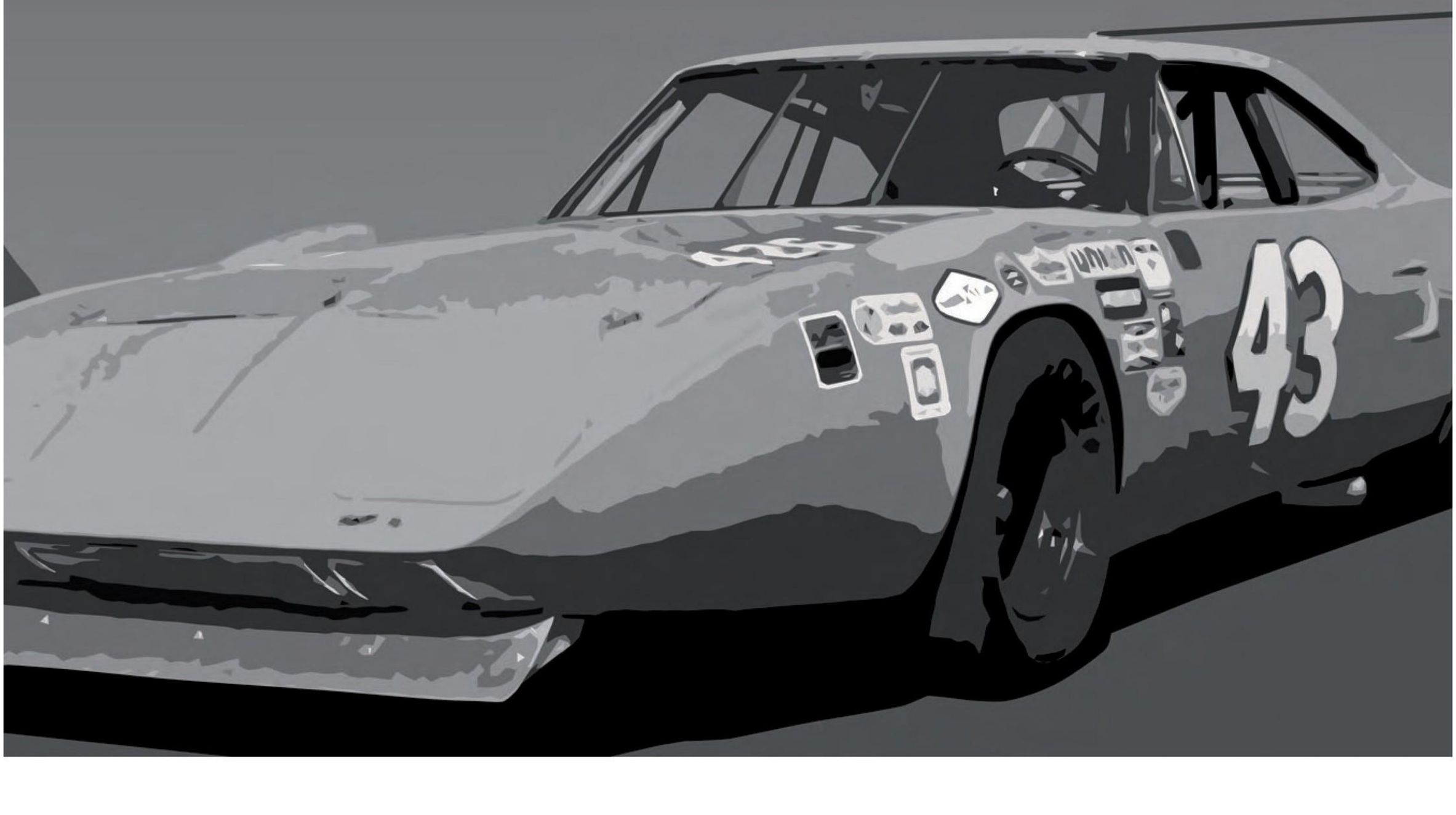
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Cover Image: Peter J Fox

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Greg Pajo

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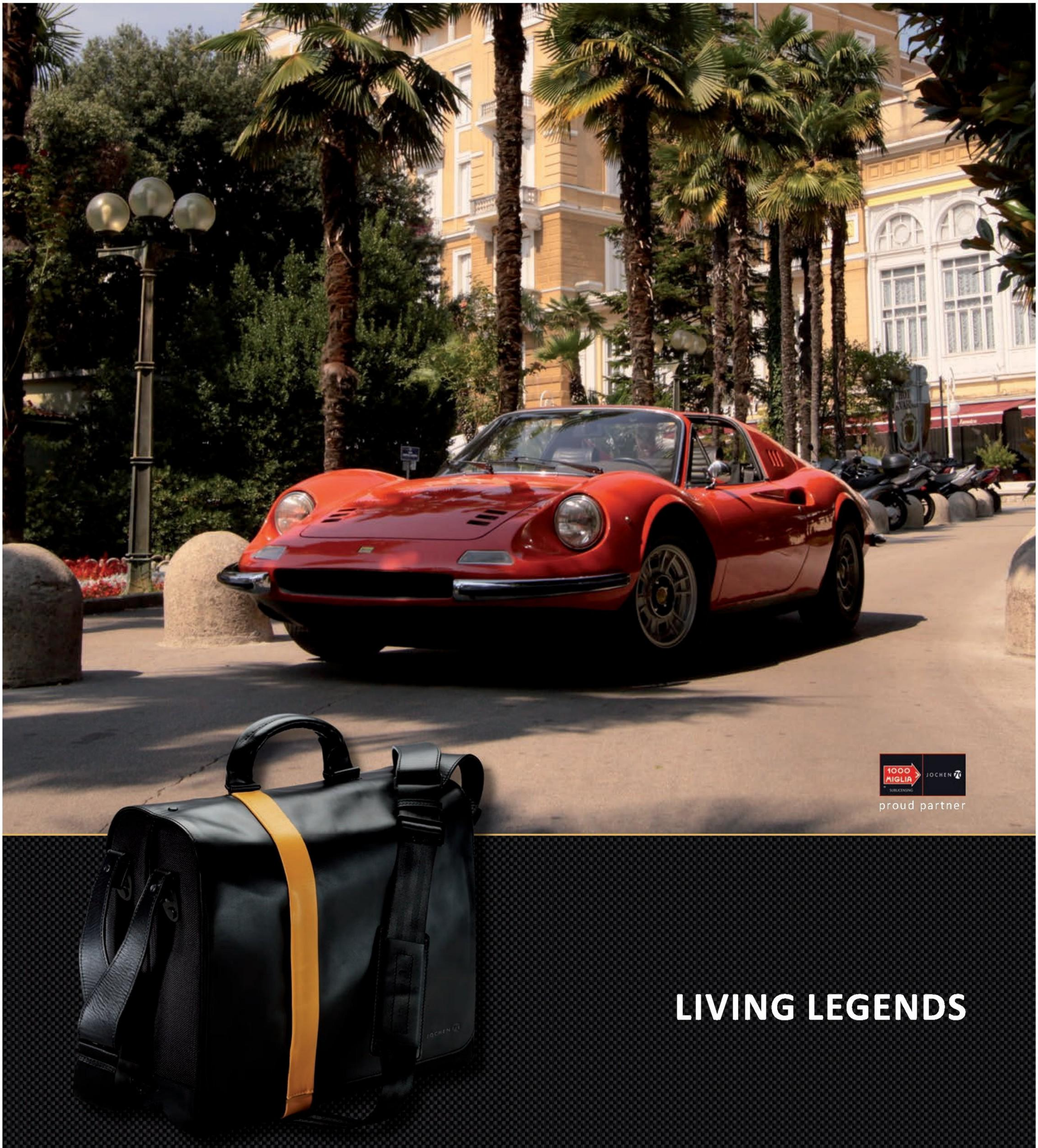


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Ross Brawn: man of 2009

We look back on a remarkable season of Grand Prix racing in this issue. Take a moment to think about how much has changed in the past 12 months: Formula 1 continues to fascinate and infuriate in equal measure. But the standout story of the season – above 'crash-gate', 'lie-gate' and, er, 'FOTA versus FIA-gate' – is the supreme achievement of Jenson Button and Brawn GP, World Champions both.

To end one year and begin another on a high note, we bring you Nigel Roebuck's brilliant interview with Ross Brawn, who surely now ranks alongside Colin Chapman as Grand Prix racing's greatest team owner/engineer. As our cover declares, he deserves the status of legend.

As we wave goodbye to 2009 we look ahead to the new year, including an exciting new event in February, the *Motor Sport* Hall of Fame (see more next month). Meanwhile, F1 is set to feature new teams and a new race in, of all places, South Korea. But the new season will begin without Toyota, pitstop refuelling – and Max Mosley.

New FIA president Jean Todt is facing his first F1 crisis: which company will be supplying tyres to the teams in 2011? After 13 years of great service, Bridgestone has announced its withdrawal, which is a much bigger blow to the sport than the loss of Toyota (see page 11). It's been a low-key start to Todt's first term in office – he hasn't spoken publicly yet – but let's judge him by his actions once he's settled in at the Place de la Concorde.

As I write, we await news on the future of the British Grand Prix. Silverstone is forging ahead with or without F1 (see page 12), while Donington Park is left resembling a scene from *Auf Wiedersehen, Pet*. We tried to contact the circuit to find out what happens next, but Simon Gillett and his team have gone to ground. We understand the Wheatcroft family, which owns Donington, is back in charge of its operation and that work to make the circuit fit for racing will soon be under way (see more in Historic News on page 113). The British Touring Car Championship has listed a date for September on its 2010 schedule and is confident that Donington will be race-ready, at least by then.

'THE GRAND PRIX OF GIBRALTAR' comes free with issues in the UK only. If you are a reader overseas, the CD is available at a special price on our website, www.motorsportmagazine.co.uk

Gillett has led British motor sport on a merry dance with his plans for redevelopment. The damage he has caused goes way beyond the corporate vandalism of a much-loved circuit. He should be banned from any further involvement in motor sport.

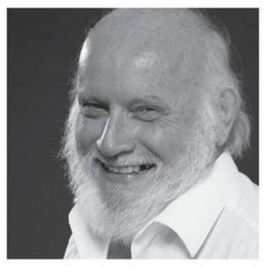
How sad that we should lose Tom Wheatcroft during this dark chapter in Donington's history. Doug Nye's moving and very funny tribute to a great man adds weight to what we already know – that Donington Park must not be lost to motor sport for a second time.

Satire and motor racing rarely meet. But in a New York studio in 1957, the late, great Peter Ustinov brought the two together brilliantly, with his improvised account of a fictional motor race, *The Grand Prix of Gibraltar*. As a Christmas treat, we present free with this issue the original recording on CD.

Many *Motor Sport* readers will be familiar with the work which was originally released on vinyl, but if you're not turn to Nigel Roebuck's Reflections on page 14 to find out more. Nigel interviewed Ustinov back in 2002 to reminisce about what has become a cult comedy classic. From everyone at *Motor Sport*, happy listening.

Damien Smith, Editor

CONTRIBUTORS



Doug Nye

Magazines are a constant tussle between writers with lots to say and editors with fixed space, so over-writing is considered a crime. But sometimes the goalposts move. Doug wrote much more than planned about the late Tom Wheatcroft, but when we read it we were unanimous: we had to make room. Tom was a major figure in our world, and Doug's tribute captures perfectly a true enthusiast.



Ed Foster

After months of poking fun at his various transport misadventures, we're now all rather jealous: Ed has a new roving commission, and the vehicle to match. All will be revealed next month… Meantime, a sprint over to Germany to climb a twisting mountain road in a V10 coupé wasn't a bad way to fill in the waiting period. If only Shelsley Walsh was eight miles long, too…



Greg Pajo

As a "recent import" from New Zealand, Greg admits to being more used to Fords and Holdens rather than beautiful historic racing cars. So he snapped up the chance to photograph the Sauber-Mercedes C11 sports car in which Michael Schumacher made his name. The results are stunning. While over here, Greg hopes to tackle the UK's race tracks himself – ideally in someone else's car…



Gary Watkins

The first race reporting job for a young Watkins came at Monza in April 1990, the second round of that year's World Sports-Prototype Championship. It also marked the race debut of the Mercedes-Benz C11. Researching the conception and short but illustrious career of this dominant Silver Arrow brought great memories flooding back – for both Gary and those he interviewed for our story.

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Daimler-Benz

MERCEDES BUYS BRAWN

SOME 55 YEARS AFTER IT WITHDREW FROM Grand Prix racing Mercedes-Benz will be back under its own name and running with a pure 'Silver Arrows' livery in 2010.

After a false start with Sauber and 14 rocky years of marriage with McLaren, the purchase of 75.1 per cent of Brawn GP will allow the company to run its own show, albeit with Ross Brawn and his existing management team overseeing day-to-day operations.

The Mercedes decision was a rare piece of positive news for a sport which over the past 12 months has been rocked by the withdrawals of Honda, BMW and Toyota. In light of those decisions the Mercedes move may seem out of step, but the company insists that ultimately it will be better off financially than it was under its previous arrangement with McLaren, a claim that may have reassured shareholders.

Indeed Daimler CEO Dr Dieter Zetsche said that within two years it will be spending a quarter of its current budget, and that Mercedes GP will become self-financing. Thanks to agreed 'resource restrictions' budgets will fall, while commercial revenues from Formula One Management are going up. All sponsorship income will go directly into the team's pot, whereas previously it was absorbed by the McLaren Group.

The purchase may prove to be a relative bargain. Existing McLaren Group shareholders have agreed to reclaim Daimler's 40 per cent holding over the next two years, and that will probably prove to have been a good investment. Daimler is only buying 45.1 per cent of Brawn with its own funds, and it is likely to be spending a lot less than it will receive. The remaining 30 per cent will be paid for by Aabar Investments, the Abu Dhabi government-backed group that owns a chunk of Daimler.

Zetsche sees the Silver Arrows team as providing "an excellent platform around the globe in many new and emerging markets, with the shining star in front".

The reasons for the divorce from McLaren are complex, but Zetsche concedes that McLaren Automotive's road car ambitions are the major concern. It is known that the recent scandals did not sit well with Stuttgart, but the bottom line is that Mercedes was never fully in control of its own destiny. Now it can claim all the glory, but equally it has nowhere to hide.

McLaren will continue to use Mercedes engines until 2015. It remains to be seen how cordial the relationship will be, and it is not clear whether the team has the option to make an alternative choice. A new engine formula is due in 2013.

Intriguingly McLaren Automotive will be 'spun out' of the rest of the company, which will allow the race team and road car business to have different shareholder groupings as the Mercedes stock is reassigned.

Perhaps the real winners are Brawn, Nick Fry and the three other former Honda F1 team directors who leveraged the management buyout in 2008. Even after the lucrative sale they have retained a 24.9 per cent shareholding – an extraordinary windfall. *Adam Cooper*

- *Ross Brawn interview, p44*
- *Mercedes 'Silver Arrow' sports car, p74*

Formula 1 faces tyre crisis

BRIDGESTONE'S DECISION NOT TO RE-APPLY FOR THE exclusive Formula 1 tyre supply contract from 2011 has left the sport in a race to find an alternative candidate – one that can service a full grid in a little over 15 months.

After four years as F1's sole supplier the company has decided that the huge cost involved no longer justifies the return. The decision was announced just hours after the final race of 2009 in Abu Dhabi.

The FIA and Bernie Ecclestone are keen to persuade Bridgestone to change its mind, but revised commercial arrangements would certainly be required. New FIA president Jean Todt enjoys a close relationship with the Japanese company, and that might tip the balance.

It was in May 2006 that the FIA launched an Invitation to Tender for the three seasons from 2008-10. At the time Bridgestone was locked in a battle with Michelin, but the French manufacturer – already bruised after the previous year's US GP debacle led to a conflict with Max Mosley – chose not to bid. Bridgestone duly won the tender and in effect began its exclusive arrangement a year early, as Michelin chose not to participate in 2007.

Whoever replaces Bridgestone faces a huge task, especially as it could be some time before the tender process is resolved.

Developing suitable tyres in the time available won't be easy, given that like Bridgestone the new supplier will be expected to produce four dry tyres (hard to supersoft) plus wets and intermediates. Also, the ban on refuelling from 2010 puts an extra demand on tyres in terms of both car weight and the length of stints.

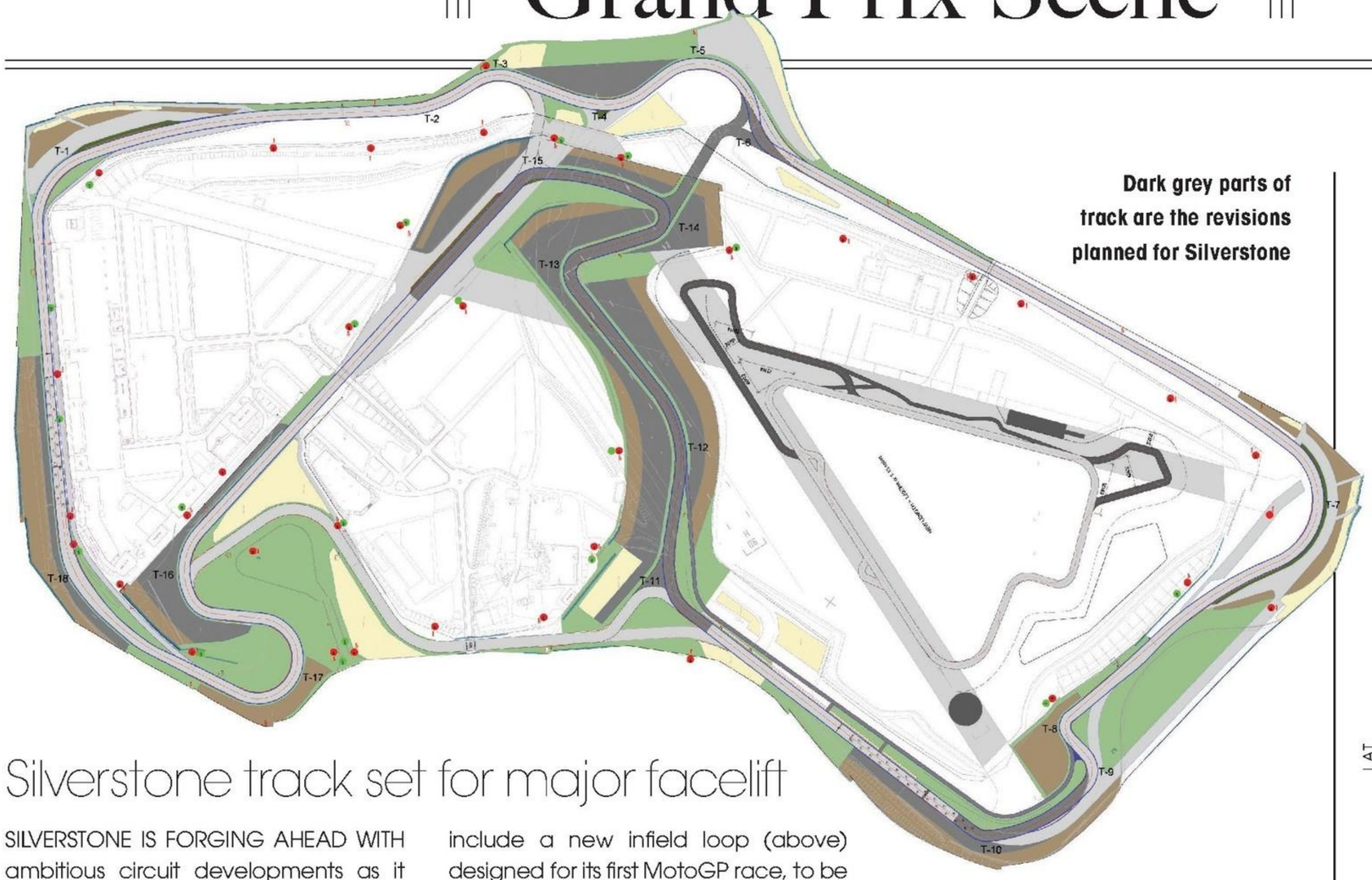
The R&D process will inevitably involve a lot of testing, which will be expensive. In addition the logistics of supplying and servicing 13 teams, with more races outside Europe than ever before, are complex.

The teams will face a major challenge in adapting their 2011 designs for the new tyres, which inevitably will have different characteristics to the Bridgestones. Teams that switched from Michelin for 2007 had to make significant changes to their cars, and some struggled.

Michelin remains the only logical alternative to Bridgestone, but the reasons for its withdrawal from F1 – the lack of competition – have not changed. However, Mosley is no longer in power and former boss Edouard Michelin, with whom he clashed, died in May 2006.



LAT



Dark grey parts of track are the revisions planned for Silverstone

Silverstone track set for major facelift

SILVERSTONE IS FORGING AHEAD WITH ambitious circuit developments as it fights to maintain its status as a venue worthy of hosting Grands Prix.

As *Motor Sport* closed for press, negotiations with Formula 1 boss Bernie Ecclestone were going on to secure a deal for Silverstone to host the British GP next year and beyond. The talks have come in the wake of Donington Park's failure to raise the £135 million it needed for a major redevelopment to meet the demands of its own 17-year contract.

The main sticking point for Silverstone is believed to be that Ecclestone has offered the same deal that the circuit's owner, the British Racing Drivers' Club, rejected as not viable in 2008.

Silverstone has gained planning approval for circuit changes that include a new infield loop (above) designed for its first MotoGP race, to be held on June 20 next year in the wake of the circuit outbidding Donington to host the premier motorcycle series. The revised layout could be used by F1 in the future, if a deal is completed.

"It's been approved for MotoGP, but at the moment we don't have F1 so the FIA hasn't been down to look at the circuit," a track spokesman told *Motor Sport*. "It has been designed with a view to hosting both two- and four-wheeled events, which will hopefully include F1 if we get the Grand Prix back."

Modifications also include a tighter Chapel corner and revisions to Club corner, while a new state-of-the-art pit and paddock complex between Club and Abbey is also planned.

"The old pits would remain," said the spokesman. "The view back in 2007 and 2008 before F1 moved away was that the various configurations of the circuit would be used in different ways as would both the pit areas."

A new Stowe Complex will also be developed around a revised 1.15-mile infield circuit, with new pit garages, wet handling facilities, hospitality buildings and an off-road stage being added. "Planning has all been granted and realistically we're hoping the work on the new sections of the MotoGP track, all the other track modifications and the Stowe Complex will start in the next two to three weeks," said the spokesman.

Rookies Senna and Hulkenberg join the grid for 2010

BRUNO SENNA WILL DRIVE FOR THE Campos Meta team in 2010, having signed a two-year deal with the Spanish outfit. He is the first driver to have been named by any of the four new teams due to enter Formula 1 next season.


LAT

The 26-year-old (pictured on the left) is the nephew of F1 legend Ayrton Senna. He was runner-up in the 2008 GP2 Series but his hopes of landing a drive with Honda/Brawn for this year were eventually dashed, despite impressing the team in testing. He was instead restricted to the occasional sports car outing.

Campos is still hoping to hire countryman Pedro de la Rosa, but may instead have to take a second rookie who can bring finance. GP2 regulars Vitaly Petrov and Pastor Maldonado, both of whom have strong support, are in discussion with the team.

Campos will use a car built in Italy by Dallara, whose last involvement with F1 was with Midland/Spyker. Its commercial activities are being led by former Ferrari team manager Daniele Audetto.

Meanwhile as expected the man who kept Senna out of Brawn, Rubens Barrichello, will drive for Williams in 2010. The veteran opted some time ago to join Williams rather than await developments at Brawn. He will pass the 300-start mark in the course of next season.

He will be partnered in the Grove team by promoted third driver Nico Hulkenberg (pictured on the right), a protégé of Michael Schumacher's manager, Willi Weber. Hulkenberg's stellar CV includes titles in A1GP (for the German team), the F3 Euroseries and GP2.

IN BRIEF

■ Force India has been awarded around $4.8m in compensation following a legal action involving former sponsors Etihad and Aldar Properties, both of which are ultimately owned by the Abu Dhabi government. The companies backed Spyker in 2007 but switched to Ferrari instead of fulfilling an ongoing contract when the team became Force India.


LAT

■ The new Lotus team is working with Jean-Claude Migeot's Aerolab and Fondtech aerodynamic R&D operations in Italy. Lotus technical boss Mike Gascoyne (pictured) has previously worked with Migeot while at Toyota and Force India. Force India has said that a wind tunnel model picture issued by Lotus owed a lot to its own work, a claim Gascoyne has denied.

■ F1 teams will take advantage of rules that allow them to run only young driver tests before the New Year to try out fresh talent at Jerez in the first week of December. Among the series champions scheduled to run are Andy Soucek (F2, with Williams), Bertrand Baguette (Renault 3.5, Renault), Daniel Ricciardo (British F3, Red Bull), Daniel Zampieri (Italian F3, Ferrari), Alexander Rossi (2008 BMW World Finals, Sauber) and Esteban Gutierrez (2008 BMW Europe, Sauber).

■ Jenson Button has confirmed that he will be attending the Autosport International Show at the NEC on January 14-17.

■ Five-times Le Mans winner Derek Bell will be the race director for David Brabham's annual Racing4Charity Celebrity Karting Challenge, held at the Autosport International Show. Brabham is raising awareness and funds for the Malaria No More charity.

■ In celebration of Sir Jackie Stewart's 70th birthday, his sons Paul and Mark have written and recorded a song 'Fly Free' with Eric Clapton. A video has also been made by Mark. Both are available on download with all proceeds going to The Grand Prix Mechanics' Charitable Trust. For more information see www.sirjackiestewart.com.

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Nigel Roebuck



REFLECTIONS
– Hello Abu Dhabi, goodbye Donington...
– Bridgestone will be missed more than Toyota
– What kind of president will Jean Todt make?
– How Peter Ustinov created a comedy classic

The Grand Prix season ended in Abu Dhabi, where the facilities – of an opulence never before seen – included the provision of air conditioning in the pits, for which the mechanics, so often overlooked, were suitably grateful. A detail worth mentioning. Another was that at this, the first Grand Prix run since the end of Max Mosley's reign at the FIA, Ron Dennis was back in the McLaren pit, albeit in discreet civvies.

Did the latest of Hermann Tilke's creations strike a chord with the enthusiast? Not really. If the backdrop was undeniably dramatic, the track itself failed to produce much in the way of *racing*, and again the thought occurred that it is always the play, rather than the theatre, which counts.

Still, the sands are shifting, and have been for some little time. "In this part of the world," an Abu Dhabi management person said, "we have a 'can do' attitude..."

He might have added – perhaps more pertinently – that they also have a 'can pay' attitude, which is what counts for more than anything else these days. A place like Abu Dhabi has its own reasons for wishing to stage a Grand Prix, and they have little to do with making a profit. The 'full house' on race day was restricted to 50,000 – not much more than Silverstone would pull on a good test day.

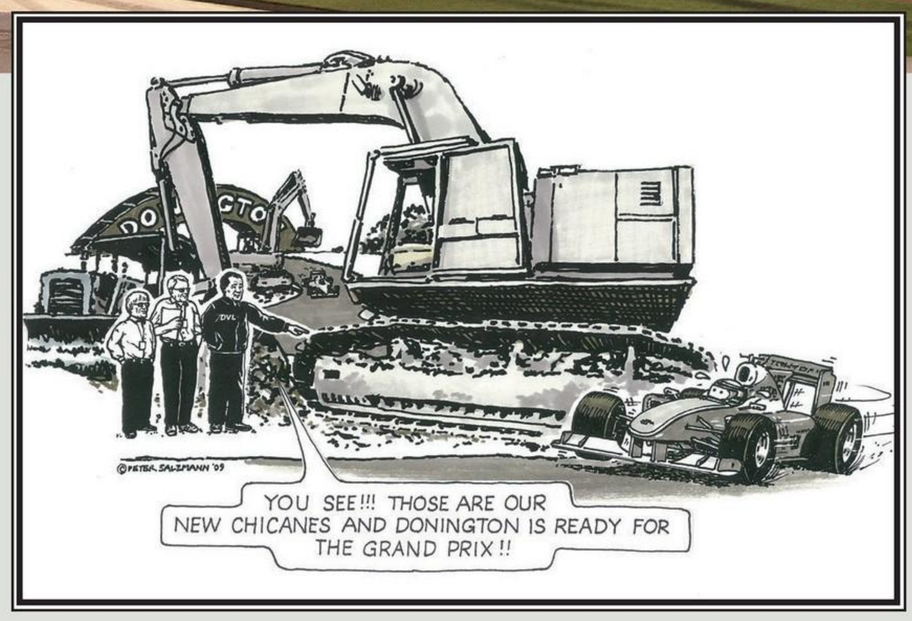
Ah, but the shadow of CVC looms ever large. Over the last British Grand Prix weekend many in the paddock were greatly exhilarated, for on the Thursday night a FOTA meeting had concluded that no more could be taken of the FIA's machinations, that the time had come to cut loose, to run a FOTA Championship – and, what's more, in countries appealing to the teams and their sponsors. "The first thing," said McLaren's Martin Whitmarsh, "is to get

The Yas Marina circuit proved that looks aren't everything...

Montréal back on the calendar." And the second? "To get at least one race in the USA..."

It all sounded good to me, but it lasted no more than a few days, for CVC panicked and sought an urgent audience with FOTA, which – to the regret of not a few – was granted. Out of that ultimately came 'peace in our time', which appears increasingly to translate as 'more of the same'. The FIA World Championship continues – and with it a calendar alluring only to the gentlemen of CVC. A 'can pay' calendar.

As a sop to the teams, Montréal, which has Formula 1 in its DNA, may return in 2010, but there is no sign of anything else on the North American continent. New, though, is... Korea. Feel the width, gentlemen, feel the width.



Then, of course, there is the ticklish problem of the British Grand Prix. When it was announced – with gratuitous cruelty – at Silverstone in 2008 that Donington Park would be the race venue from 2010 onwards, I don't suppose there were a dozen people in the paddock who believed that would ever come to be. Where was the money coming from? Debentures. Wot?

And that, of course, was before it emerged that a collection of spivs and incompetents had contrived to ravage the world economy.

In December '08, at the Motorsport Business Forum in Monaco, I listened to Simon Gillett as he pleaded Donington's case, and came out bemused. East Midlands Airport, Gillett had blithely claimed, would be closed for Grand Prix weekend, given over to car parking for the tumultuous crowd. It seemed a touch unlikely that a 'holiday airport' would ban flights over a summer weekend, but that was what we were asked to believe. Done deal. Within days it became clear this was not so.

After frantic last-minute attempts by Gillett to raise unlikely sums of money, »»

LAT

Nigel Roebuck

after countless extended deadlines, it was announced by Bernie Ecclestone that Donington was dead in the water, that if there were to be a British Grand Prix in 2010, it would be at Silverstone, the place to which he had said he would never return.

Ecclestone was proposing the same deal, he said, as had been offered to – and refused by – Silverstone two years earlier, prompting us to wonder what the hell the Donington project had all been about in the first place. Here we were, back to square one, the only difference being that beautiful Donington Park is now a mutilated wasteland. It really was the saddest thing that at just this moment Tom Wheatcroft should pass away.

Ecclestone declared that the deal on offer to Silverstone was the cheapest available to any circuit in the World Championship, and there was no room for any negotiation.

His perpetual beef with Silverstone has been that the circuit facilities fall lamentably short of what is required in this day and age, and while it is undeniable that they don't compete with those of the modern circuits, it remains a mystery that they attract censure while a place like Interlagos remains on the calendar.

This is not, I hasten to add, to suggest that the São Paulo track should be removed from the schedule. On the contrary, it remains one of few classic Grand Prix venues, but the abiding problem with circuits such as these is that they are situated in countries where the government doesn't pay the bill – they have to make money in order to survive, yet Bernie, himself the ultimate entrepreneur, seems unable to appreciate this. At Silverstone they have long said that if he were to allow them to make a profit they would then be able to invest in the circuit, to give it the facelift he insists is required.

The killer, of course, is not so much the fee as the interest. Every year the price goes up by seven per cent – and we're talking *compound* interest here. In these days of 0.5 per cent interest rates, that strikes one as more than a touch excessive.

By the time this is read, Silverstone's future as a Grand Prix venue should have been decided, and one hopes that the decision will have gone the right way, that a British crowd will again have the opportunity to cheer on a home-grown driver with number one on his car. It's unlikely, let's face it, to happen any time soon in Abu Dhabi. Or Shanghai, Sepang, Seoul, Bahrain, Istanbul…

Press releases from the FIA have had a self-preening quality of late, and we shouldn't be surprised, for manufacturer teams in Formula 1 are falling like ninepins, and on the occasion of each announcement out comes a statement from the governing body, expressing its 'disappointment', and barely refraining from a gloating 'we told you so…'

They did, too, and there's no getting away from the fact. Over time Max Mosley's mistrust of the major manufacturers was ever more barely concealed, and Bernie Ecclestone, too, was under no illusions: "For the teams themselves," he told me several years ago, "Formula 1 is their business – they have to stay in it. The manufacturers, on the other hand, will disappear when it suits them. They always have, and they always will…"

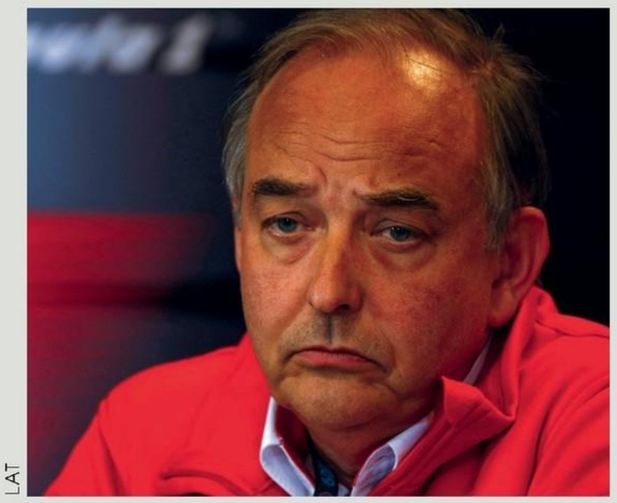
There's no arguing with that. In 1985 Renault had a terrible year commercially, and at season's end Derek Warwick and Patrick Tambay found themselves out on the street.

In 1992 Honda decided to take its leave of F1 for the simple reason that its engines had powered Williams and then McLaren drivers to so many World Championships that no one noticed any more.

As Ross Brawn relates elsewhere in the magazine, Honda again headed for the exit at the end of 2008, this time as a consequence of the credit crunch. In July the BMW directors made a similar decision, and soon after the last Grand Prix in Abu Dhabi, Toyota said it was quitting forthwith.

Although this had been rumoured all season long, still there was an element of surprise when the announcement came. The team had, after all, signed the latest Concorde Agreement, giving evidence of commitment until the end of 2010, and only recently made a sizeable offer to Kimi Räikkönen.

Probably no company ever prepared more lavishly than Toyota for its entry into F1. For a whole year, 2001, Allan McNish and Mika Salo pounded round circuits all over Europe, and the following season were on the grid in Melbourne, where Salo succeeded in scoring a point. It was a promising start, but only one more was added that season, and that rather set the



LAT



Salo racks up test miles for Toyota in '01. Above: team boss Howett was not afraid to speak out

Toyota

tone of Toyota's Formula 1 adventure.

The company's competition philosophy has always been to hurl money at a project – WRC, CART, NASCAR – until success materialised, and if sometimes this took longer than expected, invariably it worked out in the end.

Not in F1, though. As Toyota takes its leave, after eight years of staggering investment, it does so without a single Grand Prix victory. There was always the impression of a huge, unwieldy organisation, slowed in its quest to compete by bureaucracy on the other side of the world, and at no stage was the company able to attract a true number one driver.

The impression in F1 at the moment is that Toyota is no great loss, although many regret the departure from the scene of John Howett, whose contribution to the running of FOTA has been very considerable. It was Howett, at Monaco, who came clean about the real source of the teams' disquiet with the FIA. Yes, there were problems with budgets and rules and this and that, but the fundamental concern lay with the *governance* of the sport – with the way the FIA operated, in other words. None of Howett's colleagues was at that time brave enough to go public with their similar opinions.

If Toyota's withdrawal announcement was disappointing, that by another Japanese company, Bridgestone, was disturbing. Who cares how many cars you have, after all, if there are no tyres on which they can run?

The powers that be have a year to sort this out, for Bridgestone will not quit until the end of the 2010 season, but one has to wonder where an alternative supplier will be found. Goodyear and Pirelli may be ruled out, so one's immediate thought is Michelin. The problem is that the French company was treated so appallingly by the FIA, and in the end effectively driven out of F1, that many consider it unlikely it could be persuaded to return.

For 2008, the FIA decreed, F1 would have but one tyre supplier – and that was always going to be Bridgestone, with whom the governing body had long enjoyed a cosy relationship. Michelin departed, meantime, and with justifiable bitterness.

Back in 2005 Bernie Ecclestone told me it was essential that F1 went to a single tyre supplier: "I think we're going to be in plenty of trouble if we don't. It's vital to reduce the necessity for so much testing – most of the teams are testing Christ knows how much, and that takes a big chunk out of their budgets…"

True enough, but testing has now been all but eliminated, and, as Lee Gaug of Goodyear told me long ago, to be a single tyre supplier is by no means all positive: "Yes, you win all the races, but you're not competing against anyone, so who the hell notices? The only time the company's name gets mentioned is when a tyre fails…"

A double-edged sword then, and perhaps the realisation of this has played a part in Bridgestone's decision. Whatever, a new supplier needs to be in place as soon as possible. Perhaps M Todt can sweet-talk his countrymen at Michelin, but it won't be the work of a moment. For that he can blame his predecessor.



Sole tyre supplier Bridgestone will not be easy to replace

LAT

We now have a new FIA president, and in the end it wasn't even close. Prior to the election supporters of Ari Vatanen had suggested, amid the mud-slinging which went on in the closing weeks and days, that the Todt camp was running scared, that the thing might just be too close to call, but in the event Vatanen was defeated 135 to 49.

I won't pretend that I had any great enthusiasm for Jean Todt's candidature for president of the sport's governing body, and there were a couple of reasons for that. First, while I willingly concede that he was immensely successful in his work, with Peugeot and then with Ferrari, I never found attractive his curiously bloodless way of operating.

No one could stare you out like Todt. At press conferences, difficult questions might bring a flicker of annoyance to his face, but otherwise he was utterly inscrutable. Obviously I encountered him in his Ferrari days, and it was always apparent that the only – the *only* – thing of consequence to him was the effect of this or that on the fortunes of his employer. Its significance to the sport, as a whole, seemed to be of little account, and for this sort of behaviour he was frequently, and roundly, criticised. It appeared to faze him not at all.

The most notorious example of this came, of course, on the occasion of the 2002 Austrian GP, when Rubens Barrichello, imperious through the whole weekend, was ordered to surrender his victory to Michael Schumacher. This he duly did on the run up to the chequered flag.

A year earlier, also at the A1-Ring, Barrichello had done the same thing – responded to a steel-voiced radio instruction, and given way to Schumacher on the final lap. On that occasion his sacrifice was only second place – David Coulthard's McLaren was ahead of both Ferraris »»

Nigel Roebuck

– but Rubens was extremely emotional afterwards, aware as never before of his standing in a team bent entirely to the ambitions of the man in the other car.

That being so, as the final laps of the 2002 race unwound, conversation in the press room was given over to thoughts of the year before. Surely, most thought, Todt wouldn't – couldn't – ask Barrichello to stand aside again, for this, after all, was a matter of victory, not second place, and Jean had promised Rubens that he would never ask him to give up a win.

One or two, though, had no doubts that Todt would issue the command, and they were right. On the podium Schumacher found it hard to look Barrichello – or anyone else – in the eye, and Rubens could only ruefully accept the bewildered sympathies of his buddy, third man Juan Pablo Montoya.

Given the fury of the moment – in the pitlane as well as the grandstands – an *ad hoc* conference with Todt was hastily organised, and as he faced a very hostile audience his expression never materially changed.

For Todt it was simple: he needed a Ferrari driver to be World Champion again, and the man most likely to achieve that was Schumacher. Therefore, he said, at this early stage of the season it was vital that Michael scored as many points as possible.

You couldn't argue with Todt's logic *per se*, but given that Schumacher had won four of the season's five previous races, could not a point have been stretched on this occasion? Plainly, he had not a clue of what we were on about: when someone suggested it was a very bad day for the name of Ferrari, Todt implacably said no, it was actually a very *good* day – the cars had finished first and second.

There was, in other words, no meeting of minds that afternoon. Todt had done his job, his employers would be gratified by the result, and… nothing else mattered, really. It will be interesting to see how this implacable quality manifests itself in his new job.

Over time many, of course, benefited from it. While it's fair to say that most in the F1 paddock had their enthusiasm for Todt firmly under control – and one or two roundly detested him – the same could not be said of virtually anyone who worked with him.

I'm not sure from some of them how much affection comes into the equation, but their admiration for him is almost boundless: when it comes to organising, to pulling things together and making them work, they say, there is no one like him. Gerhard Berger, who was instrumental in bringing Todt to Ferrari, ascribes the team's mid-90s metamorphosis more to his influence than anything else. By far.

"Jean has such a clear mind," Berger said. "I was at Ferrari before he was, and I could see the difference he was making. Before he arrived there were lots of very talented people – but there was also chaos! Jean changed all that, and not by shouting. When it comes to organisation, I think he is a genius." Others, not least Michael Schumacher, would say the same.



LAT

"Todt will not be pushed around by Mosley"

Todt's abilities, then, have never been questioned, but he was always the ultimate dispassionate outsider, and one never truly thought of him as a member of the Formula 1 community. If some believed him cold, even occasionally vindictive, well, so be it. He was there at the circuits to do a job for Ferrari, nothing more or less, and you'd have to say that right well he did it.

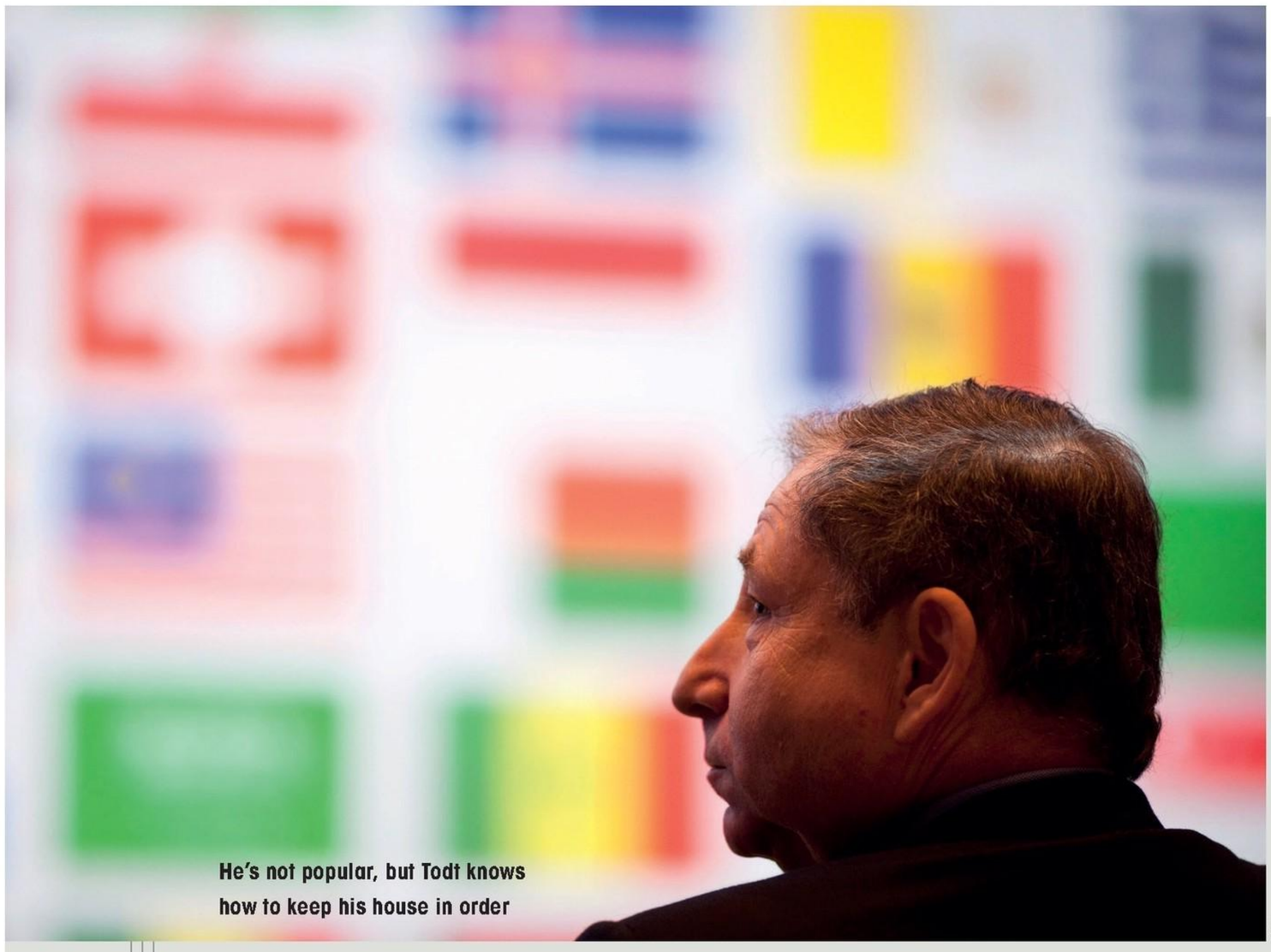
From the moment Todt announced his candidature for the FIA presidency many murmured darkly that, should he be successful, it was no more than inevitable that Ferrari would be 'looked upon favourably' by the governing body, but that in itself was nothing new – for 20 years the other teams have spoken of 'one law for Ferrari, one for the rest of us', and there has been justification for their displeasure. Lest we forget, just this year Max Mosley revealed details of Ferrari's 'right of veto' over F1 regulations: such a thing had long been widely suspected, but to have it *confirmed* was profoundly shocking.

Given that Mosley, on the very day of announcing that he would not stand for a fourth term of office, declared his profound support for Todt as his successor, it was perhaps hardly surprising that most everyone assumed this would simply mean 'more of the same'. Max would remain – as president of the FIA Senate or whatever – and it would be a Putin arrangement, whereby the top man stood down, but in reality would continue to run things through a malleable figurehead.

That was the big fear, and in fact Mosley's unequivocal support in many ways did Todt a great disservice, for the mutual love-in became a little suffocating for some tastes, and went a long way towards hardening attitudes. "If Max is so much *for* anything," one F1 team principal said, not entirely in jest, "your antennae tell you to be against it, don't they? I don't know a lot about Ari Vatanen, but Max is so much against him that you're bound to think he might be just the right bloke!"

This fellow, like all his F1 colleagues, had no say in the matter, though, for only representatives of the FIA member clubs vote on who shall be their president. And the perception was that the succession of Mosley by Todt was all too seamless, too… inevitable.

Ironically, no team was more agin Todt for the presidency than Ferrari, where memories went back to Montréal in 2008, to a concerted attempt by the teams, in the immediate aftermath of Mosley's *News of the World* episode, to unseat the FIA president, whose conduct, they felt, had brought the sport into disrepute and whose position was thus untenable.



He's not popular, but Todt knows how to keep his house in order

FIA

Their plan was to sign a declaration to this effect, in the hope that Mosley, already under pressure, would be left with no alternative but to stand down. When Bernie Ecclestone learned of their intention, he said that if they *all* signed it, so, too, would he.

Ah, but there was the rub. Unless there was unanimous support for it, a document such as this would carry little weight, and perhaps Ecclestone – as ever – was ahead of the game, for unanimity was denied by Ferrari's refusal to sign. Months ago a member of the team told me why: "It was Todt who said we shouldn't sign – because already he had his eyes on succeeding Mosley…"

So he did.

Perhaps, though, we shouldn't necessarily assume that Ferrari will get an easy ride from the FIA in the coming years. For one thing, while the details of Todt's abrupt departure from Maranello have never been revealed, there are good reasons for believing it was less than amicable.

For another, from what one knows of Todt, and has seen of his *modus operandi* these many years past, one simply cannot envisage his being pushed around – by anyone, Mosley included. This is a very clever man, but also one firm and resolute, accustomed to running things his way, and to brooking no interference from outside.

Nearly 20 years on, it is ironic now to remember a remark of Mosley's in his first press conference after becoming president of FISA (then the sporting arm of the FIA): "I don't expect," Max said, "to be much involved in the day-to-day running of Formula 1 – it sort of runs itself, doesn't it?"

Todt has recently said much the same, but before we rush to judge him, let us see what he makes of life at the Place de la Concorde. Let us, in other words, give him time to settle into his new position. Already he has said that, in order to keep out of the 'day-to-day running' of the various branches of the sport, F1 included, he will appoint a specialist commissioner for each, and that sounds like a promising idea – so long, of course, as the right people are appointed in the right jobs.

When Mosley took over from Jean-Marie Balestre, Ayrton Senna was one of many to proclaim a new dawn in motor sport, a new freshness and transparency. In many ways – but by no means all – it proved to be a false dawn, and in Max's later years the sport has been riven by bitterness and dissent on a scale never before seen.

Todt arrives without many of the attributes which served Mosley so well for so long. He is not a charismatic figure, and lacks the charm and wit of which Max – in the right mood – is so readily capable. If 'people skills' (God forgive me for writing that) are not Jean's strong suit, however, what we know is that he is extremely tough, extremely single-minded – and, let's say it again, consummately good at repairing damaged organisations. It is a skill upon which great call will be made in the coming months.

You will all, I hope and trust, savour the CD of *Grand Prix of Gibraltar* which accompanies this issue of *Motor Sport*. One Christmas in the late 1950s, aged 11, I was given by my parents a copy of the LP, and we played the late Peter Ustinov's masterpiece that morning, laughing till the tears ran. I have the record still.

Originally produced by Riverside Records, *Grand Prix of Gibraltar* was for many long years out of print, but in 2002 another company acquired the original tape and proposed to re-release it. That being so, one day I got a phone call, asking me to talk to Ustinov about the recording, then to write the sleeve notes for the CD.

Thus I called Sir Peter at his home in Switzerland and spent most of a memorable afternoon in conversation with him. It is fortunate that I taped it, for note-taking would have been impossible – and, of course, I have what amounts to my own personal recording of *Grand Prix of Gibraltar*.

Before we set to discussing it, though, we simply talked racing. A few days earlier, in the Austrian Grand Prix, Rubens Barrichello, after dominating both qualifying and race, was forced by Jean Todt to give up victory on the last lap, this in the interests of Michael Schumacher's latest title quest. Ustinov, like most everyone else, was outraged.

"I loved racing in the '50s and '60s, and I still do – but I thought what happened in Austria was absolutely scandalous. In fact, I sent a message, through a mutual friend, to Bernie Ecclestone saying, 'If this is to go on, I'm never going to watch another GP'.

"Racing has certainly changed, hasn't it? Undoubtedly it's a lot less human than it was, partly because it's managed – if that's the right word – so completely by Public Relations. Mind you, not even that can help in a situation as appallingly gauche as the end of the race in Austria – when Schumacher took his helmet off, and suddenly realised the temperature of the crowd! He saw them with their thumbs down, which ➤➤➤

Nigel Roebuck

prompted him to make Barrichello stand on the top step of the podium – while the German National Anthem was played!

"I was delighted to see the reaction of the crowd. However professional you are, you can't run a popular sport and then allowing cheating of that kind – and cheating is what it was, because the *crowd* was cheated, particularly the poor souls who'd put bets on Barrichello…"

In the era in which *Grand Prix of Gibraltar* was recorded, Ustinov was a frequent visitor to the races. "Believe it or not," he said, "I saw Ascari's Lancia go into the harbour at Monaco in '55. I remember this car shooting out of the tunnel – and then nothing! You couldn't see the car any more, and then there was suddenly a huge column of smoke and steam from the water. The next thing we saw was Ascari coming to the surface and swimming to a rescue boat – that was quite something. Of course he survived that, and then killed himself a few days later…

"Peter Collins told me the most terrifying story about the *Commendatore*. He was with him in the office one day, and suddenly the phone went. Ferrari picked it up, and said, 'Pronto! Ferrari…' Then he listened, and he became pale. *'Non e possibile… Castellotti… Castellotti morto…'* A slight pause. *'E la macchina?'* Now that's what's called a one-track mind!"

Ustinov enjoyed friendships with many of the drivers and team owners of the time, including Collins and Moss – indeed Stirling, I said, once told me he believed Ustinov had introduced Peter to his future wife, Louise.

"That I'm not sure about. I knew her father, Andy Cordier, very well – he was Executive Assistant to the Secretary-General of the United Nations, Dag Hammarskjold, and occasionally I had lunch with them and Adlai Stevenson in New York. I think they all liked to get things off their minds with somebody who was completely out of their world, and vaguely irresponsible!

"Now I think about it, I also went to a lunch at the UN building in '58 given by Andy Cordier, in celebration of Peter's victory at Sebring with Phil Hill. Stirling may well be right: it's quite possible that I introduced Peter and Louise.

"They made a striking couple, and I was extremely fond of both of them. Peter was remarkably good-looking, in a Rupert Brooke sort of way, but somehow he had a vulnerable quality that made you fear for him – one somehow knew he wasn't going to survive, and of course he didn't. They'd only been married about a year when he was killed at the Nürburgring. Louise had been a Broadway actress, and a very good one, and I later asked her to play Juliet in my play, *Romanoff and Juliet*, when it went on the road in America.



LAT

"It's quite possible that I introduced Peter and Louise"

"Taffy von Trips was a rather similar type to Peter. He was an awfully nice man, and very un-Germanic – in fact, he was one of those Germans who spoke English too well to be true: 'You know, we're all going over for the weekend after next, *und*, er, we shall enjoy ourselves…'"

The accent, of course, was exquisite, as were all the others – and the sounds – which graced Ustinov's conversation. "I had a bad cold when I recorded *Grand Prix of Gibraltar* originally," he said, "and probably that was no bad thing: it helped me very much with the sound of the Ferraris – for some reason, a cold seems to help you simulate 12 cylinders! Normally, you can only do eight…"

When he walked into the studio in Manhattan that day in 1957, Ustinov had little idea he was about to make a record for the ages, with a cult following as strong now as when it was originally released.

"We did it in the same studio where I recorded *Peter and the Wolf* with Karajan. That was another adventure, because Karajan was not present at the time – he'd just done the track and left it, not knowing who was going to do the voice. I began to learn a bit about the record business then…

"Anyway, there was this strange company called Riverside Records, which specialised in jazz but also produced a number of records of racing engine noises. They had the idea of my trying something, a sort of satirical record about motor racing, and in order to tempt me they gave me a selection of records, of Alfa Romeos farting, and so on! Quite honestly, I never really played them much, because I found the sound unattractive out of its context – without the *smell*, and so on. But, anyway, I agreed. They had no idea what I was going to do – and I, frankly, had no idea, either…"

It was all done in one take, and it proved to be a gem of universal comedy. If the racing devotee can relish Ustinov's obvious love of the sport, and affectionate 'insider' jokes, so also the record may be readily savoured by anyone who takes pleasure simply in the quirks of human nature and differing nationalities.

Consider the manager of the German Schnorcedes team, Herr Altbauer, who has thought everything through in the minutest detail, who runs his team like a military operation, who has Wagner playing in the pits continuously. Interviewed before the race, Altbauer concludes: "I would ask you not to ask any more questions. There will be a formal press release after our victory."

For the character of Altbauer, Ustinov drew on Alfred Neubauer, the legendary team manager of Mercedes. "In fact," he told me, "I gave Neubauer a copy of the record. He listened to it glumly, and said, 'It's very kind of you – but I don't see what's funny'. Which I thought made my point very well…"

Then there was Orgini, the French team, and an absolute counterpoint to Schnorcedes. "I separated 'the cast' into groups in my mind," said Ustinov, "and so we had the French, who never had enough money even to clean their cars, who had girls everywhere, who brought inflammable liquids into their pits, yet smoked constantly: 'Oh, it's all right – the cars are insured…'

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"The inspiration for Orgini was Amedée Gordini, who ran a perennially under-funded team in the 1950s. I knew him, and he was absolutely the prototype of that kind of Frenchman… rather dirty hands, with oil encrusted in them, a cigarette in his mouth the whole time…"

Ferrari may be a model of discipline and orderliness in today's era, but it wasn't always so, and Ustinov's 'Fanfani' team perfectly reflects the Latin chaos of times gone by.

'*Commendatore Fanfani*, have you got a moment?' asks the commentator. 'I have all the time in the world, since I am-a retiring from racing,' snaps Fanfani, and again Ustinov is borrowing from reality: time was when Enzo was *always* threatening to withdraw from the sport.

Number one driver at Fanfani is Jose Julio Fandango, and his opposition comes from such as von Grips and Fling (Schnorcedes) Girling Foss and Toby Cooks (Pinfall), and Bill Dill, in the lone American Wildfowl.

"I can't remember where the name 'Wildfowl' came from," said Ustinov, "but probably it had something to do with the Americans' rather romantic view of these things – even if they call their aeroplanes 'Thundercloud' and rubbish like that! 'Wildfowl' seemed like a name that had been missed by others…"

Guest of Honour at the race is to be the Duke of Edinburgh, who will drive a lap of the circuit in his detuned Morris, and the race is started by the Governor of Gibraltar, Lord Weeps of Sebring. 'The Governor's dropped the flag!' exclaims the British commentator, Roland Thaxter. 'That is, the Governor dropped, and he carried the flag down with him…'

"Lord Weeps was so old that he couldn't really remember a sentence," said Ustinov. "I got that idea from Montgomery, who once said, 'There are four cardinal points: education, discipline – and courage'.

Sir Peter's genius for mimicry was surely never heard to better advantage on this recording. Quite apart from all the different voices, he contributed the engine sounds, the marching feet of the Royal Fusiliers, the band's playing of *Land of Hope and Glory*, even the klaxon warning of the race's imminent start.

"Riverside came in afterwards," said Ustinov, "with a few noises that are really impossible to do, like a hammer against a piece of metal. But everything else was me – even the window being opened in the drivers' meeting!"

The whole thing fits together so seamlessly that it was the more astonishing when Ustinov revealed that he had no prepared script when he arrived at the studio. "I was appearing in *Romanoff and Juliet* on Broadway at the time, and because it was difficult to think clearly about anything else, I did 'Gibraltar' very quickly. It wasn't scripted at all – the whole thing was improvised, and done in one day. I remember later having to go to another studio, and climb inside a very oily Jaguar for the cover photograph, and that was that.



Ustinov and friends at the 1963 New York Show

LAT

"I made a few notes before the recording, working out drivers' and teams' names, but that was all. Of course it had a sort of shape in my mind, because a race has a definite shape: they've got to practise, they've got to start, and they've got to finish. The Governor has to make his speech, and then falls down – presumably dead! – in order to start the race, and everything was under way.

"I didn't write a script, because I'm much better without one in circumstances like that. It's really like thinking aloud – I mean, what is a script except what you put down when you think of it? I've always been rather keen on improvisation. The Riverside people didn't know what they'd got until they put it together. Then – rather too late to help them, unfortunately – it became a sort of cult thing. They themselves went bust…

"I chose Gibraltar because it's an ideal place for an absurd motor race. I mean, once you've got Monaco, you might as well have Gibraltar! It's pleasantly absurd – the track going up the rockface, and coming down the other side, through pedestrian zones, and so on.

"Gibraltar has a strange aroma to it, I've found. I once went to a shop there, where a genial, red-haired Jewish gentleman had four suits ready-made – and one fitted me like a glove. I said, 'I've never had something off-the-peg in my life', and he said, 'We've been waiting for you!'"

It may be long ago now, a single day in a long and extraordinarily varied career, but Ustinov remembered the *Grand Prix of Gibraltar* with pride. "I haven't listened to it for years," he said, "but I remember it, of course, more or less. Certainly it was of its time – there was a Russian spy at the race, pretending to take pictures of the cars, but actually photographing the military installations of Gibraltar – but some fundamentals of human nature never change, and I hope it still amuses people."

I wondered if Sir Peter could imagine a similarly satirical piece about the sport in the 21st century. He had his doubts.

"Because of the rules, everything in GP racing is much more similar than it used to be, isn't it? There's much less originality than there was, and I think that applies to motor cars in general. All these damn wind tunnels, m'boy! I don't think Colin Chapman would enjoy himself much these days.

"Perhaps I could concoct something about racing as it is today – but I rather doubt it would be suitable for public consumption, and I'd probably have to watch my back for ever afterwards! As I said, I'm still a great fan, but I think it's all become more sinister now. Less innocent. I mean, there's no place for Gordini – or Orgini – these days, is there?" Ⓜ

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

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1958 Lotus 15







Originally supplied new to the USA for SCCA events, it was then sold to Murray Smith in 1970, a well known historic racing driver. Later displayed in the Rosso Bianco Museum in Germany, it also features in the ir famous book. In 1997, the car was purchased by Coys on behalf of a highly regarded UK collector and has been in his ownership to date. During this period, the car has been maintained by Martin Graeves at Classic Performance.

1967 Ford Mustang GT390 Fastback







This Bullitt tribute car has been rebuilt with over 2,000 hours of labour and with every part either rebuilt or replaced using only components sourced from America. Often to a standard better. The original 6.4 litre big block V8 engine has been re-bored. Notable other features also include a conversion to righthand drive using original Ford Australia parts, an aluminium radiator and power assisted steering with paint work finished in the correct Highland Green.

1970 Porsche 911 3.0 RS/R



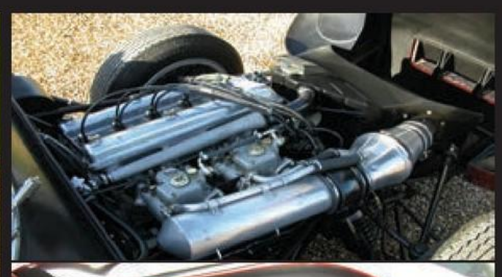




Presented with extensive modifications to engine, chassis and body to RSR specification and using many original RSR parts. The car now features a twin spark ignition engine together with RSR suspension. Campaigned successfully throughout Spain with a second place in 2004 on the Balearic Island Rally and first places both at Jarama and Valencia and most Recently a multiple stage leader in the 2009 Tour Espania, this competitive car is supplied with a large history together with FIA papers.

1965 Alfa Romeo TZ1







This is a rare dual-ignition, road specification model supplied new by Auto Delta. After restoration by a renowned Zagato specialist. It took part in the Targa Florio Revival. Complete with documents from Alfa Romeo confirming the car's authenticity, as well as Automobile Club d'Italia registration certificates. and other important historical information.

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DPPI FIA GT

Le Mans lure for Maserati

MASERATI IS ON COURSE TO return to the Le Mans 24 Hours after an absence of 45 years, with its controversial MC12.

The German Vitaphone Racing team, winner of nine FIA GT Championship titles in five seasons, is planning to exploit a decision by the Automobile Club de l'Ouest to allow new-rules GT1 machinery to race in the 24 Hours next season. Its accord with the FIA on GT rules means that any car eligible for the new FIA GT1 World Championship in 2010 will be allowed at Le Mans.

That decision has opened the door to the Maserati supercar (above), which has been unable to participate at Le Mans under the previous ACO GT1 rules. The MC12 has been given a year's grace to race in the World Championship, albeit in modified form.

Vitaphone boss Michael Bartels has revealed that he wants to take up the two guaranteed entries his team has gained for the 24 Hours by virtue of winning the teams' and manufacturers' FIA GT titles. He has stopped short of confirming the programme for next year's race.

"We have been trying to go to Le Mans since 2005 [when Vitaphone Racing was established] and the Maserati board is very supportive of the idea," said Bartels. "I would like to be there, but we have to see what we can put together."



DPPI FIA GT

The last Maserati to race at Le Mans was in 1965 when Jo Siffert and Jochen Neerpasch shared a privately-entered Tipo 65. Maserati-engined Ligier coupés subsequently raced at La Sarthe in the mid-1970s.

Nissan is also set to end a much shorter hiatus at Le Mans. The Gigawave Motorsport squad, its development partner in FIA GTs (left), has stated its intention to be on the grid next June with a pair of GT-Rs built to the new GT1 rules.

Nissan, a regular at La Sarthe through the 1980s and '90s, last competed in the 24 Hours in 1999 with the British-built R391 prototype.

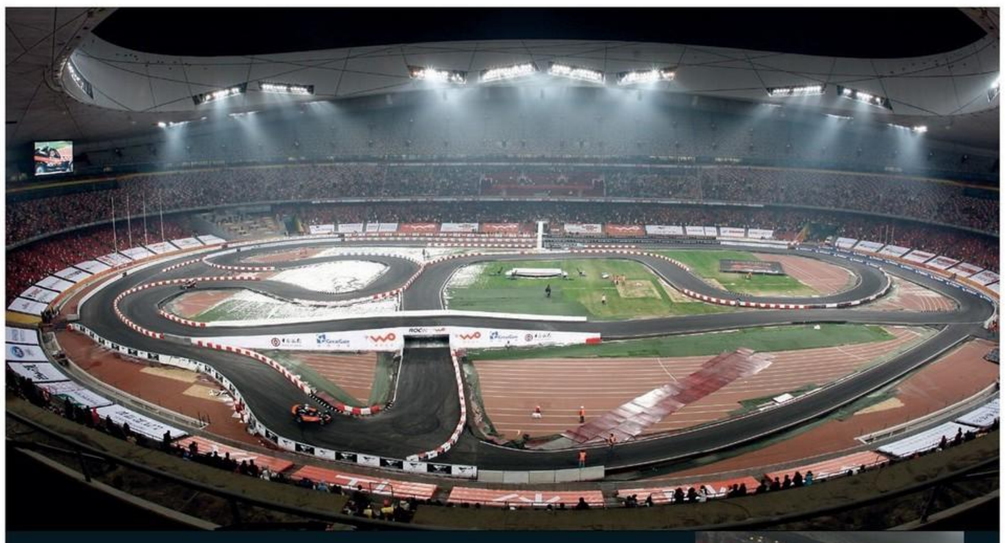
The league of gentlemen racers

THE IMPORTANCE OF GENTLEMAN drivers in top-line sports car racing will be enshrined in the regulations of the Le Mans Series in Europe next season.

The LMS is to mandate that each driver line-up in the LMP2 category has at least one amateur or gentleman racer. At the same time it will increase the minimum driving time for each driver from 45 minutes to one hour and 15 minutes.

LMS boss Patrick Peter said: "LMP2 is about amateur drivers and private teams. We need gentlemen (drivers) because they pay for the racing."

The move by the LMS coincides with the arrival of the 'pro-am' FIA GT2 European Championship, which has grown out of FIA GTs.





The Race of Champions arrived at the Bird's Nest Olympic Stadium in Beijing (above) with an all-star cast of drivers, including World Champions past and present Jenson Button, Michael Schumacher, Andy Priaulx and Mick Doohan. Former DTM champion Mattias Ekström (right, with Schumacher) won the multi-discipline run-off event.

IMP

Prague to get new race circuit

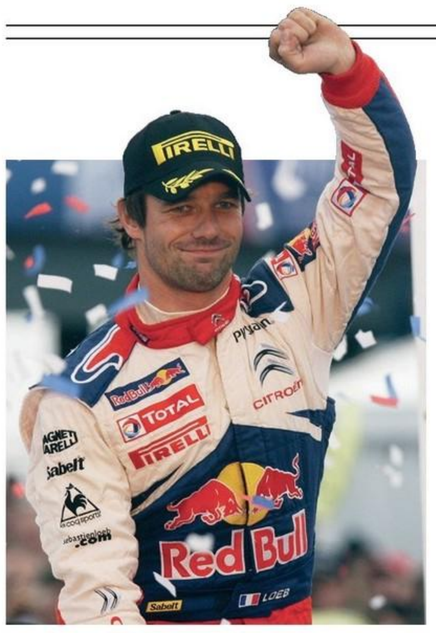
CONSTRUCTION OF A NEW MOTOR sport venue just three miles from the centre of Prague is due to start in 2010.

The Sport Prague and Car Centrum will combine a short permanent track with a street circuit to create a venue that could host the first Czech Grand Prix for 60 years. The track is the brainchild of Toni Charouz, a team owner and race promoter in his homeland.

"This kind of track is the future," said Charouz, who is already in negotiation with the DTM. "We plan to have our first races in 2012/13."

The then Czechoslovakia hosted the international-status Masaryk GP on the original Brno track in 1930-37 and '49. Winners included Louis Chiron, Bernd Rosemeyer and Rudolf Caracciola.

The Motor Sport Month



Sébastien Loeb added a sixth World Rally Championship title to his bulging CV with victory on Rally GB. The Citroën driver's 54th WRC event win propelled him to the championship ahead of Ford's Mikko Hirvonen, who ended up just one point behind in the final standings. Loeb finished the October event just over a minute ahead of his title rival.

BRDC Gold Star

FINAL POINTS STANDINGS

1. JENSON BUTTON **F1 246pts**
2. DARIO FRANCHITTI **IRL/GRAND-AM/ALMS 215pts**
3. RYAN BRISCOE **IRL/GRAND-AM 214pts**
4. ADAM CARROLL **A1GP 174pts**
5. DAVID BRABHAM **ALMS/LE MANS 171pts**
6. MARK WEBBER **F1 165pts**
7. ROB HUFF **WTCC 148pts**
8. ANDY PRIAULX **WTCC 146pts**
9. LEWIS HAMILTON **F1 140pts**
10. RICHARD WESTBROOK **PORSCHE SC/FIA GT2 139pts**

BRDC Silver Star

FINAL POINTS STANDINGS

1. JASON PLATO **BTCC 212pts**
2. COLIN TURKINGTON **BTCC 204pts**
3. MAT JACKSON **BTCC 173pts**
4. MATT NEAL **BTCC 152pts**
5. STEPHEN JELLEY **BTCC 138pts**
6=. JAMES THOMPSON **BTCC 131pts**
6=. AARON SCOTT **BRIT GT 131pts**
8. TOM CHILTON **BTCC 62pts**
9. PAUL O'NEILL **BTCC 58pts**
10. ADAM WILCOX **BRIT GT 53pts**

Million-pound prize for new race series

A RELAUNCHED ONE-MAKE SERIES is attempting to lift itself out of the plethora of international single-seater championships by offering a prize fund in excess of £1 million.

Auto GP has grown out of the old Euroseries 3000 and can "stand out of the crowd", according to championship boss Enzo Coloni, the one-time Formula 1 team owner. Coloni believes €1.2 million (£1.07million) in prize money, cost-effective budgets and the high performance of the Auto GP's Lola-Zytek car-engine combination (top) mean it can become a viable alternative to World Series by Renault, the new GP3 category (above) and Formula 2 as a stage in a driver's progression.





Coloni explained that winning prize money was vital to his career as a driver during the 1970s.

"When I started racing in F3, winning money was the norm," he said. "For every race I won in 1978 I got the equivalent of €35,000 today. As I wasn't rich, it allowed me to pay for my racing."

A budget for a season of Auto GP will be just £340,000. That compares with the £700,000 asked by top World Series teams and the £600,000 budgets being quoted for the inaugural season of GP3 in 2010.

It also compares favourably with the increased cost of a season for the significantly slower Formula 2 category. A budget for F2 next year has risen by £75,000 to £275,000, which is partly the result of a number of performance upgrades to the cars.

Coloni said that his cost-effective budget was a result of Auto GP retaining ownership of the cars, which are the former A1GP Lola-Zyteks used during 2005-08. Drivers will pay for their Auto GP season through the series organisation and then be allocated to a team, although teams will also be able to bring drivers into the championship.

The Auto GP organisers are predicting an influx of big-name teams for next season, although just 18 spots are available on the grid.



Liverpool 1, Tottenham 0

LIVERPOOL HAS CLAIMED THE 2009 Superleague Formula title after its driver Adrian Valles finished both the final two races of the season in the points. The one-time GP2 driver arrived at the final weekend at Jarama with a 49-point cushion to Tottenham's Craig Dolby, and after scoring a seventh and fourth place ended the season 30 points clear.

"It's fantastic to have won the championship," commented Valles after the races. "Liverpool have won a lot of trophies in their history so it is nice to have added another one to that list."

Junior champ up for BBC award

SARAH MOORE, THE WINNER of this year's Ginetta Junior Championship, has been nominated for the BBC Young Sports Personality of the Year.



The 16-year-old had a stunning season in the British Touring Car support series with five wins, finishing 16 points ahead of second-placed Jake Cook. In doing so Moore became the first female champion of a series on the BTCC support bill.

"I can't believe I've been nominated," said the Yorkshire driver. "It's great to be recognised outside the motor sport world."

A panel, which includes BBC Sport's Jake Humphrey, will pick three finalists on November 23 who will be invited to the live event on December 13.

IN BRIEF

■ Tim Stock, the former Chief Executive of the BRSCC and a club racer of note in the 1970s, died at his home in Spain at the age of 65. Stock was also a director of Castle Combe Circuit Ltd. Also Grant Stewart, who preceded Stock at the helm of the British Racing and Sports Car Club, has died suddenly aged 43.

■ Graham Nearn, the founder of Caterham Cars, has died at the age of 76. Nearn was responsible for the survival and continued existence of the Caterham operation and was the familiar face of Caterham Cars for more than 40 years. Nearn loved racing and was proud that drivers such as Graham Hill, François Cevert, Jean-Pierre Beltoise and Derek Bell started their careers in Sevens.

■ Briton Richard Westbrook came from behind to scoop the GT2 class crown at the FIA GT Championship finale at Zolder in October. The 34-year-old driver's championship victory means the first and last GT2 champions in the history of the series were British, Justin Bell winning the title back in 1997 with the ORECA Chrysler team.

■ The Formula Le Mans one-make prototype championship will be incorporated into the Le Mans Series in Europe next season. The ORECA-built Chevy-engined prototypes will run in their own class, as they will in the American Le Mans Series.

■ A provisional calendar for the FIA GT1 World Championship includes five 'fly-away' dates outside Europe, but only one firm venue. The series will kick off at the new Yas Marina track in Abu Dhabi, but tracks have yet to be earmarked for provisional dates in South Africa, Canada, China and Brazil.

■ Silverstone has announced a new rookie driver experience, which will provide anyone from the age of 13 upwards an opportunity to find out what it's like to get behind the wheel of a car. The course includes two hours of instruction on gear changes, clutch control and navigating around obstacles.

■ A correction to last month's story about the new *Deadliest Crash* film from Bigger Picture. The phone number to buy a copy of this terrific DVD is 01706 347357.

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Gordon Kirby

THE US SCENE

PRIVATEERS KEEP ALMS AFLOAT

The American Le Mans Series suffered during 2009 from the loss of the factory Audi and Penske/Porsche teams, and at the end of the season Acura also departed the series. As a result, ALMS series boss Scott Atherton has combined the LMP1 and P2 classes for 2010 and added the 'Challenge' class for the ORECA-Courage Le Mans prototype spec-type car, designed as a cheaper, more accessible way into prototype sports car racing.

Fortunately, the ALMS enjoys guys like Rob Dyson and Duncan Dayton who are committed to racing in the series. Dyson is one of American sports car racing's most enduring stalwarts, running a pair of Lola-Mazda P2 cars these days, while Dayton's Highcroft team has competed in the ALMS for the past two years with Acura LMP2 and P1 cars. Highcroft won the 2009 P1 championship with David Brabham/Scott Sharp and will continue to race in next year's ALMS despite Acura withdrawing the factory support for its LMP1 and P2 cars.

"We will be racing prototypes in the ALMS next year," Dayton said. "We have contracts with Acura and [sponsor] Patron and we fully intend to honour our commitments and our contracts. But with the P1 and the P2 rules being combined it's hard to predict whether a beefed-up P2 car will be competitive with a restricted P1 car and how all that plays out.

"At Sebring, we have to declare what chassis we're running and what spec it's going to be for Le Mans. Clearly, our goal always has been to go to Le Mans, so we have to evaluate the rules and the performance-balancing regulations from IMSA before we can decide how we're going to proceed."

David Brabham will continue to lead the Highcroft team but his co-driver was unknown at press-time. US sports car veteran Scott Sharp moves into the GT2 category where he will co-drive his own Extreme Speed Motorsports/Patron Ferrari 430 with Patron Spirits CEO Ed Brown. Sharp's new team will run two Ferrari GT2 cars.

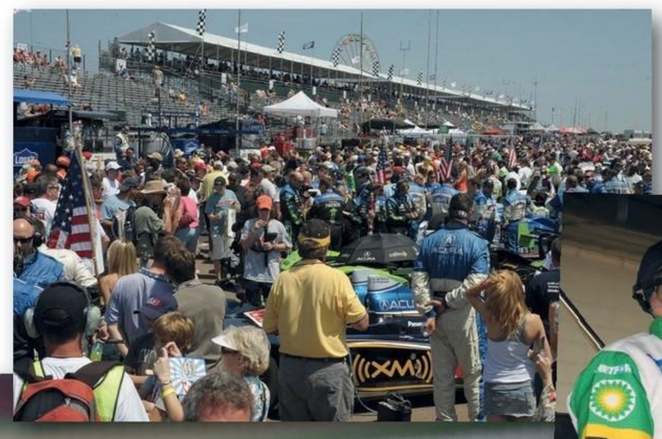


All images LAT

Back at Road Atlanta's Petit Le Mans last September, Audi's racing boss Dr Wolfgang Ullrich said Audi will probably race at Sebring and Road Atlanta again next year but is not likely to run any more ALMS races next season. He also warned that too much rule-changing and instability would push Audi out of Le Mans prototype racing. "I could convince my board to continue in recent years because of a quite acceptable continuance in the rules, with predictable changes," Dr Ullrich said. "The main issue now is to convince the guys from the ACO that in times like this stability is even more important than before. To go the other way is the most counter-productive thing they can do."

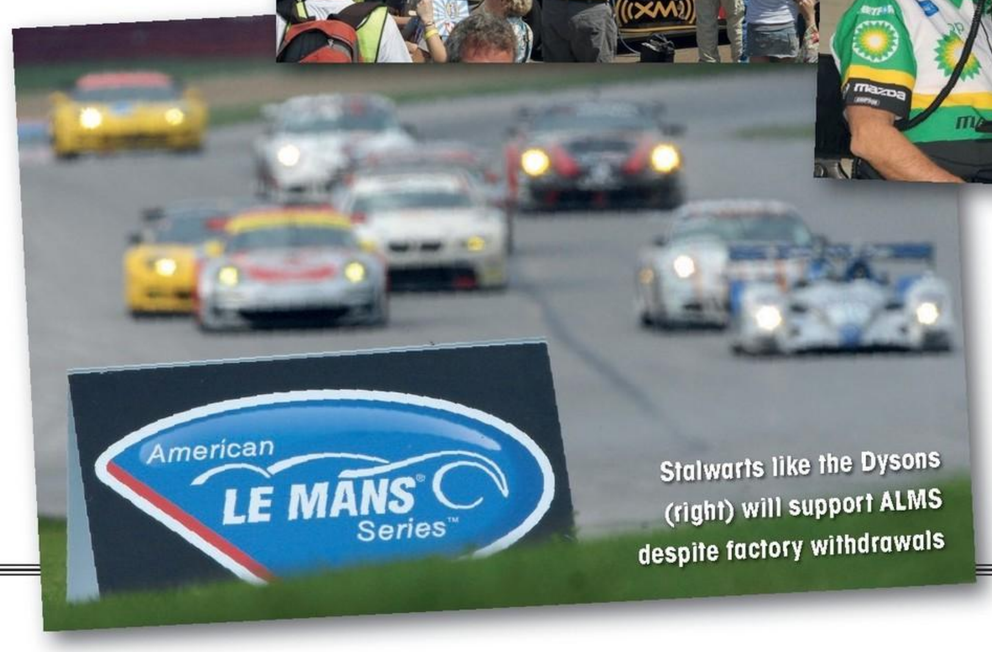
Dr Ullrich said he appreciates the ALMS's reasoning in combining its LMP1 and P2 cars into a single category for 2010. But he says the move has added to his problems in convincing his board of directors to keep its prototype sports car budget alive. "I can understand this from the organisers' perspective," he said. "But if you are a manufacturer who has been racing an LMP1 car because you don't want to make an LMP2 and then you get restricted to being no faster than an LMP2 what do you say when someone asks you, 'Why did you spend this money on this P1 car?' This is the problem.

"I hope that we can race at Sebring and Road Atlanta in 2010. If we race at Le Mans and there is a way to race the cars at Sebring and at Road Atlanta without changing the cars, then I think we will be there for sure. But if they have a change in the rulebook I think we won't have the cars ready and I am frightened about whether anybody else will have them ready too. So I hope a solution will be found. There is no question we would like to be there if it fits well into our preparation for Le Mans, but only if we can race more or less the existing cars."





Meanwhile, the forward-thinking Duncan Dayton would like to see the ALMS be much more aggressive about defining and marketing its green initiatives. "If I were involved with running the ALMS," Dayton ruminated, "I would go to the government and say rather than spending $20 million-$40 million in sponsorship from the National Guard, Air Force and the



Stalwarts like the Dysons (right) will support ALMS despite factory withdrawals

Army in NASCAR and Grand-Am on the biggest-polluting and most technically unsophisticated cars in America the government should give that money to the ALMS and put up an X-prize with some financial reward for pushing green technology forward.

"To me, we want to be thinking about zero-carbon footprint race cars. Not by buying carbon credits but by actually designing and building a car that's going to be a zero-emission car that can go 200mph and run for 45 minutes or an hour on whatever kind of charge it needs, whether it's full electric or whatever.

"I think the ALMS is well-positioned and needs to push further in this direction. I also think in this age of government bail-outs and thinking what can we do that's best for America, there aren't a lot of things that would be more helpful to national security than becoming energy-independent.



"We need a zero-emission car that can go 200mph and run 45 minutes"

DUNCAN DAYTON

"I think 2010 will be a bit of a muddle-through year," Dayton added. "But we need a new rules package for 2011 and new manufacturers and cars coming in. I think this series has so much interest because it has an open rulebook and a variety of chassis and engines, and we need to generate an even wider range of fuel and solutions. Sports car racing has always lived or died on the whims of the manufacturers, but the backbone of sports car racing has always been the privateers. So I'm in favour of cost-cutting and finding ways of limiting the expense of competing. But the main focus should be on aggressively selling and marketing a long-term green plan."

Over the past few years hundreds of fans have told me they've given up on the IRL and Grand-Am because the cars are aesthetically unattractive and technically uninteresting. The ALMS, they say, is their hope for the future of American motor racing. As regular readers know, I'm among those who believe the essential elements that have always driven the sport – technology development, improving the breed and innovation – must be recaptured if the sport is to thrive again in America in the 21st century. Like Duncan Dayton, I hope the ALMS can make it happen.



JOHNSON HEADS FOR NASCAR RECORD

As this column closed for press, Jimmie Johnson was homing in on wrapping up his fourth consecutive NASCAR Sprint Cup championship, an unprecedented achievement. Johnson scored his sixth win of the year and the 46th of his career at Charlotte Motor Speedway in October. With two races to go as *Motor Sport* closed for press, Johnson held a 73-point lead over Hendrick/Chevrolet team-mate Mark Martin. Fellow Hendrick star Jeff Gordon was 112 points down on Johnson in third place with just Phoenix and Homestead to go.

Last year, Johnson equalled NASCAR legend Cale Yarborough's feat of winning three championships in a row (with Junior Johnson's team back in 1976, '77 and '78). But nobody, including seven-time NASCAR champions Richard Petty and Dale Earnhardt, has ever won four consecutive titles. If Johnson pulls it off he will become the first NASCAR driver to do so and will also equal his team-mate Jeff Gordon's tally of four championships. Gordon is NASCAR's most successful active driver and a part-owner of Johnson's car.

In the prime of his career Johnson, 34, could easily race for another 10 years. He's an extremely nice guy, too, quiet and well-mannered, a Californian with a home in Manhattan. Not at all what most NASCAR fans would prefer their champion to be. But he's firmly established with NASCAR's most powerful team and likely to emerge as one of stock car racing's most successful drivers of all-time. He could even surpass Petty and Earnhardt's tally of seven championships.

FRESH US TALENT EYING INDY AND F1

It's been great to see some promising young American open-wheel talent emerge over the last few years. Alex Rossi, 18, won the 2008 Formula BMW Americas title and the BMW World Final, and was the top Formula Masters rookie in the past season. Josef Newgarden, 18, (right) finished a fighting second in the 2009 British Formula Ford series, winning nine races, while Team USA candidate Connor De Phillippi, aged 16, scored a surprise win in the Walter Hayes Formula Ford spectacular at Silverstone in November. De Phillippi's Team USA team-mate Brett Smrz, 18, also ran well.



Other young Americans to watch include Indy Lights champion J R Hildebrand, 21, and John Edwards, 18, and Jonathan Summerton, 21, team-mates at Newman/Wachs Racing who finished one-two in the 2009 US Atlantic championship.

Edwards won the Red Bull American Driver Search in 2004 and went to Europe to race karts, then Formula Renault in 2005 and 2006. At just 14, Edwards became the youngest driver to hold an FIA licence. In 2008 he raced in America's Star Mazda series, taking five race victories and the title, which paid for his ride with Newman/Wachs in Atlantic. Edwards is likely to race an Indycar for Dale Coyne's team in 2010.

Summerton raced Formula BMW in Europe in 2003 and the F3 Euroseries in '04 and won an A1GP race in 2007. It's said that Summerton will be a test driver for the USF1 team in 2010.

Andrew Frankel



ROAD CARS

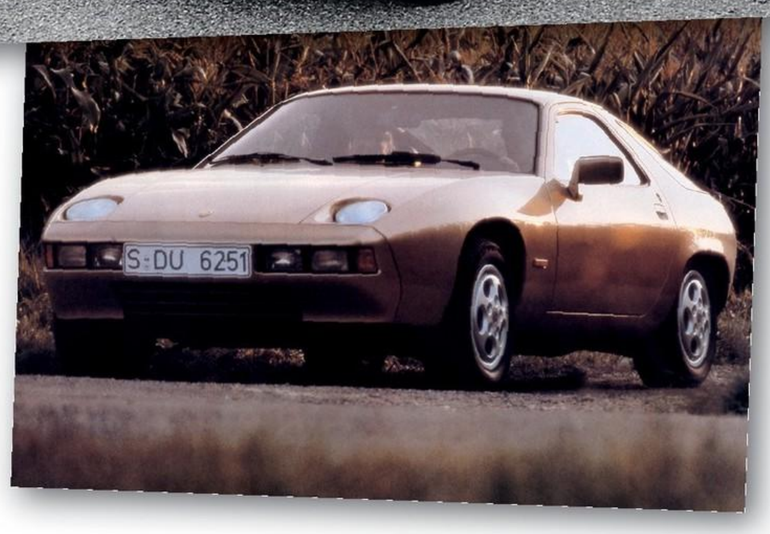
CLEVER MONEY GOES ON iQ

Publishing deadlines being what they are, the identity of this year's European Car of the Year will be known to you as you read this, but not to me as I write it. So as I predict that this, the most coveted award in the world's largest car market, will go to the Toyota iQ (right), you can now regard me as a man blessed with rare visionary power. Or, statistically rather more likely, not.

However, I have narrowed the odds not only by being aware of the seven shortlisted finalists but also being on the jury, and having, I hope, at least some idea of the way it likes to think. Then again, I have never been more certain of any pending COTY decision than last year when I was entirely convinced the title would go to the Ford Fiesta and remained that way right up to the moment it was awarded to the Vauxhall Insignia.

This year marks the 45th anniversary of the European Car of the Year award. Those early years threw up some wonderful contenders, some perhaps less relevant to the European market than others. The first three winners were, in order, David Bache's wonderful Rover P6, followed by the rather less wonderful Austin 1800 and the entirely reasonable Renault 16. So far so fairly predictable. But the second-placed cars were much more imaginative: best of the rest in 1964 was the titanic Mercedes-Benz 600, in 1965 it was the wonderfully entitled Autobianchi Primula, while in 1966 it was that great car of the people the Rolls-Royce Silver Shadow that only just failed to carry off the top prize.





Other unlikely candidates that so nearly claimed the honour included the Oldsmobile Toronado and Jensen FF (third in 1966 and '67 respectively), the Maserati-powered Citroën SM (third in 1971), the Fiat X1/9 (second in 1974) and the utterly awful Volvo 760 that somehow managed to sneak a third in 1983.

And among these perhaps curious decisions we find some that, with the benefit of hindsight, can now be revealed to be incomprehensible, none more so than the decision in 1982 to give the award to the Renault 9, as miserable and dull a tin box as I have ever had the misfortune to travel in. How the Fiat Uno managed to beat the Peugeot 205 in 1984 will remain forever a mystery to me, while I will never be convinced that back in 1975 a Citroën CX was really a better car than the then brand-new VW Golf.

But in more recent years the results have been reassuringly easier to predict. True, I failed to call the Insignia's victory last year, but it beat the Fiesta by a single point, and given that there are 59 jurors spread around the continent each with 25 points to award, that gives an idea of just how close it was. The year before it was Fiat's impeccably well-judged 500 that romped home 60 points clear of the next best. Previous to that it was Ford's S-Max wearing the crown, as well it should: it remains the best MPV in the market.

This year's winner will have been chosen from a shortlist comprising the aforementioned Toyota iQ, VW Polo, Vauxhall Astra, Peugeot 3008, Mercedes E-class, Skoda Yeti and Citroën C3 Picasso. I voted for all bar the Astra and 3008 and included the funky Kia Soul and transformed Toyota Prius on my shortlist, but I guess five out of seven's not too bad. And if you're wondering at the absence of anything with a more sporting bent, the jury has tended in recent years to choose between cars with the greatest relevance to the market they represent, a stance I find hard to argue against however much my heart might think the Porsche 911 GT3 should stand unopposed. Indeed in the entire history of Car of the Year, it has only once been awarded to a genuine sports car, the Porsche 928 of 1978.

So what are we to make of the current contenders? I left the Astra on the longlist because, however much it improves on the car it replaces, in my view it's still not as good as either a Ford Focus or VW Golf. And while I liked the 3008 and am excited by what appears to be a long overdue product-led recovery from Peugeot, I think there remains some distance to go before it can claim to make the best car on sale in Europe. The new Polo is everything it

should be and looks, feels and drives like a more compact Golf, though it should be said it's actually bigger than the Golf Mk2 which was sold between 1984 and 1992. Mercedes should be congratulated even for getting its superb E-class onto the shortlist though its chances of victory must be slim: it's been over a decade since a large executive saloon has even made it into the top three.

As for the Skoda Yeti and Citroën C3 Picasso, neither is exactly revolutionary but both are unusually well executed examples of their breeds and quite the best cars in their respective classes. But while I would be happy for either of





Yeti and (below) C3 Picasso: good but not groundbreakers

them to win, it is Toyota's iQ that is the only genuinely groundbreaking car on the list. Comprising the biggest advance in interior packaging since at least the original Mercedes A-class and maybe even the first Mini, it is the ultimate urban weapon, more capable around town than a Smart thanks to its tighter turning circle and its ability to carry four people, yet entirely at home on the open road. I will drive all seven shortlisted cars back to back before making my final decision, but right now I'd be surprised if I don't put the iQ at the top of the list. Whether the majority of my fellow jurors have decided to do the same is something you will know already, but I am still to find out.



VOLKSWAGEN SCIROCCO R

Many cars work better on paper than in the real world, and this is one. The Scirocco range is curious because you can't just choose whichever best suits your budget or needs. The standard car, by which I mean the 2-litre, 200bhp machine the world first started raving about when it was launched last year, remains about the most satisfying affordable coupé on the market, but the 140bhp diesel-engined alternative doesn't work at all, and I speak as a long-time diesel convert. Then again the entry-level 1.4-litre 160bhp petrol variant is a perfectly acceptable alternative for those who can't quite stretch to the standard car.

And now I've been wrong-footed by the new top of the range Scirocco R. With 265bhp, more sporting suspension and an electronic differential, I fully expected it to be the best yet. Not so. Its extra speed (and it will do 0-60mph in 6.4sec and hit 155mph) has been achieved only by compromising the car's hitherto fine refinement. And while some might consider that a fair price to pay for the extra pace, what's less forgivable is that the car is actually less fun to drive along a British B-road. The suspension feels like it was set up on dead smooth German roads and lacks the suppleness to tackle our somewhat more challenging lanes. At £26,945, or £4500 more than the standard car, I struggle to see the value.



MERCEDES-BENZ E63 AMG

This is my new favourite big-banger saloon. I change my mind about these more often than Chelsea changes managers – one minute I have eyes only for the BMW M5, then I'm swooning over the Jaguar XFR and now it's this Mercedes. I like to think this isn't because I am feckless but instead because these manufacturers are engaged in a titanic struggle for top billing and try ever harder for ever more sensational results.

There is no denying that despite its four doors and executive aspirations, this car is at heart a bare-knuckle boxer, and a beautifully judged one at that. All the essentials are there: its ride and refinement are beyond serious criticism, but once you wind up its 518bhp, 6.2-litre V8 and let it go, you'll find a car to focus your attention more than any other big saloon I can recall. It is massively fast, but also colossally good fun, which I'd not expected. I drove it in the wet on road and track last week and am still giggling. To be fair it was close to useless around a soaking Silverstone but on nearby lanes – well, I didn't think we were allowed to have that much fun any more, let alone in an imposing saloon. I wish it were better looking and the price (£69,850) makes my eyes water, but if I had the money I'd have one. And the estate version at that.

Letters

Tom Wheatcroft

Sir,

I cannot believe I will never hear again "what do you think of this, Tony?". Tom's incredible brain was always scheming – such drive and determination to achieve his goals. So much fun together, so many races, experiences and memories during the last 46 years – and countless gin and tonics on a Friday night in The Bell at Husband's Bosworth. Having collected his 250F Maserati from the factory we returned via Monaco where he made his Lotus 18 available to Stirling Moss. Tom wanted to warm it up, so I gave him a push from Casino Square down to Mirabeau. It would not fire. Through the tunnel and by now on my knees I was still pushing at Tabac before he found the right switch…

We always liked to drive round a circuit in a road car. At Silverstone one year, after the GP, he was happy for me to drive the 300SL as I had had slightly fewer. As soon as the alcohol kicked in we were up to considerable speed. Abbey arrived very fast, but immediately after it barriers had been erected across the track. I braked, but as the car was still in the curve it went broadside, arriving just short of kissing the barriers. "Fantastic bit of driving," said Tom. He thought it was intentional.

He usually had grandstand tickets for Grands Prix but not paddock passes, and it was always a challenge to enter, either walking confidently through the gates or vaulting fences. At Brands Hatch Tom did not appear after jumping the fence and I returned to find him stuck on the top complaining about his little legs and untangling his camera. I never made an appointment to see him and during any visit day or night he would give me 100 per cent attention, not accepting calls or interruptions so that we could talk motor racing until the early hours. Speaking to him recently he said "Donington has been a headache from Day One – but you've got to have a go, haven't you?" Tom was fighting to the end.

I have lost a much loved, admired, lifelong friend who treated me like a son and will never be forgotten.

Tony Harrison, Alpes Maritimes, France

A fitting memorial

Sir,

What more fitting memorial to the late Tom Wheatcroft could there be than to see the Donington Park circuit return to the control of more competent leaseholders who will return the circuit to its previous glory.

I well remember years of discomfort in the 1960s and early '70s spectating at Silverstone, Snetterton, Mallory Park, and Oulton Park, etc. The delight to attend a circuit where it was possible to walk around, even in wet weather, without the need for wellington boots, and to have toilets that were not only clean but looked like attractive Swiss chalets was beyond joy. Sadly during recent years the ravages of poor management are beginning to show, but I am sure it can be returned to its former glory.

Mr Wheatcroft was also responsible for the memorial statues in the grounds of the museum. Surely his own could be added to the site.

God bless Tom. I hope his resting place has a circuit with a fast lap time.

Peter Dring, Codnor, Ripley, Derbyshire

Don't ask, don't tell

Sir,

Is it just me or does there appear to be a reluctance to ask the hard question regarding the 'crash-gate' affair? I have read widely on the issue, both in print media and on the internet, and have paid particular attention to the words of the splendid Mr Roebuck who is well known to be fair, hard-hitting and unbiased. Yet no one has asked, 'Did Alonso know?'

I regard myself as an Alonso fan but in the same way that I was a Schumacher fan – that is, with eyes wide open and accepting that these guys are determined, focused, ruthless and, at times, flawed. That Alonso never questioned the pitstop strategy is a little hard to believe. I hardly think that on the day he was told "Off you go with an eggcup of fuel and we'll hope for the best". Maybe he was unaware of the dastardly plot, but in a situation where the whole race strategy depended on an early safety car it is only human nature to think that someone would have said, "don't worry, it will all be fine" – nod nod, wink wink, sly smile.

Anyway, I wish him well at Ferrari next year and I think he will fit in perfectly – whether he knew or not. As I said earlier he is determined, focused, ruthless and, at times, flawed. A match made in heaven! Felipe, watch your back!

LETTERS TO THE EDITOR

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

(Please include your full name and postal area)

Sort of on the same subject, when the news of Piquet's whoopsie first broke I was disinclined to believe that is was deliberate simply because he crashed so heavily, putting his life and the lives of many others in danger not to mention the damage to car and barriers and the cost, when parking the thing would have achieved the same result. The boy deserved sacking for that alone. It put me in mind of Michael Caine's famous quote "You were only supposed to blow the bloody doors off!"

Richard O'Rourke, Cobh, Co Cork

Clip their wings

Sir,

The 2009 F1 season will no doubt be considered to have been the best for a number of years, no thanks to the 'overtaking committee' whose rule changes certainly stirred the pot to advantage, but conspicuously failed to achieve their aim.

It seems to me that a simple bold step could go far to curing the processional nature of most races: ban rear wings! Limit downforce to that generated by underbody aerodynamics, with smaller front wings for balance. Downstream turbulence would be much reduced (I suspect that underbody downforce is much less affected by it anyway). Limit front wing width to something like the front track dimension, and as well as limiting downforce we won't see so many being damaged in close racing.

Aside from the lessened susceptibility to upstream turbulence, braking distances would be increased and cornering speeds lowered; maximum speeds might be increased on faster circuits. Finally, drivers would simply have more time to complete a passing manoeuvre.

Arguably, racing-inspired developments in underbody airflow management have rubbed off to advantage in road car design, whereas all that the rear wing did was to spawn a generation of silly 'go faster' excrescences on otherwise sensible production cars.

James White, Vancouver, Canada

Predictable Schue-in

Sir,

It seems our fears for the future of the FIA were justified. "Jean Todt To Nominate Michael Schumacher As FIA Commissioner For F1" – doubtless to demonstrate How To Win Championships Fairly…

How quickly the rot has set in!

David Goddard, Hove, Sussex »»

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RM AUCTIONS

Letters

Proper behaviour

Sir,

A postscript on the brilliant way in which Jenson took the Championship: remember who won the Brazilian Grand Prix 2009 – Mark Webber. He drove a brilliant race, never put a wheel wrong and in his post-race interview in the paddock paid fulsome tribute to JB without prinking and preening or looking miserable at all the attention going to Jenson. Can't help but quote Martin Brundle: "Proper Bloke wins Grand Prix."

David Fisher, Sutton-in-Ashfield, Notts

Piquet boo

Sir,

Having enjoyed the December issue immensely on a round-trip train journey today, I feel moved to write in relation to the treatment of Piquet in this edition. The Editorial and the Nigel Roebuck column (which I enjoy) seem keen to decry a three-time World Champion beyond what I would assess as the reasonable writing that we normally enjoy in *Motor Sport*. Nelson Sr has excelled in managing 'his man', surely? Flavio Briatore has by contrast been exposed in the process as – at best – a little short on managing key staff!

I'd be the first to question the ultimate destiny of Nelson Jr's talent – but Nelson Sr did win *three* world titles, and did so with an inspirational (street-fighting?) style that surely commands some respect. I would also suggest that this same champion style is recognisable in the excellent efforts of (among others) Mansell, Lauda, Jody Scheckter, Alan Jones, Bruce McLaren, Fangio and Moss.

Nelson Sr beat the protagonists at their own game – like a World Champion would.

Fergus McBride, Bristol, Avon

Integrity matters

Sir,

It was interesting to read Nigel Roebuck's 'Reflections' in the November edition relating to the integrity of modern Formula 1 drivers.

It prompted me to recall the same writer's article about Carlos Reutemann under the title 'Legends' in May 1997. This relates the story of Reutemann and Nelson Piquet vying for the 1981 championship, going into the final race at Caesars Palace. Although leading on points before the race, Reutemann didn't do enough and Piquet became champion.

Afterwards, one cynical young driver said that Reutemann should have put Piquet into the wall. It would have been seen as a racing accident – no one would have known. This was later put to Carlos. He was shocked and said "*I* would have known".

For this in particular, Reutemann became one of my heroes, as did Nigel Roebuck for telling me about it.

Mike Chorley, Bath, Somerset

Bricks and motors

Sir,

Why is it that when we have a new F1 venue, the talk is always of the architecture? I've been a life-long fan of motor sport yet am not particularly interested in the design of paddock buildings or grandstands. When people eulogise about the Nordschleife, Spa or Monza, it's about the corners and the test of skill and bravery they present to the driver; it's irrelevant whether a pit lane exit is underground, a track passes underneath an hotel or that a race finishes under floodlights and is followed by a rock concert. These are just gimmicks designed to overshadow an unimaginative circuit layout.

Abu Dhabi is, as Martin Brundle put it, a technical track; it's not flowing, nor does it contain any great corners to sort the great from the good. You just know, when Bernie raves about a track and how it sets new standards other places such as Silverstone should emulate, that you're going to be underwhelmed.

Abu Dhabi resembles the bastard child of the Eden project and the Valencia dockland circuit; a dull layout surrounded by architectural bling.

One wonders what gimmicks the next multi-billion dollar facility will boast. How about a circuit built in a Disneyland-style theme park featuring a race that ends at dawn, followed by a rock concert by the winner of X Factor?

Nicholas Bird, Fareham, Hampshire

Burning question

Sir,

While always enjoying reading in *Motor Sport* about the 'good old days', I was a little confused after reading Mike Doodson's otherwise excellent piece on the trials and tribulations of the early BMW/Brabham partnership. As a true anorak I have to point out an error that will not detract from the content of the article, but for the true enthusiast it is naturally a thing that can't be overlooked.

In 1982 Piquet won the Canadian GP after not qualifying at the Detroit GP the week before. That is true. But he would not have been able to burn his feet at that race. Why? Simply because there was no room for a cooler in the nose of the BT50! The situation with the burning came at the Canadian GP in 1984 which Piquet won in the BT53, which at that race had a cooler stuck inside the nose. Look at page 147 in *Autocourse* from that year and you'll see Piquet displaying a naked right foot with Lauda and Prost watching.

Flemming Hansen, Værløse, Denmark

Cut glass and monacles

Sir,

Several years ago I was travelling with Eric Adlington, one-time director of Temple Press Ltd, when he began telling me of his early career as advertising manager of *The Aeroplane*.

On one occasion he was on his way with C G Grey to visit an aircraft manufacturer to negotiate some advertising. They were travelling in CG's new car – I believe it was an Armstrong-Siddeley. CG was proudly showing off his new car's performance and demonstrating at high speed how you could move the pre-selector lever back and forth at any speed. Suddenly there was a loud bang and the gearbox disintegrated. Not at all put out, CG said the manufacturers would soon put it right. He sent off a letter to the makers describing what had happened, adding that he was quite prepared to let them inspect the car to find the cause, and repair it, of course, at no cost to him. He added that the car could be found at the Temple Press offices, knowing that they would be most anxious to find the cause of the problem.

In due course a reply came back, saying "thank you for your kind offer to lend us your car to solve the problem with your gearbox. I am sorry to say we must decline your offer because of pressure of work and suggest you take your car to your usual garage where we are confident they will deal with the matter to your satisfaction".

I started work with Temple in 1944 and recall C G Grey visiting the office. A model aristocrat, complete with cigarette holder, monocle, cane and cut-glass accent. I understand that he lost the Editorship of *The Aeroplane* due to his German sympathies. I still have two of his books, but feel he was never the greatest writer, lacking technical details when describing new aircraft.

Maurice Rowe, Bredon, Glos.

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Tom Wheatcroft
1922 - 2009

Famed for his Grand Prix car collection and for reviving Donington Park, 'Wheatie' was a rough-diamond old soldier with a heart of pure gold

BY DOUG NYE

So Wheatie has gone. We don't have to believe it.

If ever there was an enthusiasts' enthusiast who will live on in the memories of all those who met him, Tom Wheatcroft was that man. He was – by his own admission – a car, motorcycle and motor racing fanatic. And so much more. He was an enthusiast who generated the wealth to indulge his dreams… and then shared them with the rest of us.

I first really met him when Kiwi journalist Eoin Young invited Jenks and I up to Leicester to meet the man he had got to know really well on the 1970 Tasman tour. Tom had bought the Jacky Ickx German GP-winning Brabham BT26A, fitted it with a 2½-litre Cosworth DFW Tasman engine and ran it for Derek Bell in the New Zealand and Australian series. The story of their exploits on that trip could alone fill a book. Now Tom had something to show us…

We met him at his building company in Aylestone Lane, Wigston. Eoin and Jenks were already used to this big, powerfully-built character with his trademark spectacles, gravelly voice and entirely unique (and deafening) laugh. It erupted often from somewhere deep inside, and rasped like some diesel engine failing to start on a frosty morning – "Urrrgh – Urrrgh – Urrrgh" often followed by what I soon recognised as entirely typical Tom-isms, all in broad, sometimes tenor, Leicestershire – "Ooh yer beauty!" in approval or wonderment, and "Ooh yer boogah!" in reproof or sometimes rueful admission (like when he'd just damaged or crashed a car, which was quite often).

Above all, the immediate impression was of enormous warmth, and welcome and open-heartedness. We had heard the news on the drive up of Rolls-Royce Aero Engines' collapse following the RB211 fiasco. That warranted an "Ooh yer boogah – all them good Derby lads out of work". Then it was "Coom an' see me cars then" and we whizzed across to his home, The Firs in Welford Road. He'd built a split-level garage at the foot of his garden, fronted with multiple folding glazed doors. And it was jam-packed with so much mouth-watering Formula 1 history I nearly fainted on the spot – H16 BRM, flat-8 air-cooled Porsche, the Rob Walker Moss Lotus 18, ex-Nuvolari Maserati 8CM, Bruce McLaren's 1962 Monaco-winning Cooper V8… "An' I've joost bought Donington Park y'know, so coom an' see that too".

Mouths agape, round-eyed, DSJ and I just stared at each other. For Jenks this would »»»



LAT

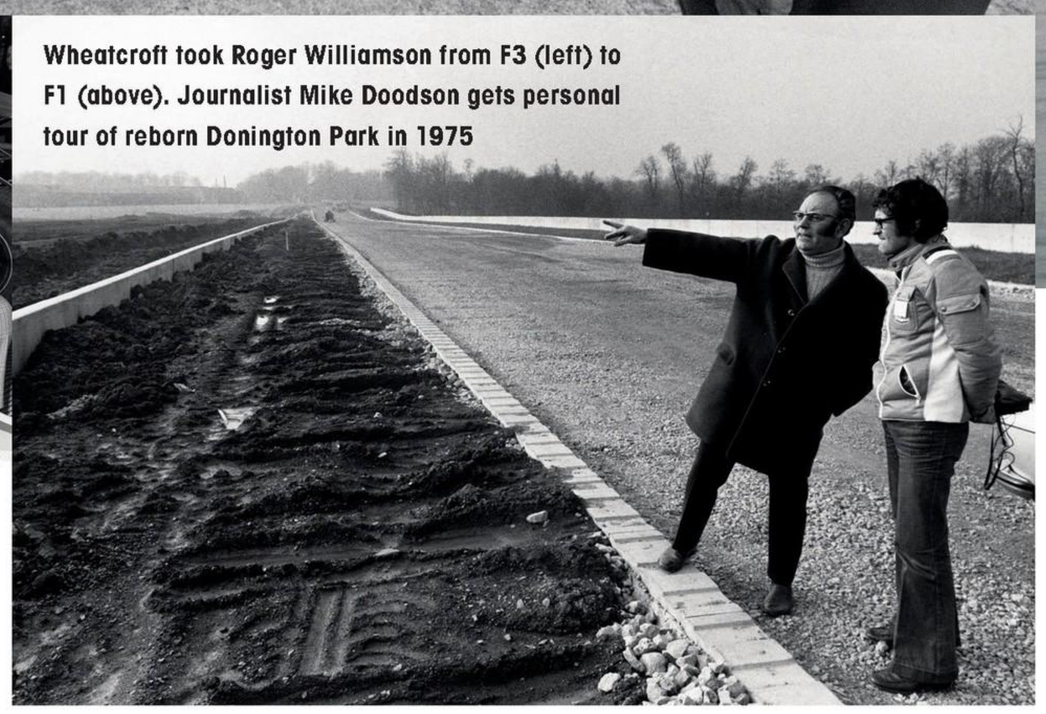
be a return to the circuit where in 1938 he'd scraped up Auto Union oil off the track and taken it home in a jam jar, which he still had. For me it would be a first sight of a venue which had fascinated me since I'd first read about it as a kid in the late '50s. Donington Park! Wow!

We tore up there in his BMW and while Wheatie laughed and gurgled and regaled us with stories of "'gotiating wi' Gillies Shields" (the vendor) we explored the desolation of what for long years had been the Army's Breedon Depot military vehicle dump. Frankly, the place was wrecked, but the old Grand Prix circuit could just be traced. Engulfed in the woodland stood the collapsing old wooden press-stand. Jutting out of some bushes was the unique Stone Bridge. Here was Coppice Farmhouse where fearsome pre-war clerk of the course Fred Craner once held court. And at the main entrance stood the stone tower which had adjoined an archway, demolished by the military to allow access to ever-larger vehicles.

On Eoin's introduction, Tom asked Jenks and I if we'd be interested in "'elping me put a mooseum together 'ere – an' woon day we'll get the track rebuilt an' all". A Trident airliner rumbled overhead, landing at East Midlands Airport just across the fields. "Crikey Tom, you'll have your work cut out". "Never afraid o'work, lad – never afraid o' noothin'" – and his gleaming pale-blue eyes were suddenly boring into me through those lenses. Forget the jollity, the laughter – I realised this bloke was an authentic hard nut.







Wheatcroft took Roger Williamson from F3 (left) to F1 (above). Journalist Mike Doodson gets personal tour of reborn Donington Park in 1975

And in effect we worked loosely together for the next 10 years or more. At one point Jenks virtually moved into one of the Park cottages, only for a new girlfriend to make him a better offer. I got the impression Tom was disappointed by that. He gave commitment, and expected it in return. I also found he expected the best. He was warm in appreciation, but put on a great display of hurt if disappointed. "Ooh lad, yer've let me down". It was horrible to hear that. We had enormous fun together, and worked like dervishes on the programme to open his Donington Collection Museum in 1973. Being involved was a privilege, and when the Melbourne Loop became the Park's first re-surfaced section he'd occasionally call and say "Coom oop an' 'ave a play!". Jenks adored it, like a kid in Hamley's. If I'm honest – so did I.

Tom's generosity of spirit was incredible. He took a shine to our old photographer pal Geoff Goddard. "I do think a lot of 'im, y'know Doog. Miserable old boogah but 'e'd do anythin' for yer, joost froom a good 'art". He was dead right there. When he loaded Geoff into the Nuvolari 8CM for a few wheel-spinning laps, and later into the 250F – which Geoff half-spun and flat-spotted its original Pirelli Stelvio tyres – Wheatie just guffawed in appreciation. He loved proof of a kindred spirit. When I spun his V16 BRM and stalled its ear-splitting engine, the sudden silence was rent by his unmistakeable laugh drifting up from the pits... When he arrived with Rick Hall and Rob Fowler I expected a rollicking. Instead I heard "C'mon lad – put her in gear an' we'll push start yer" – and I was sent off again. That takes a very special kind of owner.

He was the wisest man I've ever met. He'd had only 18 months formal schooling in his entire life, from 12-13½, but his teenage experience as a young plasterer around Leicester's building sites, then four wartime years as an artilleryman-cum-tank driver had left him well prepared for a combative career as a hugely successful local builder and property developer. He'd absorbed a unique understanding of the human animal. It didn't stop him making some catastrophic employment choices – but he quickly clocked such mistakes. He'd dismiss some characters as "...not a full-grown man" – another he declared "...could strip 'isself moother-naked, walk through ma stores, and by the time 'e got to t'other end my shelves'd be bare".

He seemed to enjoy few things more than presiding over a restaurant table, regaling us – and later Ian Phillips who became his Donington manager ex-*Autosport* (before subsequent Jordan, Spyker and Force India duties) – with tales of derring-do both in war, and business.

A Wheatie story was seldom fully intelligible. His tumbling delivery often omitted such important features as most of the verbs and numerous nouns. On a good day he would warn us of "tekkin' on a petrol station – 'cos yer



Sodden 1993 European GP lost Wheatcroft about £3.5 million. Below: pressing on in BRM V16



All images LAT

manager'll put five in 'is pocket for every ten in your till" – but recommend buying land "'cos there's noothin' cheaper that they're not mekkin' any more of. If it's down to five figures it's small change i'nt it – so you lay it out, turn it round in a twelve-month an' before yer know where y'are the bank manager's writin' yer loov letters!".

During the circuit build-up he asked me to sit in on meetings with would-be suppliers. I got to speak almost fluent 'Wheatcroft', and would sometimes interpret to visitors who were glazed over in puzzlement. One classic was when he explained "An' then there's 'im – doin's – from oop wotsit – what's gonna put 'em out 'ere on wot I'm layin' down for 'im an' slidin' over t'top for when it rains – then roll it back and off they go, for weekends like, y'know…".

And with the broadest grin, eyebrows high in expectation, he'd scan stupefied faces, expecting full approval. As he scanned he'd nod in encouragement, all the while emitting a gravelly hum of anticipation – "Mmmmmmmm", way down in a bass key.

At this point I'd explain "Mr Wheatcroft is talking about the local railway preservation society who might site their locos and carriages on some railway line he'd provide here, with a sliding shelter on wheels to protect them against rain or snow…". "Aye lad", Tom would bawl triumphantly – "You'a got it – you'a got it!".

"Aaaah", they'd say, "Great idea Tom", and he'd beam fit to burst and it would be everybody off to lunch – always on him – and either another impenetrable master-class in business… or his mind-boggling war stories.

Called-up at 19, from 1941-1945 he'd seen active service in Madagascar, India, Iraq, North Africa, Sicily, Italy, Holland and then Germany itself. He'd had two inseparable oppos throughout, Cooperwheat and Warr – the latter a 12-years-older ex-miner and convict whose street-wise cunning, ingenuity and can-do approach to any obstacle shaped much of Tom's postwar character. They got into fearful scrapes together in conflict not only with the enemy but more so with their own officers! Tom's detestation of petty authority and bureaucracy survived life-long. When Bernie Ecclestone phoned Tom's son Kevin to offer condolences upon his father's death, he said "Your dad and I were like peas in a pod – we understood each other perfectly" – shared contempt for inflated authority certainly being one factor in common.

> "Tom noticed the CO had a personal latrine separate from the men's – he nailed its lid shut"

As Tom recalled in his fine biography *Thunder in the Park* (buy it!) his final demob was delayed by a year to compensate for the months he would have spent in detention, usually for "bopping" puffed-up NCOs. He decked one after first pouring custard over his head, then jamming the jug on after it. Ditto a sergeant who'd rapped him with his swagger-stick – only then it was a mop-bucketful of slimy water. At Poona, when dysentery racked the unit and Tom noticed the CO had a personal latrine separate from the men's, he nailed its lid shut.

His friend Ben Warr had steadied even Tom with his cold-blooded ruthlessness, but Tom credited Warr's survival instincts with getting them all through to peacetime. Their war culminated in Lübeck where they found an abandoned bank, and its terrified manager. When ordered to open up, he pretended he didn't have the keys. They promptly sent a Sherman tank shell through the door, and helped themselves. Upon repatriation troops had to change local currency into Sterling on the dockside. Tom changed some, then repeatedly slipped to the back of the queue and changed some more. "I finally came 'ome with enooph cash to set myself oop in business".

As part of the occupying force in the Harz Mountains he developed a healthy black market trade in silk stockings but also met a local girl, Helena 'Lenchen' Morgenstern. He seems to have fed half her village with venison and wild boar pork – "There's nowt so easy as 'oontin' deer wi' a Bren – urrggh, urrgh, urrgh!". He and Lenchen were married in 1947, and their seven children followed.

After a flying start thanks to the Lübeck 'windfall' he founded his building company, Bernard Wheatcroft Ltd, in 1948 and through sheer hard work, bloody-mindedness, force of personality and a growing labour force of superb tradesmen he made his millions.

He bought his first historic Grand Prix car in 1963 – the ex-Peter Whitehead 1949 Ferrari, sight unseen, from Australia. When uncrated, he was shocked to find its original supercharged V12 engine had been replaced by a Chevrolet V8. "Ooh yer boogah!". But he began driving it for fun. However, his sight had been impaired by blast late in the war and his ambitious driving was punctuated by incidents. At Oulton Park he was once awarded 'The Fastest Man Backwards' trophy. When he somersaulted the Ferrari at Silverstone he proved blameless – its steering had sheared. Dozens more great F1 cars followed. You know the rest of the story.

In the 1959 TecMec he torpedoed Silverstone's parked circuit ambulance, so bought the BRDC a new one. When he limped his Mercedes-Benz 220S back home after demolishing his local Co-op store's frontage, he didn't realise that amongst the wreckage he'd left not only one front wheel – but also his number plate. The Old Bill called next morning. When he assured them he would pay for all damage they

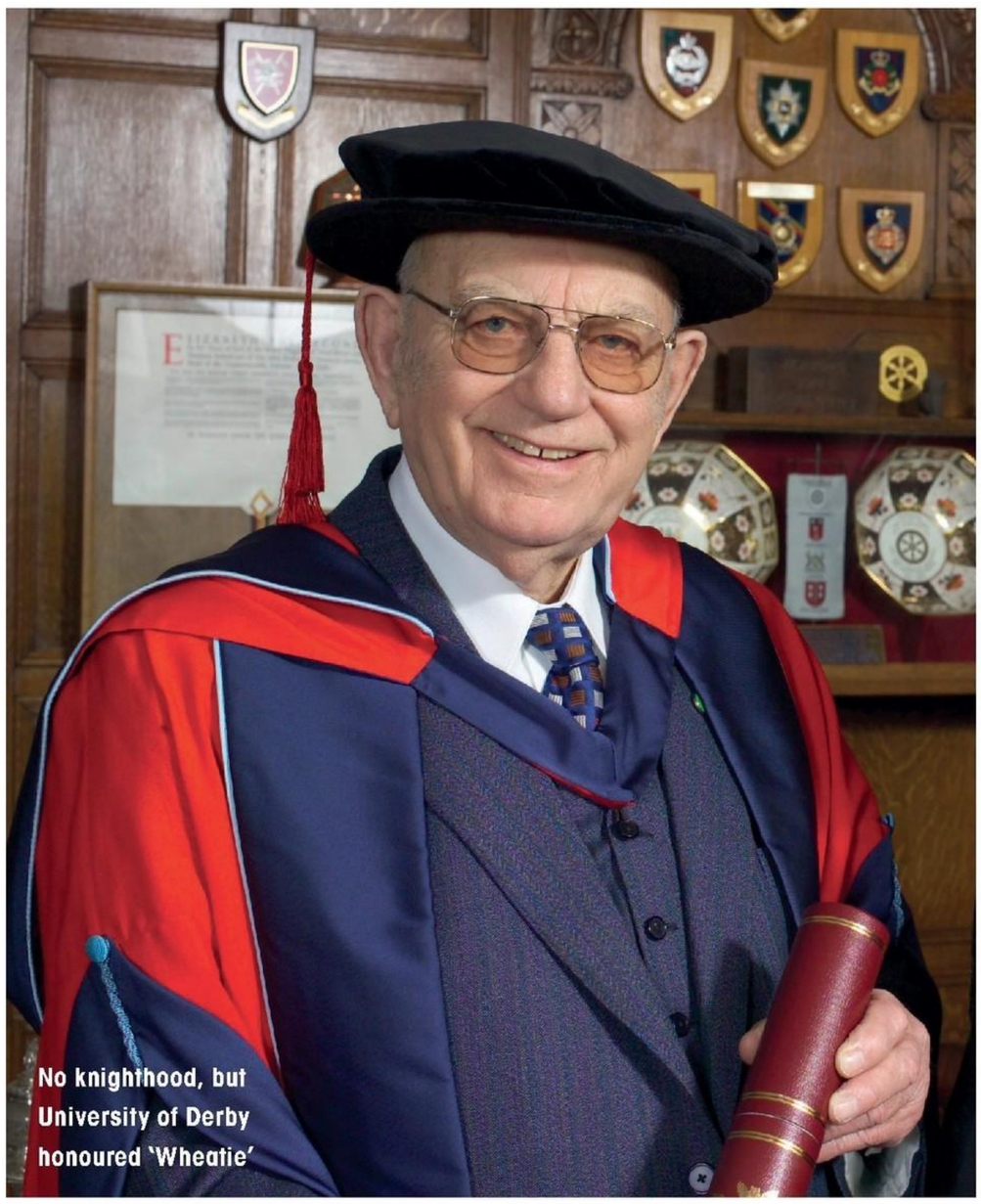
suggested helpfully that he must have 'lost it' on ice. "It were mid-May…"

When he arranged the loan of the Prague National Technical Museum's 1939 Mercedes-Benz W154 he told us all "It's bin be'ind the Iron Curtains – in Cheshire-slovakia" and that "Ooh, I tell yer we've spent moonths 'gotiatin'". But he seldom missed out on a deal – his greatest disappointment was losing the Schlumpf Collection to the French Government after agreeing in principle with the Schlumpf brothers. On one car-buying visit to Jo Siffert's place in Fribourg he found builders plastering a wall. He watched distracted while doing his deal, but could bear it no longer – "'Ere lad", he announced to a startled Swiss plasterer, grabbing his float, "Yer don't do it that way – yer do it like this". Ten minutes later he'd finished the job.

In racing, his tragically ill-fated association with that superb young driver, Roger Williamson, needs little repetition here. "The lad never lied to me". Tom adored him as a talent, and as a man. Kevin Wheatcroft recalls vividly when Roger was killed in Tom's March in the 1973 Dutch GP that the old man was destroyed. He didn't get up, didn't shave, for four days or more. That was unprecedented. But then he seemed to resolve that Roger wouldn't have wanted that – and it was full speed ahead again. "Tom really changed after Roger's death," says Kevin. "It didn't diminish his love of the sport, but it changed him as a person. Not a July 29 went by without him thinking… For a big, hard old boy he was also a romantic, and very emotional, but he hid it."

After he re-opened Donington Park for racing in 1977 the circuit became extra-special to him. On other projects once he'd "drawn his mooney" nothing else mattered. Donington was never like that. He cared if people left wheel-tracks on the grass verges. He was outraged if the loos were unclean, enraged if his paying public found the staff indifferent or rude. After leasing the circuit any complaints that Tom received had a personal response by return, and the lessees a formidable rocket. But he could only do so much… and no more.

Of course he had fought for his ultimate ambition, a new Donington Grand Prix. In 1993 Mr E finally awarded him the 'European' GP, but on an Easter weekend when torrential rain ruined it as a business venture, while making it as a memorable Ayrton Senna triumph. What wasn't so obvious was that Tom had suffered three heart attacks in the weeks preceding, but had refused the bypass operation needed so he wouldn't miss his GP! That wet race morning the crowd was so small he calculated he had lost £3.5 million. He still demonstrated a 1939 Mercedes-Benz W154, after taking deep draughts of oxygen, but almost blacked out at 100mph and left the road. After Senna's victory he climbed the 40 steps to the podium fortified by an oxygen bottle hidden inside his coat. He had immense respect for the Brazilian and told him, "I'm glad it were you, lad". When he was told the record for hospital release after a by-pass operation was nine days, he had the op and left in seven.



No knighthood, but University of Derby honoured 'Wheatie'

University of Derby

"He was an example to every deprived kid with commitment and drive"

He remained a good judge of driving talent (other than his own) to the end of his days. When one historic driver out-braked himself into Goddard's and hurdled across the lawns in front of Tom's famous hospitality suite, his D-type Jaguar completely airborne, Tom's old collector friend Reg Parker turned to him and said "Coo – he's a bit lairy in't he?". To which Tom replied "Aaah – Robert Brooks, 'e's a good lad but 'e 'asn't got a brain in 'is bloody 'ead".

After his first wife Lenchen's death in 2002, Tom found he just wasn't meant to be alone. And on his 82nd birthday, he married his long-time companion, Sheila. In February 2002, he test-drove his ex-Alberto Ascari/Lex Davison Ferrari at Donington. It was fresh from restoration, but he forgot it was still on old tyres and smashed into a concrete wall. Miraculously, he escaped without a broken bone, but otherwise he was "knocked about to b*****y".

Indestructible as ever – he was soon back in harness. I had badly blotted my copybook with him many years earlier, when I criticised his sale of two Vanwalls in print. As far as I was concerned I was right. He never told me as much, but I knew from his look and distance next time we met that "Ooh lad, yer've let me down". You had one chance with Wheatie, and I'd had it. I recognised that fact, I understood why, and accepted it, though in recent years we could still spend a couple of days together at the Mercedes-Benz museum, and great fun it was, again. Regardless, I would have given my right arm for him. He was a unique character, a truly great man. He could be enormously generous, yet utterly ruthless. I'd have hated to be a rival builder within his area.

He could be soft-hearted, and deeply thoughtful. And he could be abrupt, but seldom cruel. He could bawl out his mechanics and drive them ferociously hard – yet after a race he'd take them out for a riotous dinner, at any expense. He was a self-made multi-millionaire, a driven man, an everyman made good who never forgot his roots and who treated everyone just the same – from 'Sir this', 'King that' and 'Princess doin's' to "old Bill Jones from round t'corner". He should have been Sir Tom Wheatcroft – an example to every deprived kid with commitment and drive. He was just unique – and in so many ways just the ultimate iconic enthusiast.

Rest easy, Wheatie – your legacy to every racer is unforgettable, "Yer Beauty"… indeed. And thank you. Ⓜ

In lieu of flowers anyone who wishes to show their appreciation of Tom is requested to make a charitable donation at this website: www.justgiving.com/tomwheatcroft

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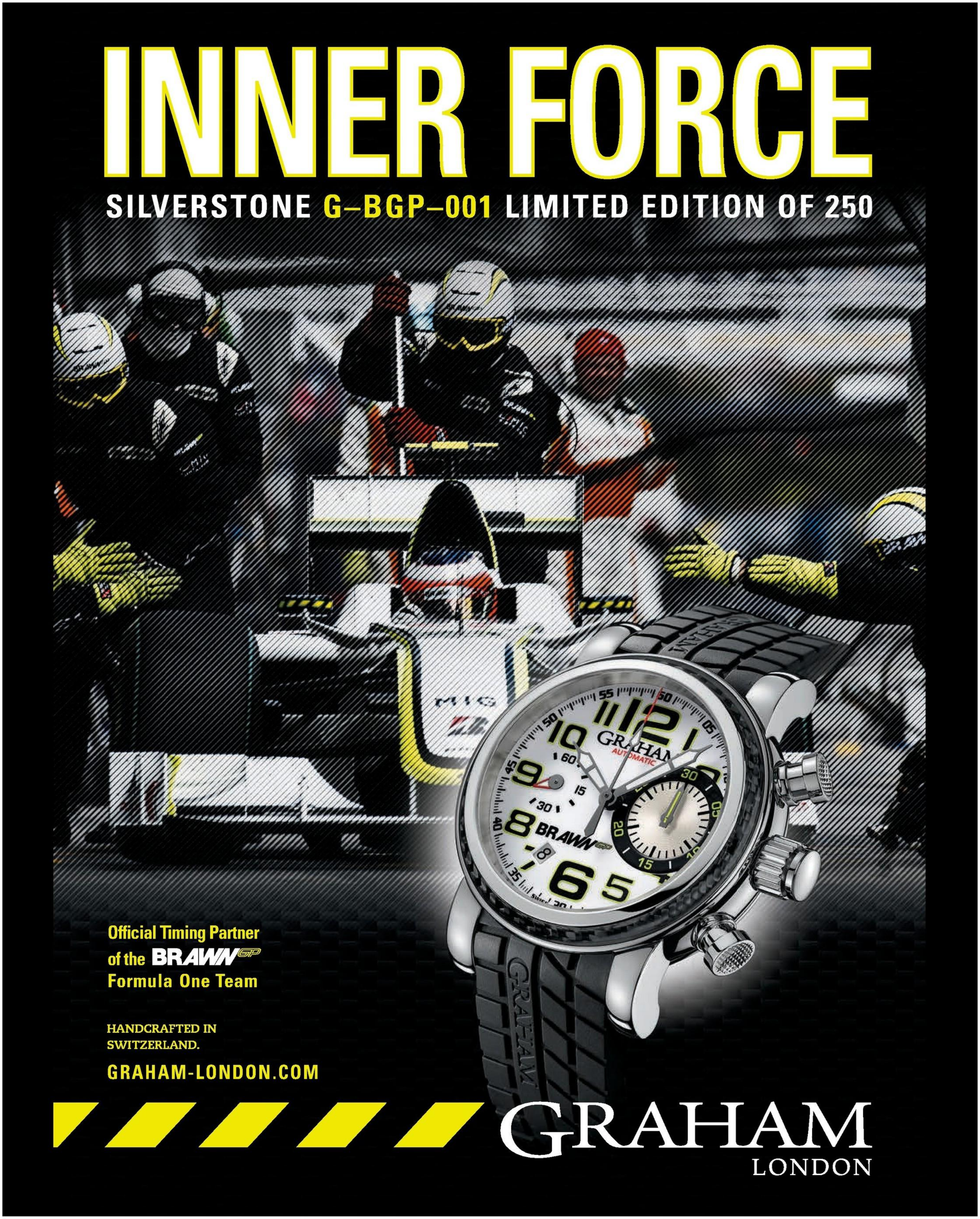
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F1 SEASON REVIEW 2009



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Ross Brawn

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The season

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▪ THE LEGEND ▪

ROSS BRAWN

He's been the driving force behind the most remarkable zero-to-hero tale in F1 history. Here he takes us through a momentous year

BY NIGEL ROEBUCK

At Interlagos it was typical of Ross Brawn that, in the immediate aftermath of clinching both the World Championships, he should remember those in his team made unavoidably redundant in the economic wasteland of last winter. As everyone hailed Jenson Button's triumph, Brawn thanked all who had made it possible, not least those no longer on the payroll.

There was a break in his voice, and you couldn't be surprised: 10 months earlier it had looked unlikely that Ross – or anyone else who had worked for Honda – would even participate in the 2009 season, let alone win eight Grands Prix and march off with the titles. "This is very special," he said. "Very special…"

In the same place, three years earlier, Michael Schumacher had taken part in his last Grand Prix, and it could also have been that way for Brawn who had concluded that, after 10 seasons of working at Ferrari, he needed a break.

"Taking a sabbatical," he says, "had several purposes, one of which was to put a full stop at the end of my Ferrari career. While I wasn't certain of that, there was a feeling that it had been a wonderful period in my life, but that going back might be like re-visiting an old girlfriend – might be a disappointment!

"I'd have felt terribly awkward moving directly from Ferrari to another team, and I also wanted to reflect on what I would do next. My wife and I had travelled a lot, but we hadn't seen much – that's the terrible paradox of Formula 1, isn't it? – so we decided to travel the world, and look at things from a different perspective."

Thus the Brawns embarked on a year of which to dream, and Ross allows that his passion for angling had an influence on their schedule: "There were various types of fishing I'd never had the time to do, and I thought that if I didn't do it now – in my early fifties – I might not be fit enough when I next got a break."

Over the winter the Brawns were in Argentina, and there followed a spell in New Zealand, a country new to him. "An absolutely gorgeous place," he says, "and the people are lovely. One place we stayed in was a sort of bed-and-breakfast, but in a big barn. The owners weren't there, but they said, 'Don't worry – the doors'll be open, just let yourselves in…'" »»»

All images LAT

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I wondered how widely recognised Brawn had been in the course of his world tour. "Not that widely," he shrugs. "It was never a nuisance – in fact, occasionally it was a help. In Buenos Aires they're big Ferrari fans, so there were times in restaurants when it helped to get a table, and so on.

"I had a funny experience in New Zealand. The Australian Grand Prix was on, and I wasn't sure how I was going to come to terms with not being at a race. We were in a place called Arthur's Pass, a nature reserve, and the culture was that there was no radio, no TV – you were there to be in among nature.

"My daughter was with us at the time, and she found a local pub where the race was being shown, and it turned out that the landlord was a big racing fan. When he saw me he said, 'I'd have been less shocked if Elvis Presley had walked through the door!'

"Watching a race, and not being involved, was a surreal experience – and of course Ferrari won. I had terribly mixed emotions, and it took a while for them to subside. Wherever we were, I usually watched the races, but we were in Martha's Vineyard at the time of the Canadian Grand Prix, and amazingly – particularly as it was a North American race – we couldn't see it anywhere. It was on pay-per-view, and none of the local bars were showing it…"

If he kept an eye on F1, Brawn nevertheless put his sabbatical to good use. "For about six months I managed to turn my mind off, but then I did a talk for the MIA, and a chap there talked about my having a role in the British entry for the America's Cup. That started me thinking about what I was going to do."

Brawn had promised Jean Todt that if he decided on a return to F1 he would talk to him first, and in August went off to Maranello. "We had some nice suppers in Jean's garden, and I met with Luca [di Montezemolo] a few times. It was all very friendly, but somehow it didn't gel…

"The thing was, Stefano [Domenicali] had been a great servant to Ferrari, and – quite rightly – they wanted to give him an opportunity. I didn't want to stand in his way, so what was being discussed was how we might share the role. Stefano's a great friend of mine, but I didn't see that as a workable solution, and I think we all reached a point of thinking, 'We've had the discussion, and it hasn't crystallised, so it's better to part as friends and do our own thing'."

There was also a feeling that it was time to come home. Through the Ferrari years Jean Brawn had been able to live in Italy, while often visiting her daughters in England when her husband was away at a race.

"That worked well," says Ross, "but by now both the girls were married, and if grandchildren came along – which they have now – Jean would naturally want to spend more time in the UK. We left Italy at a time when we still loved everything, but bought a house on the coast in Tuscany – in fact we went there this summer, during the break."

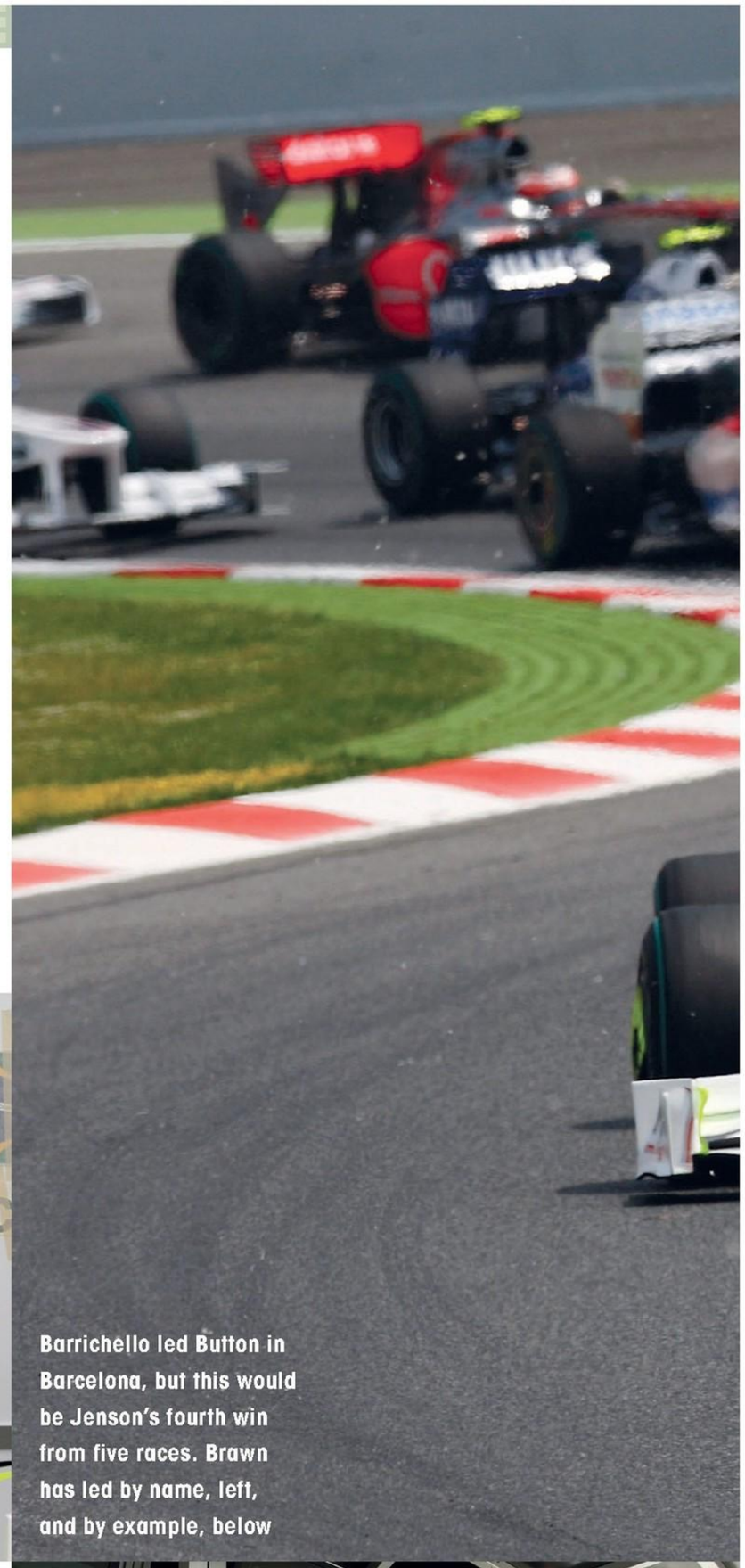


In 2004 Brawn had signed a two-year extension to his Ferrari contract, at the time informing di Montezemolo and Todt that probably this would be the last. The belief was that Schumacher, too, would quit at the end of '06, but Ross is adamant this played no part in his thinking.

Ah, but did his decision in any way influence Michael? "Don't know, Nigel – it may have been a factor, but I hope not, because he needed to do it for himself."

Through his sabbatical Brawn had occasional calls from Nick Fry, and ultimately they had a meeting. "I'd decided I wanted to have another go, so I outlined to Nick what I was looking for, in terms of a new challenge. After one trip to Japan, to meet the Honda executives, the deal was done.

"For me it was the perfect opportunity to have an influence, because Honda was the sleeping giant, the company with huge resources – but grossly underachieving. Over the years I'd had a great relationship with Bridgestone, so the Japanese ways of doing things weren't new to me. It all looked like a good fit."



Barrichello led Button in Barcelona, but this would be Jenson's fourth win from five races. Brawn has led by name, left, and by example, below



Brawn arrived too late, however, to have much influence on the 2008 car, which proved to be yet another dog, Rubens Barrichello scoring 11 points, Button only three.

"We all know," says Ross, "that aerodynamics form the fundamental platform of a modern F1 car, but Loïc Bigois and others hadn't been here long, and hadn't had the opportunity to put the best package together. No one had a vision of what sort of car they wanted to create.

"The other thing was that Honda believed



they had the best engine in F1, and it had to be made clear to them that they didn't! The chassis wasn't great – and the engine wasn't great. Those were the facts."

After the Ferrari years, Brawn conceded that it had been something of a culture shock to go racing with an uncompetitive package. "A bit galling, yes! It reminded me of my time with Arrows in the late '80s. Otherwise I'd been fortunate: for 10 or 15 years, I don't think the team I'd been with had finished lower than third in the championship, so yes, it was a shock."

There were other aspects, too. Five years ago, I reminded him, Brawn had told me it was not going to be easy, after working with Schumacher, to go racing with another driver.

"Mmm! There's really no way round that, is there? When you've worked with someone who's a seven-time World Champion… people like that come along very rarely, and that's a fact.

"In some ways it was a bit traumatic in '08 – but it wasn't as if we were thinking, 'God, this is awful; what are we going to do?' I think what I was able to bring to the whole thing was a reference point for people, and a decision on our approach. Before that, in Japan they had one idea, and the guys here had another. There was tremendous potential, but it was uncoordinated. Still, I could see how it could be much better in '09, and that energised us and kept us going."

Then came the earthquake: in December it was announced that the Honda Motor Company was withdrawing from F1, with immediate effect. Everyone in the team, not least Brawn, was poleaxed.

"Given the economic crisis, Nick and I had already looked at how we could achieve our aims with a lower budget. We were due to meet with the board in Japan, but then a phone call came, asking for a meeting at Heathrow – and not to tell anyone. That rang alarm bells, but we said, 'Well, let's go with the reduced budget prepared, in case that's what they've got in mind'. As it turned out, it was a matter of, 'Sorry chaps, but we're out…' Terminal."

Through 2008 Honda had spent prodigiously in preparation for '09. As Brawn pointed out, all the investment, in terms of wind tunnel time and so on, had been made. "But I think they were so traumatised by the severity of the economic downturn that they… reacted. They were needing to take draconian measures with the company, and didn't feel that having a high-profile F1 team tacked on the side was the right thing.

"Had we been winning races, it might have been different – but we weren't. I'd said that next year was going to be different, but they'd heard it all before. It was like *Perfect Storm*, in that it all came together at the wrong time. The instruction to Nick and me was, 'Shut the doors and turn the lights off'."

Brawn and Fry asked for time to reflect on the situation, suggesting that perhaps they could find a way to continue. "The Honda guys were surprised," says Ross, "because I don't believe they thought we would, or could. And, in fact, *we* didn't know!

"After Christmas we decided firmly to try and keep it alive for at least another year, and see if we could find a solution. That meant taking on the responsibility of the company of course, but the costs that Honda would have faced in shutting it down enabled us to carry on."



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Winning touch at Ferrari was initially replaced by frustration at Honda





From the outset, Brawn says, Honda behaved entirely honourably, providing a budget for the team to go on working, to pay the wages and such redundancy payments – far above what was statutory – as were necessary.

"At various stages we had to go to Honda, and say, 'Look, we've got to sign this contract or that – can you let us do it? If you don't, it's finished'. One of those contracts, obviously, was with Mercedes, and to Honda's credit they always agreed. I was disappointed by the decision to stop, but everything they did thereafter was in the interests of keeping the team alive, when it might have suited them simply to walk away."

It must surely have been tempting, even if only briefly, for Ross to do the same, but he says not. Yes, he could have taken his redundancy money, but there was a workforce of 750 to consider: "There were times when you thought, 'This isn't going to happen', but you couldn't *not* fight. If in the end it didn't work, at least I'd given it a go – I couldn't have faced myself if I'd just walked away. All the senior management felt the same.

"The staff were fantastic. We kept them informed, and made it clear that if the company survived it wasn't going to be the size it had been – they knew that, but they still worked like hell.

"We're now down to about 450. There were some who left anyway, and we then asked for volunteers, after which we had to make 130-140 people redundant…"

That must surely have been the worst aspect of the whole situation, I said. Ross nods. "It wasn't great – especially after the effort everyone had put in. It was a black period, but people were as understanding as they could be. Almost all said they'd come back if an opportunity arose, and when we later took on contract staff to help with the next car, some were people we'd had to make redundant earlier."

> "The pressure at Ferrari is born out of the media, the *tifosi*… Here, the pressure is internal"

When the Brawn BGP 001 took to the track, it was at once *startlingly* quick. After a shakedown at Silverstone, it was taken to Barcelona, where Button and Barrichello began setting times beyond the opposition.

Initially Brawn didn't know what to make of it. "It sounds a bit glib, but we… were expecting the lap times we achieved – the surprise was that other people weren't there. It wasn't as though we got on the track and thought, 'Goodness me, that's fast – why is it?' Unless we'd cocked up somewhere, it was where we expected to be. You have to remember, too, that we had the Mercedes engine – one of the best, if not *the* best, in F1.

"It was just a function of the new regulations, I think. We'd devoted virtually all of 2008 to the car, and we were three or four months ahead of a lot of the opposition. Mind you, it *was* a tremendous thrill – I remember Jenson coming back after his first run in Barcelona and saying, 'Oh, the car's pretty good', and 'Shove' [Andrew Shovlin, his engineer] said, 'Well, the *time's* pretty good, too!'"

Brawn's voice is quiet, his demeanour gentle, but anyone will tell you that beneath there lies a fiercely competitive man, every bit a match for one such as Schumacher.

In the spring came the controversy of the 'double diffusers'. After Melbourne, where Button and Barrichello finished one-two, there were protests, but the diffusers were declared legal, whereupon seven of the 10 teams set about a redesign of the rear end of their cars.

"We thought we'd interpreted the rule cleverly," says Brawn, "but we didn't see it as any great breakthrough. I wasn't surprised that Williams and Toyota had gone the same way as us – I was amazed that the rest hadn't…"

Button, as we know, would win six of the first seven races, a period Brawn describes as, "Surreal – to be honest, we kept pinching ourselves!

"Actually, although we as a team have certainly had a lot of pressure this year, for me personally it had changed – it wasn't a fraction of what I'd felt at Ferrari."

Not even with your name above the door?

"No, and for several reasons. Let's use the running of the car as an example: getting it running, getting to the first race was a huge bonus in itself – you were just so relieved that performance was almost secondary.

"At Ferrari, *everything* was structured to that moment the car got on track – if it wasn't immediately quicker than what you already had, it was a failure. The pressure at Ferrari is born of the media, the *tifosi*, the history – if you ➤➤➤



Brawn says his team had to learn how to be title contenders

make one wrong move you're castigated in the press, and that creates a pressure, believe me.

"Here, on the other hand, the pressure is internal – it's our desire to do well, not someone looking over us all the time, giving us a bollocking if we don't. I feel the need, the *passion*, to do well – but not the tension that's there at Ferrari. Of course that was all the greater working with Michael because, to the outside world, if he didn't win there was something wrong!"

As the year wore on Brawn GP's early advantage was inevitably eroded, and the only victories in the second half of the season were the pair scored by Barrichello, in the 17th year of his F1 career.

"Even in some of the early Grands Prix," says Ross, "we didn't have the fastest car, but we had very good *races*, and I think at that time some teams – even though they had good cars – weren't racing very well. It reminded me of occasions when Michael won races when he wasn't the best guy there – just because everyone *thought* he was! We certainly had a very good car, but everything was running for us.

"As a team, we've still got to improve in some areas, and obviously I'm part of that. It's great to recover from a bad Friday with a good Saturday – but why was Friday bad in the first place? That's where we have to become stronger. I wouldn't have wanted the dip in performance at mid-season, but in a way it enabled us to strengthen the team in the long run. I was always convinced we'd come through it, and we did.

"Thrashing through the problems, and working out how to deal with them, is crucial to being stronger in the future: now, when we meet these setbacks, we'll know we can come through them, because we've done it before. That's what the team – including the drivers – needed to learn: you will have these knockbacks in a championship year…

"The thing is, this team had never really competed for a championship – I mean, *Jenson* hadn't fought for one for 10 years, either! Through all that time he'd do the best job he could, but if it didn't work there was always the next race. This was different: this was relentless pressure for the whole season."

Certainly that pressure appeared to tell on Button, and for quite a while. Sublimely confident in the first half of the year, he subsequently became tentative, most obviously in qualifying. While continuing to race well, Jenson was giving himself too much to do on Sunday afternoons, and he was fortunate that none of his title rivals – Barrichello, Vettel, Webber – put together a consistent string of high finishes.

"At first," says Brawn, "the big thing was that we'd survived, and Jenson felt the same as everyone else. He was driving beautifully, and I think he felt, 'Aren't I a lucky boy? I've got this great new car to play with, and if we win, we win – and if we don't, well, I'm still here, and I didn't think I was going to be…'

"Then you move into a different feeling of, 'I'm leading the championship, and everyone expects me to win, and I'd better not do anything wrong' – and he had to learn to deal with that. In many ways, fighting for a title from behind is easier: when you're trying to maintain a lead you mustn't make mistakes – it's the guys below who can have a go, because they've got less to lose.

"We were lucky in the drivers we had. As you saw occasionally, Rubens has an emotional side to him – which can be frustrating! – but he remains very quick, very committed, and he works hard with his engineer."

> "Now, when we meet setbacks, we know we can come through them"

Now, Brawn can look back on an almost miraculous year, but he acknowledges that it would have been near impossible for his team to survive without FOTA, formed only a few months before the crisis.

"There's a much stronger camaraderie among the teams than there used to be – a spirit of cooperation built out of adversity, of dealing with difficulties with the FIA. FOTA, as a body, was crucial to our survival.

"What evolved from this camaraderie was very important, too, in that we got the Concorde Agreement signed, so the monies owing to this team have been paid, and that gives us our future. Once it was signed, the commercial side accelerated, too. We're OK for 2010, and we're obviously building for the future beyond that."

Last, I asked about Honda's response to the success of a car originally conceived to wear the company's badge. The board's decision to quit F1, after all, had been by no means unanimous.

"The messages," smiles Ross, "have been very generous, I must say. All the senior management wrote to me, and their words were to the effect that, 'We're so proud that what we wanted to put in place has happened…'

"As you say, there were those who thought they should stop, and those who didn't. Obviously it was upsetting for the engineers: they'd genuinely had a part in the success, and they were disappointed they couldn't share it, but… it's history now, isn't it? And in light of everything that's happened I just think, 'What a lucky man I am…'"

Perhaps so, in some measure, but there's a little more to it than that, as Jenson Button can tell you. Michael Schumacher, too.

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F1 SEASON REVIEW 2009









THE STORY

NINE MONTHS IN F1

From the glorious to the ghastly, we've witnessed it all in a turbulent season of F1. And the repercussions are still being felt...

BY ROB WIDDOWS

MARCH

When the teams arrived in Melbourne in March precious few indicators pointed to who might have made the best use of a new set of rules. Pre-season testing at Barcelona suggested that Brawn could be the big surprise despite its last-minute rise from the ashes of the Honda team. And so it proved. Ross had scrutinised the small print and produced a very neat car with a double diffuser and a Mercedes-Benz engine. But nobody predicted the extent of its advantage. Rival teams, including Williams and Toyota who also had the new diffusers, were shocked when Jenson Button and Rubens Barrichello locked out the front row and scored a one-two finish. Some cried foul and sought clarification on the diffuser from the FIA, setting the tone for a controversial season.

To make matters worse, Lewis Hamilton started from the back of the grid thanks to a gearbox failure, then got into a terrible muddle with Jarno Trulli's Toyota under yellow flags in the race. Trulli was penalised and it appeared that Hamilton had taken a brilliant third place against the odds. But it later transpired that a lie had been told to the stewards about the true sequence of events when Hamilton and Trulli met on track. What a mess.

Ferrari and Red Bull were nowhere, beaten by the Toro Rossos. BMW seemed to have made no progress, and the McLaren had no grip. Without exception, they moved on to Malaysia wondering what they could do about the Brawns. Toyota, starting the season well, came home third and fourth and we wondered if it finally understood this business.

APRIL

Now for three races in a month. A punishing schedule began with another win for Button, the Malaysian GP red-flagged when torrential rain made racing impossible. Brawn had again



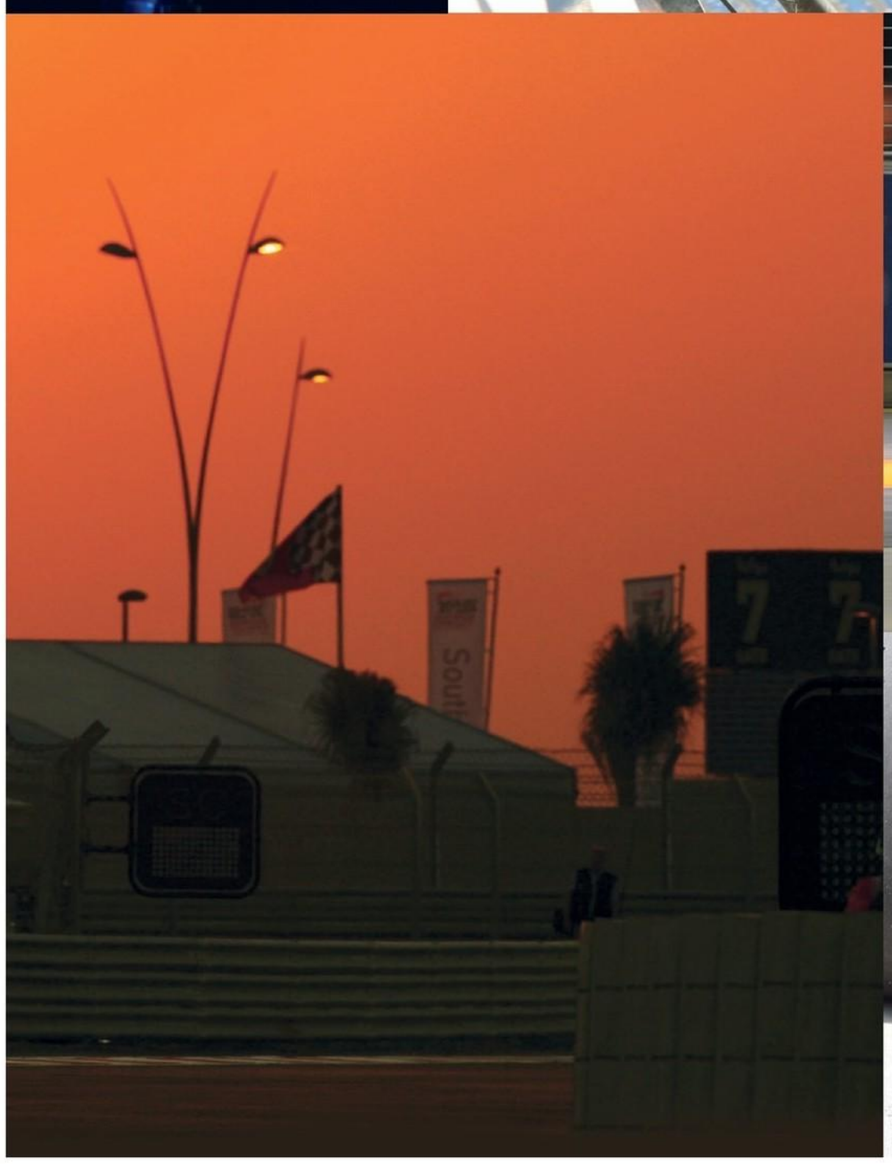


















All images LAT & F1 teams



put its marker down while Toyota and BMW flattered only to deceive.

Evidence from radio transmissions proved that McLaren had, as suspected, deliberately misled the stewards in Australia. Manager Davey Ryan was sacrificed and sent home, while Hamilton, in a most uncomfortable press conference, apologised profusely and looked very sorry for himself. Ron Dennis, meanwhile, was nowhere to be seen. Inconceivable as it was, Ron was forced to stay at home in the wake of the 'lie-gate' revelations, not to be seen in the paddock again until season's end in Abu Dhabi. This was serious. Hamilton, distracted by the meltdown, managed seventh in the race, a minute behind Button. Mark Webber salvaged something for Red Bull after Sebastian Vettel spun his race away. Adrian Newey had taken a close look at the Brawns and knew he had work to do – and fast – the FIA having ruled that a double diffuser was within the letter of the law, if perhaps not the spirit.

The form book was beginning to take shape, those with a bet on Button after Barcelona testing looking smug. How soon could the big-spending teams get into the wind tunnel, crank up the computers and bolt on a Brawn-type aero package? With just two weeks before China, things were not about to change. Or were they? A fortnight later, in Shanghai, Red Bull took a one-two victory ahead of the Brawns. What was this all about? Not much, actually, not at this point anyway. Ferrari and Renault were dismally off the pace but McLaren got both cars in the points. In Bahrain, Button was back on top.

MAY

After four races, the cars fitted with the KERS system had made no real impression, the complexities seeming to outweigh the extra horsepower. The device was something of a damp squib but McLaren and Ferrari persisted with it. BMW and Renault talked about ditching it. In Spain Button won again while Barrichello began to complain of favouritism in the Brawn camp and seemed to struggle getting his car away from the grid at times. Ross, ever the diplomat, knocked all that on the head.

Max Mosley said Formula 1 could survive without Ferrari – this in response to Luca di Montezemelo's criticism of proposed budget caps. Clouds were gathering: FOTA had set off on the warpath. Here we go. Button won yet again in Monaco, a championship now looking distinctly possible. In the principality Prince Albert said F1 could not afford to lose Ferrari, Mr Ecclestone feared they might depart and Mr Mosley denied that a crisis was imminent.

On the track Hamilton said McLaren had no hope of results any time soon. Kimi Räikkönen, appearing to have lost interest while Felipe Massa grabbed the high ground, got himself on the podium in Monaco. Red Bull began to catch up, adding new parts to the cars every time out. BMW struggled still, Robert Kubica saying the car was simply not good enough. He was told he'd have a double diffuser for Turkey. Williams showed flashes of speed in qualifying but failed to deliver on Sundays. By the end of the month it seemed that all-out war between the teams and the FIA was looming, and in the background both Lola and Prodrive lodged entries for 2010. Force India and Toro Rosso brought up the rear, while Nelson Piquet Jr was all at sea in a Renault that even Fernando Alonso found a handful.

JUNE

Into the summer, and Button did it again in Turkey. The title was within his grasp after six wins from seven races. Barrichello had gearbox failure and Red Bull filled the other steps of the podium, just six seconds adrift. The times, were they about to change? They were. At Silverstone the Red Bull dominated, 40 seconds clear of Barrichello, and Newey's new aero package looking supreme through the fast sweepers in Northamptonshire. Button seemed to have tightened up, qualifying badly, and languishing down the field in front of his home crowd. Williams – with Nico Rosberg anyway – and Toyota continued to pick up points, while the rest looked resigned to starting again in 2010.

Behind the scenes it was gloves off in the row between the teams (except Williams) and the FIA over how F1 should be structured in the future. FOTA, fed up with Mosley's mission to cut costs, cap budgets and bend the rules for the new Cosworth-powered teams, decided it was going to break away and start its own championship. The Silverstone paddock was bristling with rumour and counter-rumour, team principals huddled in vociferous groups. Bernie Ecclestone simply said he wasn't concerned, it would be alright in the end. He was right. On June 23 Mosley said he would run for re-election in the face of what he saw as a revolution. On June 24 he announced he would not in fact stand for another term and FOTA called off its threat to break away. F1 moves in mysterious ways.

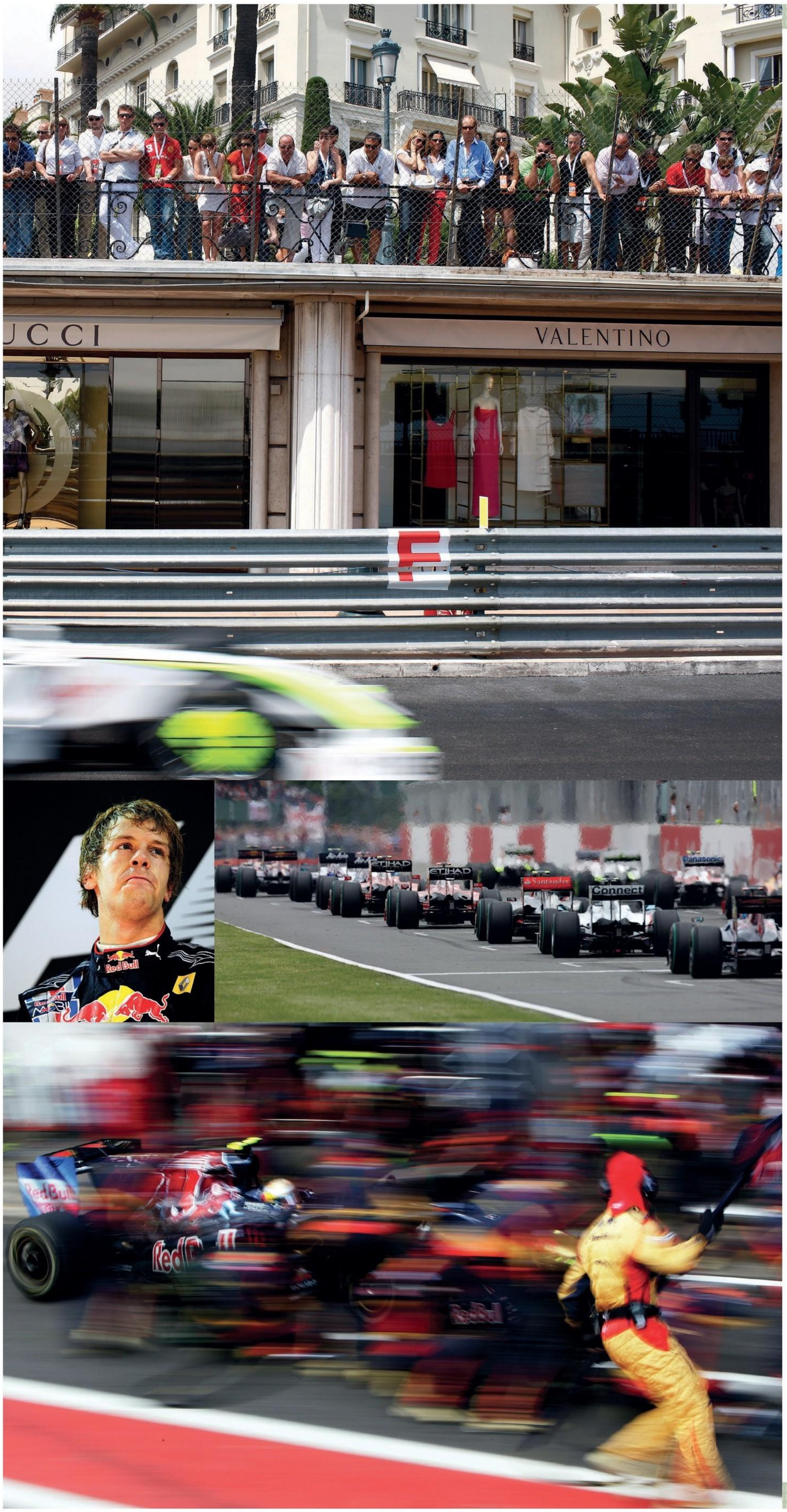












JULY

It was at the Nürburgring that the season really began to shift in Red Bull's favour. Brawn was having trouble, it said, in heating the tyres while Button began to look less confident, less in control of things. Webber won, with Vettel second, while the Brawns managed only fifth and sixth. Barrichello let his emotions get the better of him, stepping out of the car and blaming the team for costing him the race that day in Germany. Fed up with losing to Button, the Brazilian let rip at the team that rescued his career. Ross Brawn later calmed it all down. Rosberg and Massa continued to gather points and Toyota showed intermittent flashes of speed. Force India began to show form, but BMW was going backwards and Renault was still struggling with what was clearly a difficult car. Down the grid at Toro Rosso, Sébastien Bourdais had been replaced by Jaime Alguersuari. The Frenchman was threatening legal action.

In Hungary Hamilton won for McLaren, just reward for a remarkable team effort in turning round a terrible car. Button managed only seventh, nearly a minute behind. Massa crashed heavily, having been hit by a spring from Barrichello's Brawn. He would be out for the rest of the season. Ferrari initially announced that Michael Schumacher would replace him, this news causing a great deal of excitement.

Renault driver Piquet would not be returning after the summer break, having been unceremoniously fired by his manager Flavio Briatore following a poor season. He would be replaced in Valencia by Frenchman Romain Grosjean. Piquet was not a happy boy…

Following Mosley's decision not to stand again for president, Jean Todt and Ari Vatanen began campaigning to be the next man in the seat of power. On the money front, Richard Branson said he was considering taking his cash to the new Manor Motorsport team for 2010, saying he liked to support an underdog.

AUGUST

After the long summer break we reconvened in the sunshine of Valencia where Brawn was back on top, this time with a much-relieved Barrichello scoring his first GP win in five years, and Button down in seventh. Jenson looked tense, unsure of the car. The pressures of leading all season were getting to him. Both McLarens finished in the points while Vettel's engine expired, meaning that Button's immediate rivals failed

F1 SEASON REVIEW 2009

to take advantage yet again. While Räikkönen grabbed third for Ferrari, Massa's replacement Luca Badoer finished bog-last a lap behind the leader and behind Alguersuari's Toro Rosso.

It was a low point for the Scuderia in a generally disappointing season. Schumacher's much-anticipated return had been called off at the last minute, the seven-time champion saying he just wasn't fit enough, having injured his neck in a motorbike test. Not to mention the fact that most other teams vetoed Ferrari's request for the German to be allowed to test a 2009 car.

At the end of the month, BMW announced it was leaving F1 at the end of the year. How much more drama could we take? The answer came seven days later at Spa where Räikkönen won for Ferrari (Badoer, out of his depth, was last again) and Button crashed out on the opening lap. Now the applecart looked decidedly unsteady. But the real story of Spa was the sudden – and spectacular – arrival of Force India on the podium. Had Räikkönen not been able to use his KERS button, then Giancarlo Fisichella would have given Vijay Mallya's team its maiden win. Starting from pole, Fisichella was soon out-dragged by the Ferrari but he chased Räikkönen all the way to the flag. Everyone knew the Merc-powered Force India was quick, with its slippery aero and lack of downforce, but this was extraordinary. Fisichella was immediately tipped to join Ferrari in place of the struggling Badoer.

Whispers of a major scandal were in the wind in the Ardennes, and at the end of the month Piquet Jr, in a sulk after being fired, dropped a bombshell on the paddock. He had been told to deliberately crash his Renault at Singapore in 2008, allowing Alonso to pit under yellows and win the race. What? He could not be serious.

■ SEPTEMBER ■

As we arrived at Monza, Button and Brawn led their respective championships still, thanks to those early wins, though they looked increasingly under threat, especially from Red Bull. But by the end of Sunday Brawn had bounced back in style, Barrichello leading home Button in an emphatic victory. Ferrari gave the *tifosi* something to cheer with third for Räikkönen, but Fisichella, in at the deep end, was way off the pace in his first experience of KERS power. If only we had been able to see Schumacher in the car. Force India was fast again, Sutil coming in fourth, while new recruit Liuzzi impressed first time out in his home race. It was not a good



weekend for Red Bull with Vettel down in eighth and Webber crashing out after just 10 laps. Advantage Brawn and Button as the teams headed for Singapore.

But it wasn't the racing that was in the headlines. Piquet's allegations, denied by Renault, had become the 'crash-gate' affair. Before the Grand Prix got under way in Singapore the FIA declared that, having examined the evidence, it found the Renault team guilty of race-fixing. In short order, Briatore and Pat Symonds were banished from the paddock, the latter admitting his part in the plot, although Renault was let off with a two-year suspended sentence. This news dominated proceedings in the darkness of the Far East. Formula 1 was stunned, reeling in the aftermath of its biggest-ever scandal. And there have been a few.

Meanwhile Hamilton won the race, Glock was second for Toyota and Alonso third for the ravaged Renault team. Nobody hit the wall – at least on purpose (we think). Vettel beat Button, but only by a point, while Webber retired. There was now something of a pattern emerging, with Red Bull breathing down Brawn's neck with just three races to go.

■ OCTOBER ■

This was getting serious for Jenson. Victory in Turkey back in June seemed a long time ago. Vettel won at Suzuka and Barrichello beat Button, the Brawns way down in seventh and eighth places. The Red Bull looked invincible in Japan. Yet again Button looked tense, qualified badly, and had it all to do on race day. Surely he wasn't going to let it slip away?

The answer came emphatically at Interlagos on Sunday October 18. But it didn't look good for Button after qualifying. On a damp track, following torrential rain, Barrichello stole pole with the other Brawn failing to get into Q3 and languishing in 14th place. But you need luck to win a title, and Jenson had some. First Vettel had started even further back, then a first-lap crash eliminated three cars ahead of him. But the rest was down to a reinvigorated and feisty Button, who fought his way up to fifth place to win his championship. He was further aided by Rubens who had a puncture, and by Vettel who finished only one place ahead of him. Webber won for Red Bull. Job done then, and one race to go.

Off track, we heard that Donington's attempt to wrestle the British Grand Prix away from Silverstone had finally crumbled in a heap of debt and disinterest. Ecclestone said he would offer the contract to the BRDC…

■ NOVEMBER ■

A new race, at a new track, was the spectacular climax to a spectacular season. In the opulence of the Emirates, the teams found a stunning billion-dollar billiard table-smooth piece of asphalt on which to enjoy the end of term. The Abu Dhabi GP started in twilight and raced into the darkness of an Arabian night, the multi-coloured lights of Yas Marina twinkling in the background. All's well that ends well. Or was it? Vettel won again – the third in a row for Red Bull – and Webber followed him home, closely pursued by Button. We wondered, not for the first time, what Red Bull might have done had it taken a double diffuser to Melbourne.

Then, just as we thought it was all over, Bernie announced that he had not yet done a deal with Silverstone and there was no point in any more talking. Then Bridgestone said it would withdraw from F1 at the end of 2010. Then, just a day later, Toyota pulled out with immediate effect. It had been that kind of season.

For full results and final standings, see p139



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F1 SEASON REVIEW 2009

▪ THE REVOLUTION ▪

THE PUSH TO PASS

A bid to boost overtaking and the challenge of KERS tested F1's design brains in 2009, with some unforeseen results...

BY ADAM COOPER

The package of rule changes brought in for 2009 presented Formula 1's designers with their biggest challenge in years. Overall, the aim was to improve the show, and with hindsight it worked – albeit perhaps not in the way that was intended.

The plan was simply to make overtaking easier. And while there was little obvious evidence of that happening, we did get the most competitive field we've seen in years. A perfect combination of factors produced tightly-packed grids, where a few tenths in qualifying could see a driver drop from hero to zero very quickly.

Key to it all was that the changes gave an opportunity for teams other than regular pacesetters McLaren and Ferrari to get their sums right and steal a march. That was exacerbated by the fact that in the latter half of 2008, the two title challengers had to devote more of their research and development effort to their current campaigns as they carried the fight all the way to Interlagos. By the time they were able to fully focus on '09, it was too late.

Added to that, the top four teams of 2008 all put a massive effort into the new Kinetic Energy Recovery System, whereas others opted not to and instead concentrated on getting the basics right. Those who went the KERS route struggled initially because a) it was their main focus in winter testing, and b) its use created specific compromises in areas such as weight distribution and packaging.

Ultimately only McLaren and Ferrari would persist with KERS. But when they finally began to get the chassis and aero side right it proved to be a real benefit, and helped them to carry the fight to the championship leaders.

Just to add to the confusion, we had a return to slick tyres, and even the best teams struggled to get a handle on them over the season. Crucially, after the first Grand Prix of the season there was no testing outside race weekends – and that not only made life harder for everyone but also did much to level the playing field.

For years it had been clear that the biggest obstacle to overtaking was that drivers could not follow each other through corners and onto straights, and therefore couldn't stay close enough to be able to make a pass once they got to the following braking area. »»



LAT





The FIA created the Overtaking Working Group (OWG) with a specific aim of studying the wake effect and producing a set of aerodynamic rules that would allow cars to run close together. The project involved three vastly experienced engineers, namely Rory Byrne (Ferrari), Pat Symonds (Renault) and Paddy Lowe (McLaren), who pooled their knowledge.

"We did some work in the McLaren simulator with Pedro de la Rosa driving," recalls Lowe, "in order to set targets for the aerodynamic research project. We determined that around Barcelona with a 2006 car Pedro needed a two-second per lap performance advantage to stand any chance of overtaking into Turn One.

"We halved that performance differential to one second per lap. That was achieved by two effects. One was halving the downforce, which pushed it down to 1.5sec. If you have less downforce, then you lose less in the wake.

"The other benefit was to improve the nature of the wake created by the lead car, and the nature of the downforce generating elements on the following car. That was achieved by the wider front wing and the narrower, higher rear wing, and moving the diffuser kickline back to the rear axle centreline."

So that's how we got cars which happily were bereft of most of the unsightly flaps and add-ons which had sprouted in recent years, but which had curiously out of kilter front and rear wings.

The final touch was an adjustable front wing. The idea was that as a driver went into the final corner behind someone, he would flick it up to provide extra front grip, then lower it as he came out onto the straight. "It was an insurance policy – how do we save our skins if we cock this up?," says Lowe. "We wanted to create a car that was more balanced in the wake."

The return to slicks, which former FIA president Max Mosley had wanted for some time, was a handy way of adding mechanical grip to compensate for the loss of downforce.

So how did it all work out? Anyone expecting contemporary racing to suddenly resemble the 1971 Italian GP was to be disappointed. The problem was that the numbers had been worked out with a 50 per cent reduction in downforce in mind. But the teams had many months to claw it back before the first race of '09 in Melbourne.

"We fully expected the cars to achieve more than the 50 per cent downforce that was set, but we probably didn't anticipate the progress that had been made," says Lowe. "We expected to get back to 70 per cent by the start of the season, but the reality was nearer to 80-85 per cent, particularly with the double diffusers. With that a good proportion of the benefit was eroded."

The double diffuser concept, pioneered by Brawn, Toyota and Williams, and then reluctantly copied by the rest, made a big difference to downforce levels. It was no coincidence that the teams involved with the OWG did not initially exploit the loophole. "The OWG people were, let's say, established teams who've understood how the rules work for many years," says Lowe. "We still don't think the interpretation the others made was correct, because it denies all previous practice and intention."

Not only did the double diffusers create a significant downforce gain, there were suggestions that the wake they created also undid a lot of the OWG's R&D work, although there was no proof.

"Did the diffusers make a difference? We just don't know, it wasn't something that was studied," says Lowe. "Williams tried to defend it and said they had done some Computational Fluid Dynamics work that showed it made no difference at all. I don't go with that because one of the first decisions the OWG made was not to use CFD. It's good for the front of the car but the quality gets worse the further you progress [to the rear], the errors build up through the length of its trajectory. If you then want to study the wake behind the car, that's even worse."


LAT

"Now cars could follow each other more closely"

There's another obvious factor. The OWG's remit was to make overtaking easier with a notional lap time difference of a second. And at times in 2009 virtually the whole field was covered by that margin – which as we've suggested was largely a result of the rule changes. Catch 22... But though there was little evidence of more overtaking, Lowe says the consensus now is that cars could follow each other more easily.

"It came up in a meeting recently, and there was a general view from all the technical directors that the situation was better than in 2008.

"If nothing else, the OWG has maintained the status quo or made it slightly better. If we hadn't done it we'd have been in a lot worse situation, especially with such narrow performance gaps."

That's a good point. Even without a remit to improve overtaking, either last winter or this the teams would have faced the sort of downforce cuts that come along every few years. At least this time there was some science involved.

"It was a good project, the first of its kind, a properly researched study with a proper set of rules. During the programme we determined that with all the aero rule changes made over the last decade or so, if you'd researched how to make overtaking worse, those were the ones you'd come up with! At least we've learned that when we make performance adjustments they need to be looked at as to their effect on overtaking, and not just be a shot from the hip."

The adjustable front wings proved to be a useful tool for playing with car balance over a lap or a stint. But even McLaren gave up on them halfway through the season – rushing the latest front endplate updates into action was hard enough without the need to incorporate electronic gizmos to make the flaps move. They were also an extra distraction for the drivers. Just ask poor Giancarlo Fisichella, who struggled to come to terms with the fully loaded Ferrari, and was bombarded with requests to press this or that button.

The Italian was equally all at sea with KERS, but the new toy did prove – literally – to be a boost for the sport. It was a fascinating technical challenge, and it's not by chance that only two teams made it work. As noted, KERS helped McLaren and Ferrari catch and challenge the teams that had set the pace since the start of the season, and that improved the racing. The fact that the KERS cars could always expect to gain places on the first lap (and could use it as a defensive tool) added an extra dimension to strategy, and crucially the clever use of screen graphics meant that it became a familiar part of the TV show.

KERS is gone for 2010, and with the aero rules unchanged, teams have the benefit of continuity. Except of course with no refuelling the cars will have much larger tanks and will start with a heavy load. Drivers can no longer rely on pitstops, and that means they'll have to create their own overtaking chances. And that may have more impact than any aero tweaks... Ⓜ

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F1 SEASON REVIEW 2009

▪ THE COMEBACK ▪

SAVE OF THE CENTURY

How did McLaren start the season with a car that was way off the pace and turn it into a winner? Some key players provide an insight

BY PAUL FEARNLEY

Lewis Hamilton's car-to-pit whoop was loud – and spoke volumes. For the first time in 2009 he'd kept his foot in without fear of being spat into the scenery. At last McLaren MP4-24 was planted in the fast stuff. From here it could grow.

The preceding eight GPs had brought the World Champion just nine points, from an average grid position of 14th. The remaining nine would bring him two wins and 40 points – only Red Bull's Sebastian Vettel scored more, 45 – from an average grid position of fifth. This remarkable turnaround was achieved despite a testing ban and during the most competitive season – grids covered by a second – for years. So how did McLaren Racing do it?

JONATHAN NEALE (MD of McLaren Racing) We held our nerve…

PAT FRY (Chief engineer McLaren MP4-24) …and there wasn't any infighting or bickering. We just got down to it, focused, did the best we could.

JN You've hit the nail. The entire organisation confronted it. We've worked in teams that have torn themselves apart trying to work out what's wrong with a car. Ours was a very rational piece of work: use science and engineering – you've got to use the numbers – then just graft.

PADDY LOWE (Engineering director) Aerodynamic development is 90 per cent sweat and effort and only 10 per cent inspiration. You can have all the great ideas you like, but, er, you've got to put them through a *[wind]* tunnel *[development work that was also restricted by the FIA during 2009]*.

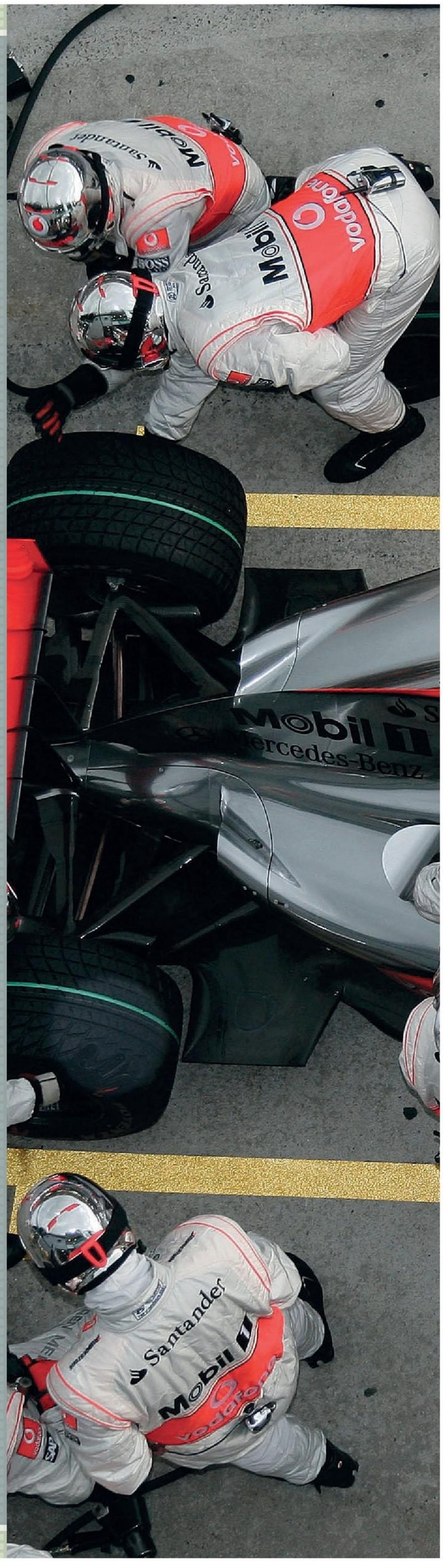
The problem was huge. MP4-24 looked the part – only Adrian Newey's Red Bull RB5 beat it in the beauty stakes – but this proved deceptive.

JN Week 11, day one, 11 o'clock: the first 'Oh my God!'

PL We put our final race upgrade on the car *[at a Barcelona pre-season test]* and it was still 2.4 off. Firstly, you don't believe the time sheets: 'Nah, can't be.'

PF But the reality was we'd bolted over a second onto the car in terms of upgrades, gone a second a lap quicker, but were still two seconds off.

JN We'd spent everything, laid everything out. Does this work, does that work? Yes, yes, yes. So why are we still off the pace? »»





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Jonathan Neale


Paddy Lowe


Pat Fry

LAT & Sutton Images

PF The management was like, 'Can we put the upgrades on now?' No, no…

JN …they're on! I was sweating. Martin *[Whitmarsh, CEO]* came into my office at 10 o'clock – we were glued to the timing screens – and asked, 'Are we in trouble?' I said I needed another hour. He came back later and the answer was, 'Yeah, I think we are.' We put 40-50 people in a meeting room to bring them up to the same level of knowledge, and Martin joined us. I thought he'd give us a broadside, but he was really good. His reaction was an encouragement: 'This is where we are. Let's face it. Let's dig our way out.'

This process would involve ugly moments that would have been anathema to Ron Dennis-era McLaren: unpainted nose cones, hand-finished and crude (for F1) parts, unsightly flow-viz paint – all admissions that this perfectionist team was tumbling, scrambling. But private tests at RAF Kemble were no longer an option. This dirty air would have to be washed in public.

JN We were running at such a pace that we were pushing things through on the raggy edge. It was never a safety issue, but it did cause cosmetics that you wouldn't normally see on a McLaren. We've had a number of conversations about whether Fablon is an engineering material.

PL We did a massive amount for Australia, though: 30 updates.

Hamilton lined up 18th in Melbourne, a gearbox change had knocked him back three places, but using the new KERS system to brilliant effect he raced to an uplifting third – until the stewards were misled and he was disqualified. The team, reeling, had no option but to plough on.

PL We were constantly updating our car during the first four races, the flyaways, using every latest idea that came out of the tunnel. We could see that the other teams were not on the same rate of deployment but assumed their tunnels were working at the same rate as ours. So we knew that when we got to Spain *[round five]* that they'd leap back ahead of us because they'd deploy all their new stuff in one hit.

PF But you just had to embrace *[race-weekend]* Fridays as tests. Either you want to learn or you don't. I would have flow-vizzed the car even if it had been quick. Some of this stuff wasn't necessarily crisis-management. We were doing the same things in Singapore *[late September]*.

PL We needed the numbers. And this required a cultural shift from the race team. They're used to being the final delivery place for sorted, tidy, ready-to-race cars. The idea of testing on a Friday was foreign.

PF In Malaysia we flew bits of a floor out, cut it up in the garage…

JN …oh, don't…

PF …and tested it the next day. Hand to mouth.

PL We had a night shift of carbon fabricators.

Even so, it wouldn't be until July that McLaren truly joined the double diffuser gang. In the meantime its tweaks, including a token-gesture double diffuser by Shanghai, brought the excellent Hamilton improving results: seventh in Malaysia, sixth in China, fourth at KERS-friendly Bahrain. But, as anticipated, he slipped in Spain: ninth, from 14th on the grid. At Monaco, understandably overeager to make use of MP4-24's excellent low-speed grip and compliance – familiar McLaren strengths – he hit the barriers in qualifying. Back of the grid. At Istanbul and Silverstone, the swoops and the sweeps, he was a helpless passenger. Four big fat zeroes in a row. Germany brought a fifth – but hope, too.

McLaren – and KERS – had been written off. The former had been too conservative, constitutionally incapable of adopting the aggressive design approach demanded – and achieved by Red Bull and Brawn – by the radical aero reg changes; the latter's shot of power was watered down by inherent packaging penalties. MP4-24 was a dog, muzzled and tethered. The excuse that McLaren had focused too hard, too long on its '08 title fights carried no truck with some: it was big enough to multi-task, surely?

PL But we've got finite resources. We've *[only]* got one tunnel – Honda *[the future Brawn GP]* had four on its 2009 project – and though ours is a good tunnel, sharing it among two uncomplimentary programmes inevitably means you are down on effort. It did worry us *[for '09]*, but we had to do it.

PF That doesn't mean we are excusing ourselves. Even with the capacity we had, we could have done a better job. We had looked at doing something similar [to a double diffuser], around Christmas 2007. We had all the ideas but didn't have the resource to run two programmes. So we had a whole year thinking about it…

PL …but not using that rule, that loophole *[air-channelling 50mm-high slots – not holes, heaven forfend – between the horizontal underbody reference planes]*.

PF MP4-24 wasn't unadventurous, though. It had KERS on it, a significant project. Getting that onto a car with an acceptable offset…

PL …in terms of not penalising performance…

PF …was a huge challenge.

PL KERS takes quite a lot of management and does have offsets: it weighs a lot *[in F1 terms]* and that reduces your freedom to use ballast to play with the car's configuration. That did affect us quite badly at the beginning. »»

PF But where we were resource-limited was the aero side. That's where we were struggling. We all had a fairly good idea of what target we needed to reach, and we knew we were missing it. We hadn't screwed up something like stiffness, hadn't done something fundamentally wrong which would have been even harder to track down, we just hadn't done enough. We hadn't bolted enough downforce onto it.

The double diffusers used by Brawn, Toyota and Williams from the season's start were reckoned to be worth half a second per lap: Hamilton was 1.45sec off in Q1 in Australia, more than half a second slower than the single-diffuser Ferraris.

JN Our drivers played a huge role. Pedro *[de la Rosa, test driver]* worked brilliantly with us in the simulator; Lewis, even when we were seconds off, never left any performance in the garage. It would've been easy for the drivers to turn on the team. Instead, they were our confidence-builders. The whole factory could see they were working their socks off.

PL Manufacturing pulled all the stops out, too.

PF There were 17 iterations of floor during the season. In terms of major changes, there were four. The third appeared in Germany *[for Hamilton only]*. This was our big step forward.



Hoch Zwei/McLaren

But a double diffuser, of which this was a fully-fledged version, is not a bolt-on quick fix, an instant five-tenths.

PL The teams that had integrated them from the start had months to work at it. Having been given what is effectively a new rule *[the FIA's Court of Appeal declared double diffusers legal on April 14]*, you can't just leap in and maximise it. A lot of the early work we did in the tunnel didn't bring better numbers, and I heard that from a number of teams. It took us six weeks/two months to find out how to use it. Our T3 floor was the first designed from the outset to exploit that loophole.

T3 arrived in Germany in conjunction with a new front wing (a more curved footplate), sidepods wider at the rear and a tipping-point weight-reduction.

> "The drivers were our confidence-builders"

PF Some of our concepts, the interaction of front-wing endplates to tongued hubcaps, stuff like that, you could say we spent too long on, though they were working well in the tunnel. Now we stepped back, changed the endplate concept *[which had been unfashionably plain Jane and in-flow rather than out-]* and went with it. That front wing was worth something like six points of downforce, the floor between 15 and 20. *[One point is worth four-hundredths.]* There was also a very good weight-saving from the top body and floor. The whole package was probably worth about eight-tenths.

JN Didn't we take out more weight than previously?

PF Normally you're dreaming up little turning vanes here and there and the weight creeps up. Five to 8kg over a year is typical. We reversed that trend…

PL …at the same time as doing aero upgrades…

PF …and were 8kg lighter by the end. Things like rear-wing elements we had made quickly, made quite heavy. Cut-and-shut floors are never as light as those from scratch. We worked hard on it. A gradual saving through the year.

PL We developed a short-wheelbase car *[a 75mm reduction]*, too. We felt we'd hit the wrong baseline for weight distribution – too far rearwards – and couldn't adjust it with ballast because of KERS' extra weight. It was a big project kicked off 'at risk'. We deployed it at Valencia *[for Hamilton, who finished second]*, but by that time the parallel weight loss had given us the headroom we needed for weight redistribution. That overtook the wheelbase change.

That car was not seen again. Third on the grid in Germany, Hamilton's bid to maximise his KERS advantage off the line saw him clip eventual winner Mark Webber and collect a rear puncture at the first corner. In Hungary two weeks later, however, an astute KERS move saw him clear the potentially faster Red Bull man to secure his first win of the season (above).

In the same way that four flyaway races in five weeks had mitigated against McLaren's initial recovery, a reinvigorated, increasingly confident and aggressive team was now faced by a slew of tracks that suited it: the long straights-heavy brakes of Monza and the stop-starts of Valencia, Singapore and Abu Dhabi. Hamilton took pole at all of them – and won brilliantly at Singapore – but it was the third places he scored at the less propitious Suzuka and Interlagos (the latter from 17th on the grid after being caught out by a wet Q1) that suggested McLaren had almost completely turned things around, to the point that it was bringing forward 2010 developments.

PL Because the grids are so close now, circuit-dependency has become more dominant. What I found encouraging was that we had the potential pace to win eight of the last nine races. I don't think any other team had that general level of performance.

PF If you look at the circuits where we were quick, they're about good low-speed downforce and grip, and where KERS is a reasonable player. The underlining characteristic of our car is still there, it's just that we've boosted its performance across the board.

By a whopping 2.8 seconds.

PL Somebody put that number to me and I went away and looked at it and concluded it was roughly right. It's more than usual. In 2007 and '08, during our great competitions with Ferrari, we probably found a couple of seconds.

JN *[Admittedly]* We were coming from a long way behind, but a tenth per Grand Prix is more normal. We learned a lot this season. Some things we need to unwind and go back to a more steady state, but in terms of some lead times, ways of manufacturing items, the discipline surrounding the gathering of data, the validation of models, we won't be reverting to 'normal'. We're a different animal now.

As is F1. For instance…

PF Testing would have been a drain on the resource; we would have been trying to make *[even]* more bits, test them and race them. In the situation we were in, playing catch-up, we got there quicker because we weren't testing. We put 60 points of downforce on even though the bits you can adjust – deflectors, winglets, flick-ups – have been massively reduced.

At Abu Dhabi, Hamilton was on pole by more than six-tenths (by five when fuel-corrected), four of which could be attributed to KERS. There will be no KERS in 2010 – there will be narrower front tyres and larger fuel tanks, too – but the aero regs are the same. McLaren's heroic efforts of 2009, therefore, should ensure it far fewer big fat zeroes in 2010. Whoop it up, Lewis.

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IN ASSOCIATION WITH

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Shot in the dark

The EOS 7D is a groundbreaking addition to the Canon line-up. It's certainly a jack of all trades, but is it master of all too?

The Canon EOS 7D not only captures images at up to eight frames a second, it also takes full HD (1080p) video. But is it easy to use for both the amateur and professional photographer alike? And can it cope with the heavy workload at a Grand Prix in the hands of a pro? *Motor Sport* sent Frits van Eldik to the Abu Dhabi day/night race armed with an EOS 7D and a selection of Canon lenses to find out. Here he talks us through the stunning results…



"This I took just after sunset with a 35mm wide-angle lens and a very slow 1/30th of a second shutter speed. I had to pan with the lights to get them just right with the hotel in the background."



Frits van Eldik was born in the Netherlands in 1969. As the son of a garage owner he grew up surrounded by cars and soon developed a passion for them. He took up photography as a hobby and "was impressed by the pictures that showed up on a piece of paper when you dropped it in some kind of liquid".

It didn't take long for Frits to decide to combine the two and from a young age he tried to make a living out of photographing cars. He shot a huge amount of rally images in the early years of his career and often went to Zandvoort to find out how to shoot cars at speed.

From there he went on to work for a specialist automotive picture agency in Holland and after seven years decided to go freelance. Frits started his own company and photographed his first Formula 1 Grand Prix in 1989. By 1994 he was shooting all the F1 races throughout the season and has recently become a Canon Ambassador. In the past few years Frits has shot a variety of motor sports, from the Le Mans 24 Hours to MotoGP and "everything else that moves fast".



“This was a shot I took with a 500mm lens and 1/400th of a second shutter speed. I had to wait for the right light to take the shot and get the right place under the artificial lights that were on track. The only thing that would be tricky for an amateur here was the long lens, but camera-wise it was an easy shot to take with the EOS 7D.”

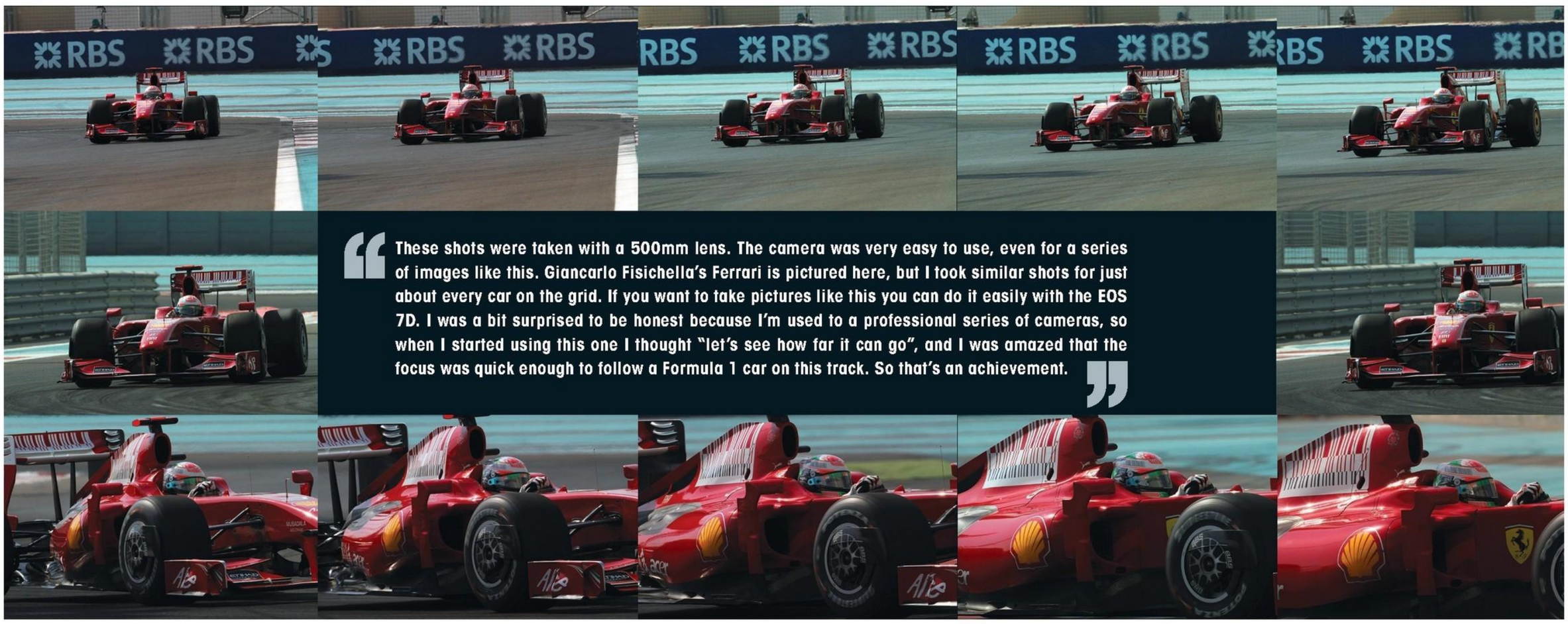




"At the end of the race I had to do another job in parc fermé and I wondered about using my usual camera, but in the end I actually went with the EOS 7D and I'm really pleased with the results. I used a 300mm lens and this time I had to use a very high ISO of 640 because the light by the podium was very low. It was a bit of a gamble going for a shot like this with a new camera, especially since I had my usual one with me, but it worked fine with the higher ISO."



"Again, I used another long lens for this shot (500mm) and an ISO of 640 because the pitlane wasn't so well lit. What I particularly like on this image is the red light at the back of the car reflecting on the mechanic's overalls and face. The only trick I employed with this camera was using a long lens with some shots like this one – it really was that easy to use. The good thing about the EOS 7D is that it has a growth factor of 1.6 which means it makes a 500mm lens almost 600mm. This means it is ideal for using long lenses. You can still use wide-angle lenses, but in that case it makes a 20mm lens almost 35mm."



"These shots were taken with a 500mm lens. The camera was very easy to use, even for a series of images like this. Giancarlo Fisichella's Ferrari is pictured here, but I took similar shots for just about every car on the grid. If you want to take pictures like this you can do it easily with the EOS 7D. I was a bit surprised to be honest because I'm used to a professional series of cameras, so when I started using this one I thought "let's see how far it can go", and I was amazed that the focus was quick enough to follow a Formula 1 car on this track. So that's an achievement."



“For this one I used a 700mm lens, so a 500mm lens plus a 1.4 converter with a 1/800th of a second shutter speed. Even with a close-up shot like this I didn’t need to use anything extra apart from the lens. On this track the speeds aren’t as high as at some others so that helped, but even at the quicker circuits it wouldn’t have been a problem. You can get quite close to the cars in Abu Dhabi, but we have to work behind fences and the windows in them at Yas Marina were quite small, high and there weren’t very many, so that made it harder!”

“This is a wide-angled shot, 16mm with a shutter speed of 1/40th of a second. You don’t need any particular settings for something like this and I just used it straight out of the box. You grab the lens you need and off you go. As a sports photographer you don’t use the menu too much. There is a sports setting, but you use this for a much higher shutter speed of about 1/1000ths of a second. It freezes everything so that you have no motion in the picture, so it just depends on what you’re looking for.”



"I was getting a tour of the track thanks to the FIA when I took this. I had to wait for a bit so that the sun was just touching the roof of the grandstands, but again it was really just a case of using the manual setting. I used my lens on 160mm and just made it a little darker by using a higher shutter speed of 1/4000th of a second. The EOS 7D was as good at taking static shots as it was the action ones."

"For this image I used a 50mm lens and again it makes it a little longer, so it was 80mm in the end. I was just walking from the grid to the first corner and looked up and thought this would make a nice shot. As with any new camera, I tried to go about my job as normal so that I could see how it coped with all the different situations. With this one I didn't need to do anything special to make things look better, it just coped with it all very well."



CANON EOS 7D
TECHNICAL SPECIFICATION

The EOS 7D is the new camera for both professionals and amateurs. With an all-new 18.0 Megpixel APS-C size CMOS sensor and Dual 'DIGIC 4' Image Processors it can capture amazing images up to ISO 12800 (expanded) and speeds of up to eight frames per second. What's more, the EOS 7D's Intelligent Viewfinder – a newly-designed technology – provides 100 per cent coverage and displays user-selected AF modes as well as a spot metering circle and on-demand grid lines. The camera can also capture Full HD video at 30p, 24p and 25p with an array of manual controls, including manual exposure during movie shooting.

IMAGE SENSOR/PROCESSOR
- Dual 'DIGIC 4' processors
- TYPE: 22.3mm x 14.9mm CMOS
- EFFECTIVE PIXELS: approx. 18 megapixels
- TOTAL PIXELS: approx. 19 megapixels
- ASPECT RATIO: 3.2

SHOOTING
- MODES: Auto (stills and movie), Creative Auto, Program AE, Shutter priority AE, Aperture priority AE, Manual (Stills and Movie), Custom (x3)
- PICTURE STYLES: standard, portrait, landscape, neutral, faithful, monochrome, user defined (x3)
- COLOUR SPACE: sRGB and Adobe RGB
- DRIVE MODES: Single, Continuous L, Continuous H, Self timer (2s+remote, 10s +remote)
- CONTINUOUS SHOOTING: Max. approx. 8fps. (speed maintained for up to 126 images (JPEG, with UDMA card), 15 images (RAW)

VIEWFINDER
- TYPE: Pentaprism
- COVERAGE: (vertical/horizontal) approx. 100%
- EYEPOINT: approx. 22mm (from eyepiece lens centre)
- FOCUSING SCREEN: fixed (Transmissive LCD screen)

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- LENS MOUNT: EF/EF-S
- FOCAL LENGTH: equivalent to 1.6x the focal length of the lens

FOCUSING
- TYPE: TTL-CT-SIR with a CMOS sensor
- AF SYSTEM/POINTS: 19 cross-type AF points (f/2.8 at centre)
- AF WORKING RANGE: EV -0.5 - 18 (at 23°C & ISO100)

FLASH
- BUILT-IN FLASH: GN (ISO 100, metres) 12
- BUILT-IN FLASH RECYCLE TIME: approx. 3 seconds

SHUTTER
- TYPE: electronically-controlled focal-plane shutter
- SPEED: 30-1/8000 sec (1/2 or 1/3 stop increments)

LCD MONITOR
- TYPE: 3.0" Clear View II TFT, approx. 920K dots
- 160° viewing angle 100%

POWER SOURCE
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- BATTERY LIFE: approx. 800 (at 23°C, AE 50%, FE 50%)
- Approx. 750 (at 0°C, AE 50%, FE 50%)
- POWER SUPPLY & BATTERY CHARGERS: AC Adapter Kit ACK-E6, Battery charger LC-E6, Car Battery charger CBC-E6

PHYSICAL SPECIFICATIONS
- BODY MATERIALS: magnesium alloy body covers
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- DIMENSIONS: (WxHxD): 148.2 x 110.7 x 73.5mm
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WHEN MERCEDES TURNED

Twenty years ago the marque teamed up with Sauber

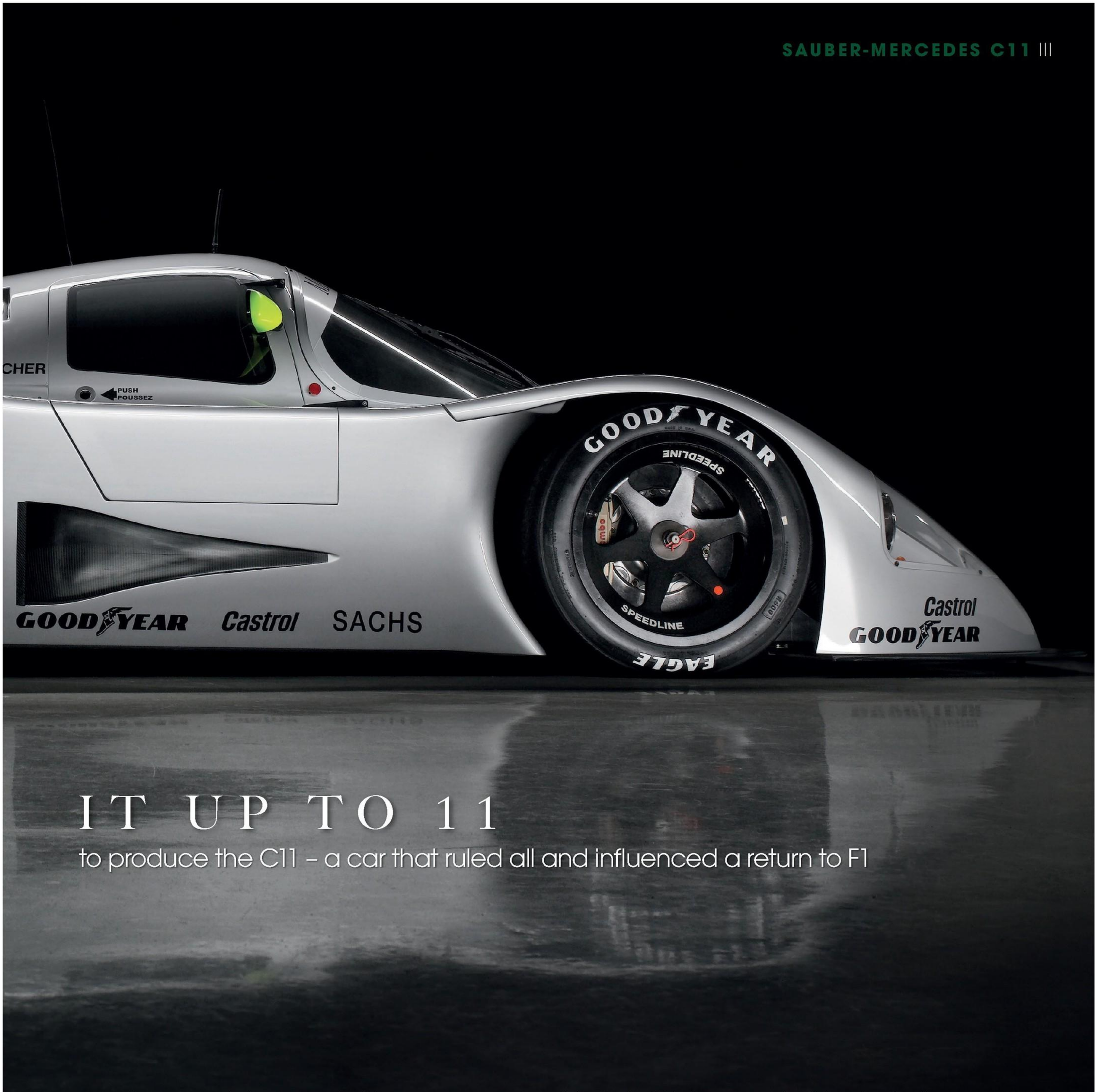
BY GARY WATKINS

The first pure-bred Mercedes-Benz racer for 35 years. A World Championship winner. The car that gave us Michael Schumacher. The machine that laid the foundation stone of the German manufacturer's graduation to F1. The Mercedes-Benz C11 can claim all those accolades, and more. Not least that it was a thing of beauty which still looks good 20 years on.

The C11 was the fruit of an unlikely relationship. A back-door deal to supply engines to the Swiss Sauber sports car squad in the mid-1980s paved the way for Mercedes to return officially to motor sport in '88. For 1990, the partnership produced the first bespoke Mercedes racing car since the marque's withdrawal from competition after the 1955 Le Mans disaster.

That car, the Mercedes-Benz C11, went on to sweep all before it on the way to winning the 1990 World Sports-Prototype Championship with Mauro Baldi and Jean-Louis Schlesser. One of the five drivers to notch up victories in the C11 was a young Schumacher, who'd been plucked from Formula 3 to become part of a junior programme conceived by new Mercedes motor sport boss Jochen Neerpasch.

The dominance of the C11 in 1990 had a part to play in the marque's return to F1. By the following year, Mercedes was gearing up to build a Formula 1 Silver Arrow with Sauber. That project was quickly canned, but the Three-



IT UP TO 11

to produce the C11 – a car that ruled all and influenced a return to F1

Pointed Star was soon back at the pinnacle of the sport as an engine supplier.

The tiny Sauber team from Hinwil had made contact with Mercedes in 1981. A young road car suspension engineer by the name of Leo Ress did the suspension geometry on the Sauber C6 Group C car and later put team boss Peter Sauber in touch with the right people when he was looking for aerodynamic help on its successor, the C7. When Sauber realised he was getting nowhere with the straight-six BMW engines, it was natural that he should look to Mercedes' road-car range for a replacement. He reckoned the 5-litre M117, in lightly turbocharged form, would be the ideal powerplant for the Group C fuel formula.

"It started off, I would say, as an under-the-table co-operation," explains long-time Sauber team manager Max Welti. "Peter had connections with some ambitious Mercedes research and development engineers who were willing to do something with him. I have to say, they didn't take a lot of convincing."

The official line was that the engine was developed for racing by renowned Swiss tuner Heine Mader. But Welti explains that this arrangement was a smokescreen.

"Officially they were done by Mader, but that was only to keep everything hidden," he says. "Maybe Mader built up one or two engines, but no more." The engines were developed and built at the Mercedes engine facility at Untertürkheim under the auspices of Hermann Hiereth. »»

SAUBER-MERCEDES C11



C11's V8 Merc engine had better fuel consumption than its rivals in a fuel-restricted formula

The first Merc-engined Sauber, the C8, appeared in 1985. The following year, Mercedes badging appeared on the Sauber for the first time at the behest of new sponsor Kouros, the Yves Saint Laurent aftershave brand. A first World Championship victory at the Nürburgring in '86 and another win at the same track in the German Supercup sports car championship the following year played a role in persuading Mercedes to return to motor sport in an official capacity. The historic board decision, which also encompassed the DTM, was made on January 12, 1988.

Two cars would be entered in the full WSPC that year under the Team Sauber Mercedes banner with sponsorship from the AEG electrical goods company, which was owned by Daimler-Benz. The following year, the cars would become Silver Arrows and go on to win both the World Championship and the Le Mans 24 Hours.

The C11 was a Mercedes-Benz rather than a Sauber because it was the first car designed by the Swiss team with access to the manufacturer's full resources. That was in stark contrast to its predecessor, the 1989 WSPC-winning C9/88, whose origins could be traced to the early '80s.

The C9 had been built around the same aluminium honeycomb monocoque as the C7, which Ress had designed in 1982. Interestingly, he had found the time to draw the tub while on gardening leave after quitting Mercedes to go to work for BMW. It wasn't until 1985, with the Merc project already under way, that he would become Sauber's first full-time engineer.

Sauber's technical department grew together with its relationship with Mercedes. Yet it didn't have the expertise to produce a carbon-chassis car. Not until Englishman Dave Price joined as team manager, or as he puts it "a glorified race engineer", early in '88. Coincidentally, Price had just started DPS Composites in Surrey.

"I saw a business opportunity and sold them the idea of using carbon bits and pieces," he says. "We started off doing splitters, rear wings and turbo plenums, and from there it went to us producing the tubs for the C11 and the C291 race cars."

The first Mercedes Group C car built on the experience of the C9/88, a family resemblance is evident, but it was in effect all new.

"The C11 was an improvement in every area," says Ress. Those improvements included the carbon tub, a switch from rockers to pull-rod suspension and a bespoke gearbox developed by Mercedes to replace the previous Hewland transmission. "That allowed a proper integrated rear end that was much stiffer than before."

The big advance, however, was in terms of aerodynamics. The detailing on the C11 in these photographs, the very first chassis built, stands in comparison with the best LMP prototypes of today.

"We learnt a lot about getting air out of the wheel arches," explains Ress. "We could do all these details because we were using a rolling-road wind tunnel for the first time. I think we were the only team using a rolling-road tunnel. We made a lot of small steps that added up to a very nice car." And a beautiful car.

"It was very much my design style, something I learnt from Mr Sauber to pay attention to the details," Ress continues. "Peter always told me that a racing car has to look nice."

The first C11, number C11-89-00, had its maiden run at Paul Ricard in October '89. This chassis, built by a Swiss supplier rather ➤➤➤

"The C11 was probably the best prototype I ever drove; the only car from my career that I ever wanted to own"

MAURO BALDI

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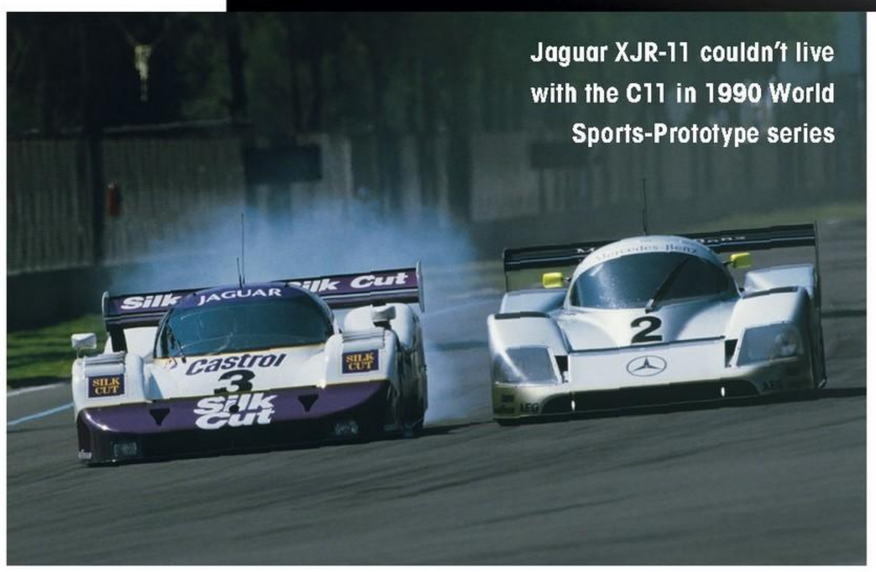


than DPS, is what Ress calls a "test piece" that remained in service throughout 1990, even though it was unable to race because of some minor rule changes.

The new design didn't race until round two of the WSPC at Monza in May. Sauber hedged its bets for the season opener at Suzuka, taking one C11 and one C9/88, only for Schlesser to crash the new car in qualifying. He and new team-mate Baldi had to revert to the spare C9/88.

If the C9/88 was good enough to beat rivals from Jaguar, Nissan, Toyota and Porsche, the C11 pummelled them into submission. Baldi and Jochen Mass qualified one-two at Monza, the pole man ending up the better part of two seconds ahead of the 'best of the rest', the Jaguar XJR-11 driven by Martin Brundle.

That set the tone for the rest of the season. The only time the Merc would be beaten was at Silverstone. Baldi and Schlesser were on course for victory when an engine failure brought an end to their race when they had a lead of 50 seconds after just 40 laps. There was no back-up car in the race, because the car Schumacher shared with Mass had been thrown out of the event for receiving outside assistance after stopping on track in practice.



Jaguar XJR-11 couldn't live with the C11 in 1990 World Sports-Prototype series

Baldi rates the C11 as "probably the best prototype I ever drove" and the "only one of the cars from my career that I ever wanted to own".

"The C11 was the first car after I left Formula 1 that was really enjoyable to drive," he explains. "It gave you the same feeling as an F1 car. You could really drive that car, even though it was a heavy sports car.

"It was such an honest car: you could feel what was going to happen next, if you were going to lose the front or if you were going to lose the rear."

So good was the C11 that Baldi took Eau Rouge flat on the way to pole position for the Spa race in early June. Not bad for a 900kg car with perhaps 1000bhp in qualifying trim.

Team Sauber Mercedes may have switched to Goodyear tyres for 1990, but a development programme embarked upon with Michelin in '89 paid dividends.

"Michelin was able to put telemetry on the car, which meant we were probably the only team able to measure suspension loads and tyre temperatures and pressures," recalls Ress. "We learnt a lot about how downforce changes and how to put it on the road. The centre of pressure didn't shift in braking or acceleration. That made the C11 very easy to drive."

There were any number of reasons why Team Sauber Mercedes was nigh-on unbeatable in 1990.

"It was a state-of-the-art chassis, with a very good engine that had excellent fuel consumption," reckons Ress. "And, of course, we had very good drivers."

Sauber had paired its two superstars for 1990. Baldi and Schlesser had gone head-to-head for the title in '89, the Frenchman coming out on top. Meanwhile, veteran Mass would act as tutor to the youngsters: Schumacher, Heinz-Harald Frentzen and Karl Wendlinger.

Silk Cut Jaguar team leader Brundle has few memories from the 1990 WSPC bar "desperately trying to hang on to the Mercs" aboard the latest turbocharged XJR-11.

"We could just about stay with them on a banzai lap, but we could race with them. That Mercedes was driveable: it had more downforce than us and less turbo lag. We couldn't match them for fuel consumption, and, of course, they had some tidy pedallers."

Price, who left Sauber over the winter to join Nissan's British-based assault on the WSPC, reckons it was barely a fair contest. The low-stressed V8, with a four-valve head since the start of 1989, was the key. This, remember, was the last year of the Group C fuel-formula: each C1 car was restricted to an allocation equal to 51 litres per 100km.

"They got much better fuel numbers than anyone else," he says. "A big-capacity single-cam lightly turbocharged was perfect for Group C, and 'Schless' was exceptional on the fuel and Mauro pretty good, too. That was probably why they were unbeatable."

The successes of the C11 in 1990 played a part in the decision to go F1. Neerpasch told *Motor Sport* in 2005 that F1 was on the agenda from the moment Mercedes returned to racing. Welti and Ress aren't convinced; they don't remember any talk of F1 until 1990.

"The C11 was so much better than everything else," says Welti, "and I'm sure that was a key element in the decision to go F1."

Harvey Postlethwaite joined up to lead the technical assault on F1 early in the summer, only to leave before the leaves fell from the trees. The Mercedes board opted against signing off the F1 programme at a time of recession. Sauber went ahead and made the jump, ostensibly on its own, for 1993 and in '94 its Ilmor V10s carried Mercedes badges.

The success of the C11 may have set Mercedes and Sauber on the path to F1, but it also resulted in complacency. Its successor for the 3.5-litre formula was not a great car.

"Do we have to talk about the C291?" asks Ress. "It is not a nice time to remember.

"Making the C11 had been quite easy: it was amazing how little effort we had to put in to make such a good car. Maybe that affected us."

The C291 was beset by what Ress calls "engine, gearbox and performance problems", hence the reason Team Sauber Mercedes ➤➤➤

started 1991 in the renamed Sportscar World Championship with one of the new 3.5-litre cars for Schumacher and Wendlinger and a C11 for Schlesser and Mass. The old-generation cars had been allowed to continue, albeit in the case of the Mercedes with 100kg of ballast to ensure the new Group C machinery was in the ascendancy.

Mercedes had opted not to defend its Le Mans crown in 1990, a year the 24 Hours was off the World Championship schedule. The big race returned to the championship in '91, which meant Sauber and Mercedes went back for what would be the C11's swansong. "There was no point going to Le Mans with the C291," says Ress. "The chances of finishing would have been very small."



WR12

"Do we have to talk about the C291?"

LEO RESS

Schlesser posted the fastest qualifying time, outgunning the benchmark 3.5-litre car, Jaguar's XJR-14. The Frenchman and team-mates Mass and Alain Ferté dominated the race. With three hours to go, the car was three laps to the good. Then something very 'un-Mercedes' happened.

An alternator bracket broke just as Ferté was passing the pits. The same pulley drove both the alternator and the water pump, which meant the V8 was rooted by the time the car returned to the pits. After one slow, exploratory lap, the C11 was retired.

The car driven by young guns Schumacher, Wendlinger and Fritz Kreuzpointner had suffered an identical failure little more than half an hour before, though it had been caught in time and the offending item changed.

"When we replaced it on the youngsters' car, there was some discussion about changing it on the lead car as a precaution," says Ress. "But everyone thought it was a one-off because in five years we'd not had a problem with that part."

It turned out the bracket had failed because, for the first time, it had been anodised "to make it look nicer", says Welti. This process resulted in what Ress calls "overageing" which made it brittle.

"We could have changed it," says Ress. "It meant taking off the underfloor, but I don't think we would have lost more than a lap doing it."

The youngsters, who had endured two stops for gearbox repairs, finished fifth, seven laps behind the winning rotary-powered Mazda. The third car, which Jonathan Palmer shared with Stanley Dickens and Kurt Thiim, went out after running over some debris.

How and why the bracket came to be anodised, Ress isn't sure. "That's the problem when organisations get bigger," he says. "I don't want to blame Mercedes, but I'm sure someone there knows."

A Le Mans victory in its final race would have been the crowning glory to the career of the C11. It wasn't to be, and it still rankles with Ress.

"A few months ago, we had a party to celebrate 20 years of our Le Mans victory in 1989," he says. "Pretty quickly, we got onto the subject of '91. We are all still frustrated by that race. I have to say, it is the biggest disappointment of my life."

INSIGHT

RIGHTING A WRONG

Le Mans and Silverstone wins may not elude the C11 for much longer

The Mercedes-Benz C11 could finally avenge its two most notable defeats in 2010, albeit in the historic Group C Racing series. The championship for Group C and IMSA GTP cars will visit both Silverstone and Le Mans next year, and C11-89-00 will be on the grid.

Three-time Thoroughbred Grand Prix title winner Bob Berridge bought the unraced car from Peter Sauber after a long chase together with restoration specialist Phil Stott. "It's a thing of beauty," says Berridge, who raced a Nissan in '08. "I fell in love with it."

Berridge's participation in the series during a difficult period resulted in him being invited to become race director.

"They knew what I had done with TGP, ASCAR and Grand Prix Masters," he explains. "That's why they asked me to put my shoulder to the wheel."

The first task has been to firm up the 2010 calendar and Berridge has pulled off a coup by securing the support race at Le Mans on the morning of the 24 Hours. That will be the centrepiece of a six-round calendar "likely to start and finish in the sun in southern Europe", with British races at Silverstone and, most likely, Brands Hatch. Berridge is expecting an increase in grids for 2010 after a recession-hit season in '09.

"We're aiming at 20 to 26 cars," says Berridge, who plans to step down from his management role before the first race. "We'll have the usual Porsches and Jaguars, but we've also got a couple of Lancia LC2s coming. The quality should be up too."



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Lunch with... JOCHEN MASS

Not many racing drivers have mixed competing in Grands Prix with sailing trips across the Atlantic. And that's before you factor in this laid-back German's sports car successes

BY SIMON TAYLOR



James Mitchell

For most of 2009, a quarter of the drivers on the Grand Prix grids were from Germany. And, thanks to the long reign of Michael Schumacher, that country is statistically one of the more successful in Formula 1's history. Yet, in the first two decades of F1, the only German front-runner was Wolfgang von Trips, whose career ended tragically at Monza in 1961.

Then, in the early 1970s, a brilliant young protégé of Ford of Cologne started to attract attention, and was soon being tipped as a future World Champion. But it didn't turn out quite like that for Jochen Mass. His highly successful racing career lasted through three decades; but, out of 105 Grands Prix, his only victory was in the accident-shortened Barcelona race in 1975. Today he's relaxed about that. He lives a busy life indulging his wide-ranging interests, from the development of wind-powered nautical freighters to the writings of the Chinese philosopher Lao Tzu. Maybe that broad-minded approach to life got in the way of reaching the top of the motor racing tree, for Jochen was never a man to take things too seriously, and his laid-back, good-humoured approach was maybe out of synch with the way motor racing was already going in the '70s. Had he been a Grand Prix driver in the 1930s, or even the '50s, he would have fitted in perfectly. But the speed, and the racing intelligence, was always there.

For more than 20 years Jochen and his

beautiful wife Bettina have lived in the South of France, half an hour's drive from the beach and, in the winter, an hour from good skiing. Their rustic cottage perches high above the gorge of the Loup river, with awe-inspiring views along the silent valley. His favourite ride, an ancient Harley now on its third engine, is in the shed. On the terrace, overhung with vines which filter the warm October sun, Bettina serves tomato salad heaped on French bread rubbed with garlic, a little pasta, tender fillet steak with sliced ratatouille, local goats' cheese and iced coffee, helped along by a Provençal rosé. Having lived in Germany, England, South Africa and France, Jochen is a polyglot: he speaks German to Bettina (who is half-American), English to his kids and French to the locals, and reads all three with equal facility.

He was born near Munich in 1946, into the bleakness of immediate post-war Germany. When he was eight his father died. "There was no money, and my mother had to work hard to keep my sister and me. My father came from a sea-faring family, and the sea fascinated me. The doodles in the margins of my schoolbooks were always ships. As soon as I could get away from school, I went into the merchant navy. At 17 I went by banana boat to South America, then I went to Africa, Scandinavia and Russia: the White Sea, Archangel in winter. It was tough, but every day was exciting. It had a huge positive influence on me.

"But after three hard years it was time to come home. Container ships were taking over, and the appeal wasn't the same any more. I got a job in a bank for a few months, but after life at sea that was just rubbish. One day, at a girlfriend's suggestion, I went along to a local hillclimb. When I was a kid motor racing only got into the newspapers when there were accidents – Le Mans 1955, the Mille Miglia 1957 – so I associated it with disaster and death. But that hillclimb connected with three of my senses: sight, noise, smell. It clicked. The Alfa dealer in Mannheim did some racing, so I quit the bank with relief and got a job there as a mechanic. It took me a year to talk him into letting me drive in a local hillclimb. In a standard Giulia saloon, I came second behind a race-prepared car. In 1968, when I was 21, I did my first circuit race on an airfield at Ulm in one of the dealer's GTAs, and won my class. I just seemed to take to it: natural ability, I suppose. You either have it, or you don't. I was doing well against Gerd Schüler, Ford's hillclimb man with a works Escort, so when Ford had a big test at Zandvoort they invited me. There were 30 drivers there, established racers like Tim Schenken and Howden Ganley, Jean-Pierre Jabouille and Jean-François Piot, and they gave each of us five laps. The four fastest were covered by a fifth of a second: Dieter Glemser and Manfred Mohr, who already had Ford contracts, and Helmut Marko and me.

"After that Ford summoned me to Cologne and offered me a contract. They said, 'What do you want to earn?' As a mechanic I was earning 50 pfennigs an hour, and my mother made me a little bread roll for my lunch. With overtime I ended up with about 1800 marks a year. I didn't have the faintest idea what a racing driver got paid. Whatever I said, it would be too little, or too much. So I just gaped at them, and they smirked back at me. Then they said, 'OK, we'll give you 70,000 marks a year, plus expenses and a company car.' I couldn't believe my ears.

"At first they ran me in V6 Capris in the European Championship hillclimbs – long mountain passes like Mont Ventoux, Trento Bondone, Mont Dore, Dobratsch. Hilariously dangerous, and a real adrenaline rush. I loved hillclimbs because it was what I'd been doing, flat out from the word go. By 1971 I was on the circuits in Capris, and I won the German Touring Car Championship. I'd never sat in a single-seater, not even in a kart, but in 1971 a friend lined up a SuperVee for me. I won at Thruxton on Easter Monday, and the German GP support at the Nürburgring. Then Jochen Neerpasch of Ford told me to get myself to England, because they'd got me a Formula 3 Brabham.



"I towed it around the UK behind a Ford Transit, with a huge Danish mechanic called Gunnar, a really good guy, like a big faithful dog. I called him my Great Dane. We did the last half-dozen rounds of the British championship, up against Jody Scheckter, James Hunt, Roger Williamson, Dave Walker. I got some good places, and I won at Castle Combe after a big battle with Jody. That put me on the map."

"As a kid I associated racing with disaster"

In 1972 Jochen really hit the headlines. March put him in Ronnie Peterson's works Formula 2 car when Ronnie was otherwise engaged, and he led his first F2 race, the Jim Clark Trophy at Hockenheim, until his clutch went. Two weeks later he won his second, the Eifelrennen at the Nürburgring. For Ford Cologne he was crowned European Touring Car Champion, with outright wins in the 2.6 Capris in the Spa 24 Hours, the Silverstone TT, Monza, Zandvoort and Jarama. The Capris also did Le Mans that year. "I hated it with a passion, because we were doing it in a bloody touring car, all the time trying to get out of the way of the fastest sports prototypes. That was the year Jo Bonnier was killed, after he collided with a slower car." In fact Jochen and co-driver Hans Stuck qualified 30th out of 55 starters, and were in a class-leading 15th place at dawn when the engine threw a rod.

He kept on with F3 with a works March, and sampled Monaco for the first time. "Out of 70 entries, the best 40 qualified for the heats, and the top 10 in each heat went into the final. On the last lap of my heat I was only 12th, and I just had to make the final. The guy in front of me thought the same, he moved out to overtake, I hit his back wheel, flew over him and the man in front of him, bent the suspension when I landed, and crossed the line 10th. So I was in, on the back row, and it was raining hard. I passed eight cars on the first lap, and I'd got up to fifth when a couple of cars tangled in front of me at Mirabeau. I had to stop dead, and then one of them selected reverse and ran over my nose cone. In the end I finished seventh.

"My best F3 race was at the 'Ring. It was teeming with rain, and off the line I got water in the electrics and chugged away on three cylinders. Everybody came steaming past me, then number four chimed in, and I went past them all on the outside and found myself in the lead. The whole of the Nordschleife, empty in front of me. At Brünnchen there was a river running across the road, and I aquaplaned off and spun. I expected the rest to come pouring over the brow, but they didn't, and I got going again and won. Patrick Depailler's Alpine was second."

Jochen raced sports cars, too, sharing a works Chevron with Gerry Birrell in the Springbok Series. They were second overall in the Kyalami Nine Hours behind the Regazzoni/Merzario Ferrari 312P, and Jochen won at Cape Town, Lourenço Marques and Pietermaritzburg. "At Kyalami the front row of the grid was two Ferrari 312Ps – Clay Regazzoni on pole, Jacky Ickx next to him – and me in the Chevron. As they cleared the grid I suddenly realised I didn't know where the starter was. I looked around frantically, couldn't see him, then I thought Jacky will know, and I looked across at him. He was looking around frantically too. At that moment the flag must have fallen, because Regga took off, leaving me and Jacky standing." »»



















Clockwise from top right: sole F1 win at Montjuich Park in '75 was marred by tragedy; sharing a 300SLR with Sir Stirling Moss at 2001 Mille Miglia as part of Mercedes work; Mass was third in the Richmond Trophy at 2009 Goodwood Revival, driving a Lancia D50; Jochen never liked the Porsche 935, but he and Ickx counted Silverstone '77 among many victories; in the Arrows at Monaco in 1980, where he just held off Villeneuve for fourth; Le Mans wasn't a favourite, but Mass won aboard Sauber-Mercedes in '89; with Pace, Lauda and McLaren team-mate Fittipaldi in '74; making his name aboard a Capri in '73; 956, here at Spa '83, was "magic"

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For 1973 Jochen had a full F2 drive for Surtees. "John's F2 cars were very good. I won two rounds and finished second in the European Championship, even though we had the Ford engine when the BMW was the one to have." At Rouen his friend Birrell was killed. "We raced together in the Springbok Series and in the Capris, we travelled together. He was very talented. In practice I had a problem and stopped beside the track. Gerry came past slowly, cooling his tyres before going for a fast lap, and waved to me. Then practice was red-flagged, I didn't know why. I was towed back to the paddock, and John told me Gerry was dead. It was a dreadful shock. His wife Margaret had just given birth to twin daughters." The front left tyre of Birrell's Chevron had punctured on the 155mph downhill stretch, and he hit the Armco head-on – Armco that the drivers had already complained was poorly fixed. The barrier lifted on impact and the car went underneath. Birrell's death looms large in Jochen's memory, and he forgets to mention that he had to start the final on the back row. In five laps he climbed from 18th to fourth place, and went on to finish second. Three weeks later Surtees gave Jochen his first F1 ride, in the British Grand Prix, but the first-lap pile-up took him out. So his first proper F1 race was the German GP, on his beloved Nürburgring. Having passed five cars on the first lap he finished seventh, in a frantic sandwich between Emerson Fittipaldi's Lotus and Jackie Oliver's Shadow.



Meanwhile Ford was taking the European Touring Car rounds very seriously: for the 1973 Nürburgring Six Hours it added World Champions Jackie Stewart and Emerson Fittipaldi to the line-up, while BMW had Niki Lauda and Chris Amon joining Hans Stuck. "In practice I was slightly quicker than Jackie, so he asked me to try his car to see if it was OK. I did, and beat his time, so he said, 'Fine, it must be me then,' jumped in and went quicker. But I managed to stay ahead of him by a little bit. Emerson wasn't so happy in the Capri and was a fair bit slower." In the race Mass led the early stages from Lauda, Stuck and Stewart. His co-driver Dieter Glemser later crashed heavily, so he took over another Capri, but was clouted by a back-marker and ended up on his roof. Amon/Stuck won.

During 1973 Jochen's Surtees F2 team-mate Mike Hailwood showed him a photograph of an old ocean-going sailing ship. "A top-sail schooner, 128 feet, built in 1919. It reawakened all my old love of the sea. Mike had just bought it, and he wanted me and some others to come in with him. I had to say yes. Then, predictably, Mike and the others all dropped out, so it ended up mine. Gradually I got it all perfect, and I sailed it everywhere, across the Atlantic, Africa, down to South America. I had it for nearly 20 years – until a professional I'd left it with while I was away racing wrecked it on a sandbank on the north German coast. It was a total loss."

> "James Hunt and I had a lot of fun together"

For 1974 Jochen was a fully-fledged F1 driver for Surtees, alongside Carlos Pace. It was a disaster. "John was operating on a shoestring budget. The sponsors, Bang & Olufsen hi-fi, hardly ever paid, and we had a lot of breakages, retired everywhere. At Monaco something fell off in each practice session, and the last straw was when a rear upright broke. I said to John, 'You can drive it yourself tomorrow, because I'm not going to.' Actually I'd qualified quicker than Carlos, but out of principle it felt wrong. For a young guy at the start of his F1 career to refuse to drive at Monaco was a big decision, and I didn't sleep much that night. The BBC said I'd walked out of the team, so John made a press statement saying I was under contract, with two more years to run. That just wasn't true. I went down to Edenbridge and John showed me my contract, which had some additions in different ink. John said, 'That's what you signed.' I said, 'John, you and I both know that's not true. Unless you give me a letter to say that's not how I am contracted, I'm going to walk away.'"

A letter duly appeared, but the front suspension broke next time out in Sweden. In France it was a CV joint, by which time an unhappy Pace had left the team. At Brands Hatch Jochen was fast down the straights and slow in the corners. "I didn't have enough downforce. John had changed the car without telling me. He always decided things like that, he always knew better. That's when I decided to break my contract and leave. Also, he hadn't paid me anything, owed me £30,000, a lot of money then. But Ford Germany twisted my arm, they said, 'You can't leave just before the German GP.' So I went to the Nürburgring, started tenth, and I was fourth at the end of the first lap behind Regazzoni, Scheckter and Reutemann. I was still fourth when the engine blew. Then I left.

"Of course going to Surtees was bad for my career, and I had my difficulties with him, but somehow I always respected him, and I had sympathy for his predicament. And now Henry's death is so dreadful. I spent time with them both at the Festival of Speed last July, chatting and joking around. Henry was clearly very talented, he was going to go a long way, and he was such a nice kid. It is an unimaginable tragedy for John and his family, a cruel freakish accident."

In that 1974 German GP Mike Hailwood, in the third McLaren which ran in Yardley colours, crashed heavily, shattering his right leg. It was the end of Mike's car racing career, although he was to make a brilliant motorcycle TT comeback four years later. So for the last two GPs of the season Jochen drove the Yardley M23, and for 1975 he had a proper McLaren deal, number two to World Champion Emerson Fittipaldi.

"Emerson and I got on very well. He always kept his cards close to his chest – but that's normal in F1. He was a bloody fantastic driver, but some circuits didn't suit him so well, and I out-qualified him at Ricard and the Nürburgring." Jochen was third at Interlagos, Paul Ricard and Watkins Glen. At the Spanish GP, with the Montjuich Park road circuit surrounded by loose and inadequate Armco, most of the drivers boycotted practice, and Fittipaldi refused to race. Rolf Stommelen crashed into the crowd, killing four spectators: Jochen, leading when the race was abandoned, took no pleasure from what was to prove his only F1 victory.

His Ford touring car deal continued through 1975, and in sports cars he drove for Alfa Romeo, sharing with Scheckter to lead the Nürburgring 1000Kms and winning at Enna with Arturo Merzario. "That Alfa 33 was a lovely car. Bernie Ecclestone asked me what the engine was like. I told him, 'Good. Maybe a bit on the heavy side, but powerful and very strong.' Soon after, he did the Brabham deal with Alfa for F1 engines for 1976.

"At the end of 1975 Emerson went off to do his Copersucar thing, and James Hunt appeared. We had a lot of fun together. We'd known each other since F3, of course, and we had a few flings around London, one or two naughty things going on. He was the golden boy, of course: a good-looking guy, and English. But McLaren was always nice to me, I always got on very well with the mechanics. Dave Ryan wanted to do some Formula Ford on his weekends off, so I sponsored him, £1000 a race.

"In 1975, Emerson and I always had identical equipment. But in '76 I couldn't put my finger on why James was always quicker. I knew my cornering speeds were the same – in those days, with the more primitive aerodynamics, you could follow each other closely through the corners. But on the straights he would »»

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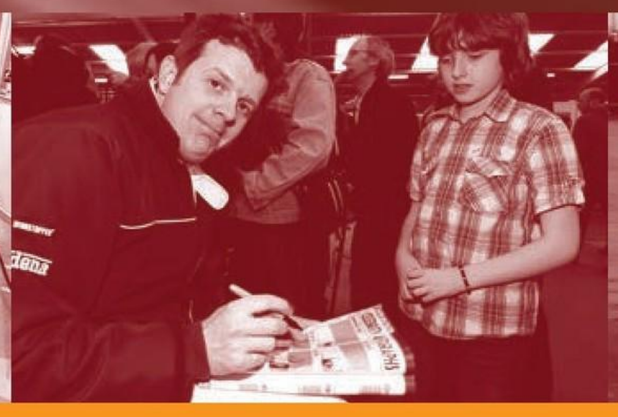
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always pull away. It didn't demoralise me, it just pissed me off a bit. What none of us knew, until [Cosworth boss] Keith Duckworth told me years later, was that three teams were getting evolution DFVs that year, just for their number one driver. Tyrrell had them for Scheckter, Lotus for Andretti and McLaren for Hunt. Keith told me, 'Those guys had 40 to 50bhp more than you had.' I didn't know, James didn't know. The mechanics were just told which engine to put in which car.

"Nobody understood aerodynamics then. At Kyalami I was fed up because my lap times were well adrift of James. The mechanics changed all the springs, checked everything, but the car was doing different things every lap. The mechanics were sure it was me – 'You obviously didn't get enough sleep last night, what was her name?' Then, as they pushed the car in the pitlane, one of them said, 'Hold on, we've found something.' After a few seconds they said, 'OK, go.' At once I went fourth-fastest. As they pushed on the rear wing they noticed that the Gurney flap was only fixed at each end, and not in the middle. It was bowing up and the air was spilling underneath it. They put a piece of tape over it, and that was worth 1.5sec. I finished third, behind Lauda's Ferrari and James."



Jochen's relaxed approach didn't sit well with F1 even in the '70s

And he surely should have won the 1976 German Grand Prix. It was raining at the start, and everybody opted for wet tyres – except Jochen, who backed his love of the Nürburgring with a gamble on dries. Some parts of the 14-mile lap were glistening wet, some parts were merely damp, but from ninth on the grid, slithering on his slicks, he passed car after car. At the end of the first lap he was in a sensational second place behind Ronnie Peterson, and on lap two, as the track dried and others peeled off into the pits to change tyres, he came through 29 seconds in the lead. Then Niki Lauda had his dreadful accident, and the race was stopped. The grid was reformed in starting order, and Jochen finished third.

"The M23 was a good car. The 1977 car, the M26, wasn't so good, but I still had the M23 for most of the season. I was second in the Swedish GP at Anderstorp, and third in Canada. I did a couple of F2 races for March that year, at Hockenheim and the Nürburgring, won both of those. And I was now driving for Porsche in sports car races." It was a relationship that was to last for more than a decade.

"I never really liked the Porsche 935, although Jacky Ickx and I won a lot of races with it. The Moby Dick version was better, and I liked the 936 a little bit, but they weren't exciting. The 956 and the 962, they were absolute magic: very good to drive, comfortable in a long race, tremendous downforce, and just better than anything else. And driving with Jacky was always fun. He is a sensitive character, definitely an introvert, which he hides behind a benevolent exterior. An excellent driver and a lovely guy. We usually raced together, except at Le Mans: I always told Porsche I wanted my contract to cover everything except Le Mans, because I never wanted to race there – even though I usually ended up doing it. I hated the organisers' arrogance and incompetence over safety. Almost every year, it seemed, we'd lose a driver or a marshal, and guard rails would keel over and launch cars.

"But of course Le Mans was a great challenge, because it was dangerous, and because it was a race of attrition. You couldn't go flat out, like they can with the diesels today. And it was only two drivers per car, because you could do two hours without the car wearing you out. The later cars with more downforce, like the Sauber C9 and C11, they were harsher, much more demanding because of the cornering forces, and you needed three drivers. I was one of the fitter guys – I never went to the gym, but I ran, cycled, did push-ups and all that. I did the *Superstars* TV show and, along with Jody, I was best of the racing drivers."

At the end of 1977 his McLaren F1 contract wasn't renewed. "Marlboro realised Patrick Tambay was younger and better-looking than me. Then Günther Schmidt, who ran the ATS wheels business, decided to take over the March F1 team. Robin Herd came with the package, and I'd always got on well with him in F2, so it sounded good. But Schmidt had a terrible temper, told everybody how to do their job, told each mechanic how to hold a spanner. Robin walked out after the first two races in South America, saying, 'I can't work with this guy.' I said to him, 'Please don't leave, you're the reason I joined this outfit.' But he left anyway." After a trail of retirements Mass was testing the ATS at Silverstone when a radius rod broke on the Hangar Straight, and the car turned sharp left into the sleepers. "I felt things breaking, crack, crack, crack. I smashed my left leg, femur, tibia, knee, and punctured my lung. I was lucky it didn't catch fire, because the engine was torn off. It was the first bad accident I'd had, and it was the end of me and Schmidt.

"While I was lying in Northampton Hospital Frank Williams came to see me. He said, 'Next year we're going to run a full two-car team, and we need a second driver alongside Alan Jones.' Then Jackie Oliver came in with the Warsteiner guy who sponsored Arrows, and said, 'Come and drive for me.' Negotiating from a hospital bed isn't easy. Warsteiner were promising a lot, and Riccardo Patrese had been going well in the Arrows, so I opted for them in the end, and Frank signed Regazzoni. I will kick myself for the rest of my days.

"But I liked Arrows, liked the guys, liked Patrese a lot, got on with Jackie. At first Riccardo was young, he didn't control himself very well, made lots of silly little mistakes. I said to him, 'We all know you're quick, why don't you just try to finish a race? Don't try to out-brake everybody everywhere, then you'll earn points.' From then on he started to finish. I was there for two seasons. The cars were OK. The rocket-shaped A2 – I called it the V2 – was the most misunderstood car. It was too heavy, sure, but the problem was the springing was way out. It generated massive downforce and, when the other big-downforce cars were using 2800lb springs, we used 380lb. It was way too soft, and we got this terrible porpoising effect; you had to lift off on the straights."

Jochen had several good drives in his two Arrows years, particularly at Monaco. In 1979 he held a superb third until the brakes overheated. In 1980 he came through to fourth, holding off Gilles Villeneuve's Ferrari in a stirring battle when a shower of rain turned the track into a skating rink. On the final lap Gilles spun at Mirabeau and then, within sight of the line, Jochen spun at Rascasse. He kept the engine going, got it pointing straight, and finished just ahead of the Ferrari. In the 1980 Spanish »»

GP at Jarama – which because of the FISA/FOCA dispute later lost its World Championship status – Jochen was a fine second.

"At the Österreichring that year somebody blew an engine in practice and put down a slick of oil. I skidded off down the hill and into a ploughed field, hit the furrows sideways and flipped, and the rollbar sank into the earth. I was trapped in the car upside down, worried that I'd broken my back. Fortunately I only cracked some vertebrae." Meanwhile Warsteiner had terminated its Arrows sponsorship, and Mass' seat was in doubt. "In November I was doing an Atlantic crossing in my boat, and halfway between Gibraltar and the Azores I broke my left leg again. The boat rolled a bit, the boom swung towards my head, I ducked and turned, and my femur snapped. We got back to Casablanca, and I flew to Germany and had a pin put in the leg, which is still there. Then I called Frank Williams and asked him if he had his number two driver for 1981. 'Dammit,' he said, 'I've been trying to get hold of you for weeks, but I couldn't reach you. So I signed Derek Daly yesterday.'





"That left me out of F1 for a year. In 1982 I got involved in the RAM March operation with John Macdonald and Guy Edwards. I brought Rothmans money to the team. I can't say anything printable about the honesty and probity of those two." It was an unhappy season, most of all because of what happened in qualifying at Zolder. Jochen set 13th-fastest qualifying time – his best of the season in the uncompetitive March – but blistered his tyres, so he was returning to the pits at reduced speed. Gilles Villeneuve, desperate to out-qualify Ferrari team-mate Didier Pironi after their row two weeks earlier, came over the brow before the fast left/right at the back of the circuit. The Ferrari's left front wheel hit the March's right rear, and the Ferrari was launched into an enormous accident. "The quick line was on the left, so as Gilles came up in my mirrors I moved to the right. Maybe my mistake was not to give him a signal, to point. I feel deep regret about that. I knew Gilles well, I knew his wife Joann and his kids Jacques and Melanie, we'd spent time together. I did the race the next day, and my engine blew at exactly the spot where Gilles had been flung into the fences. I just sat in my car, thinking about the day before.

"Three months later we were at Paul Ricard for the French GP. I was in a big slipstreaming queue of cars on the back straight – we were doing over 180mph there. Mauro Baldi pulled out of my slipstream and, as we went into Signes, he got his front wheel between my two wheels. At once I cartwheeled. In the first loop, as it hit the deck, the rollbar snapped off and the thing went on fire, then I flew end over end through all the catch fencing, over the guard rails, over a service road, over a concrete wall into a spectator area. My helmet was ground through and split open. When it all stopped I was right way up, but parcelled up in this roll of fencing, so I couldn't get out, and I could feel intense heat because the car was really burning behind me. Then suddenly I was engulfed in all this lovely cool foam. I'd ended up near a fire truck. They cut me out of all the fencing, and I had no injuries. My shoulder was a bit sore.

"But I felt somebody was pointing at me saying, 'Give it up now. The team is shit, they stole your money, nothing good will ever come of it, give it up and just do sports cars.' The accident was so eerily similar to the one with Gilles, two cars touching: it was too close. I'd been pretty lucky with my first accident with the ATS, I'd been incredibly lucky with this one. I thought, how much luck do I have?"

> "I felt somebody was saying, 'Give it up'"

He carried on with the Porsches, had a lot of success in America in the IMSA series, and won the Sebring 12 Hours with Bobby Rahal. He ended up doing Le Mans 10 times, had his share of disappointments, but finished second with Vern Schuppan in 1982. But it wasn't until he moved to the Sauber-Mercedes outfit that he won Le Mans, scoring a great victory in 1989 with Stanley Dickens and Manuel Reuter. In 1991 he led for 16 hours with Jean-Louis Schlesser and Alain Ferté, but the engine failed three hours from the end. In the big silver coupés he also won Spa, the Nürburgring, Donington, Jarama and Mexico (twice), and was very unlucky not to win the Drivers' Championship in 1989 – when Le Mans did not count for points. "My role at Sauber included tutoring Michael Schumacher, Heinz-Harald Frentzen and Karl Wendlinger for the Mercedes Young Driver scheme. Frentzen was the easiest, he just jumped in and drove. Wendlinger could be very quick on a single lap. But Michael was easily the most focused, the most analytical."

Having found time to manage a Lotus-Opel team and then a Mercedes DTM team, Jochen also spent a while as a German-language F1 TV pundit. "It became monotonous after a while, saying the same things every fortnight. But I was doing more and more historic driving for Mercedes with their museum cars. As well as the 300SLR and the big SSK on the Mille Miglia – I think I've done that event 18 times – I've driven all the great pre-war Grand Prix racers, W25, W125, W154, even the little 1.5-litre Tripoli car. And the post-war W196, of course. The W25 is lovely to drive – swing axles, narrow tyres, just under 400bhp, you steer it on the throttle. The W125 is much more of a handful, a 5.8-litre twin supercharged straight-eight, 680bhp, spins its wheels in any gear. The W154 came in when they reduced the formula to 3-litres, but that's a wonderful car, much more modern, V12 engine, good brakes. The little Tripoli car is surprisingly quick, too. And I loved the London-Brighton Run with the 1904 Mercedes. Lining up in Hyde Park at dawn, 500 cars all pre-1905, it's a staggering sight."

Other historic duties include racing Anthony Bamford's glorious Lancia D50 and officiating at Pebble Beach as a judge. And he has succeeded the late Phil Hill as president of the Club Internationale des Anciens Pilotes. Away from racing he's a partner in a shipyard on Lake Constance, building handcrafted motorboats of mahogany, cedar and ash, and there's his wind-powered freighter concept, with hydrogen fuel as a back-up when the wind drops. "Very clean, very fast." He also helps a charity teaching road safety to children, and is making TV documentaries about motor racing history "while some of the old guys are still around". This is a busy man.

"Nowadays in F1, with big business involved, there's a lot of pressure. But the guys today get so much money, they become blasé. You'd think with all that money they'd help each other out if one of them had a problem, but today it's each for himself. And those managers – some of them get rich looking after nothing. Lao Tzu said, 2400 years ago, 'He who knows that enough is enough will always have enough'. I like that.

"I have been so lucky in my life. I loved my racing, but I didn't get all tense about it. Perhaps I should have been more serious about it, juggling this and that, but I'm not made like that. To me life has always been a game. Crossing oceans in an old sailing boat while I was an F1 driver: most would say that was pretty daft. But I don't regret any of it. You are what you are."

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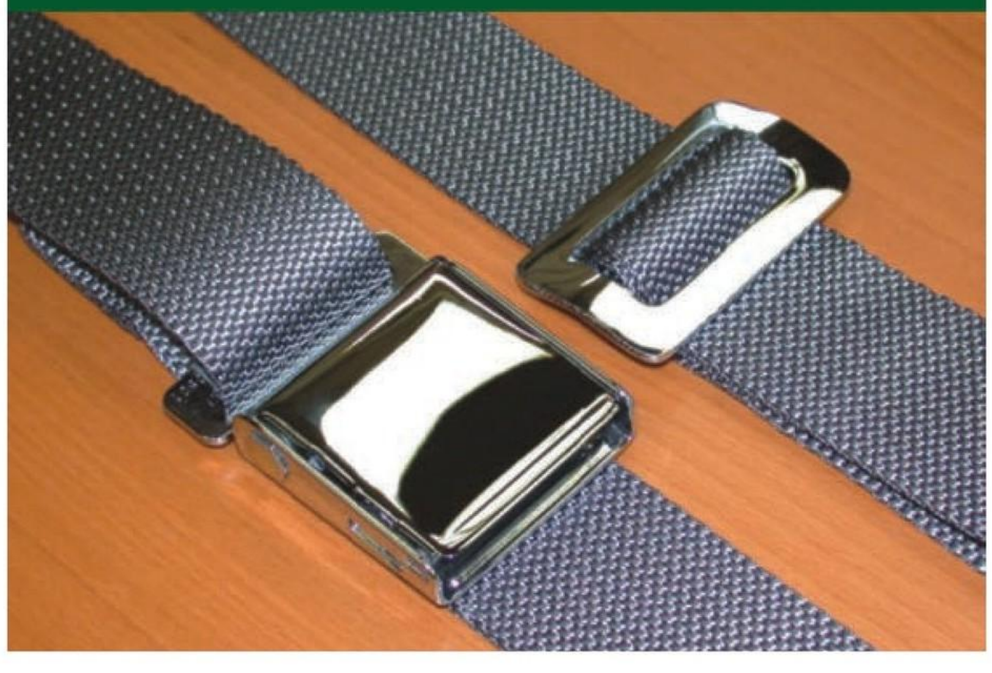
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Freiburg-Schauinsland

This 127-corner, tree-lined German road was one of the great European hillclimb challenges. So it's little wonder that it attracted some of motor racing's great names

BY ED FOSTER



Freiburg-Schauinsland is one of the most spectacular hillclimbs in Germany and, in its day, was famous for being one of the most difficult. Located just outside Freiburg im Breisgau in the far west of the country, the climb started at 400 metres above sea level. It ran for 12km up to 1200 metres to an area called Schauinsland, which literally means 'look into the country' such are the views from the top.

The road still exists today and starts just outside Günterstal, a suburb of Freiburg. It is lined with beech trees, but within a few corners the road climbs into a thick forest of fir and pine until it emerges briefly at the Holzschläger Matten-Kurve, only to disappear once again into the trees some 300 metres later.

Freiburg may not have rivalled the likes of Mont Ventoux in neighbouring France, which climbed 1599m in 21.6km, or the 66.5km Cuneo-Colle della Maddalena in Italy. But both pre- and post-war it played host to some of the greatest names in motor racing including Hans Stuck, Rudolf Caracciola, Bernd Rosemeyer, Stirling Moss, Edgar Barth, Ludovico Scarfiotti and Gerhard Mitter. In 1964 someone entered under the name of 'James Bond', although no evidence exists to suggest that 007 did hone his driving skills by hillclimbing a Lotus Elite…

One of the most staggering features of this hillclimb was the 127 corners that drivers and riders had to negotiate. There isn't space here to name them all, but the ones that were considered to be among the most interesting and challenging included Forsthaus, a right-hand hairpin less than a kilometre after the start; Diesendobel, a quick right-left-right; Tiefenbach, a long right-hander that opens up onto a short straight before Haibrein, a left-hand hairpin. The road carries on through the trees and heads towards Brünnele, a right-hand hairpin, after which you head through Weisfelsen, a sharp left-hander that roughly marks the halfway distance.

It's here that the road suddenly emerges from the trees, climbing towards the famous Holzschläger Matten, a long right-hander that swung past the main stands, now long gone. During the 1960s it was here that the bulk of up to 60,000 spectators would gather to catch

more than a fleeting glimpse of the cars. After the corner the cars dived back in among the trees, climbing to the tightest corner on the course, Gieshübel, but Holzschläger Matten provided the best vantage point. After Gieshübel, the last three kilometres included Ochsenberg, a right-hand hairpin, and Rasthaus, a quick right-hander.

Chris Lawrence, who campaigned a TVR Griffith throughout the 1965 European hillclimb season, remembers Freiburg as being one of the highlights. "I couldn't race the TVR there as all cars had to be under two litres in those days, so I went up in my SLR Morgan Plus 4. Freiburg was big news in Germany and it was a proper, pukka hillclimb, mostly tree-lined. Not quite a mountain, but a pretty sharp piece of country. It was also quite long – not as long as some, but it was a bloody good hill. There were a lot of very tight corners which suited the Porsches, but the Morgan was completely useless.

"The fact that all the corners looked quite similar through the trees was one of the difficulties and there was no free practice to speak of – I think I got a couple of climbs before I went against the clock. I hadn't learnt anything. It was difficult, even when you used the trick of splitting it up into sections and learning them separately, but it was an amazingly dramatic place – even if I wished like hell I was running the TVR. I nearly got [the organisers] to let me do a demo run at lunchtime, and somebody on the committee was all for it and somebody wasn't, but eventually they said no." »»

Colour images Mitch Pashavair

Holzschläger Matten still provides Freiburg's best viewpoint – now as then the only place out of the trees. Cobbled shoulder is long gone, so cutting apex is not advised



LAT

Hillclimbing was already popular by the turn of the 20th century, when it was considered *the* way to test a car's performance and durability. With little power or grip, even climbs like Kesselberg in Germany, which scaled just 245m, were a challenge. It was in 1930 that the various climbs throughout Europe became more seriously driven following the introduction of the European Mountain Championship by the FIA's predecessor, the Association Internationale des Automobile Clubs Reconnus (AIACR).

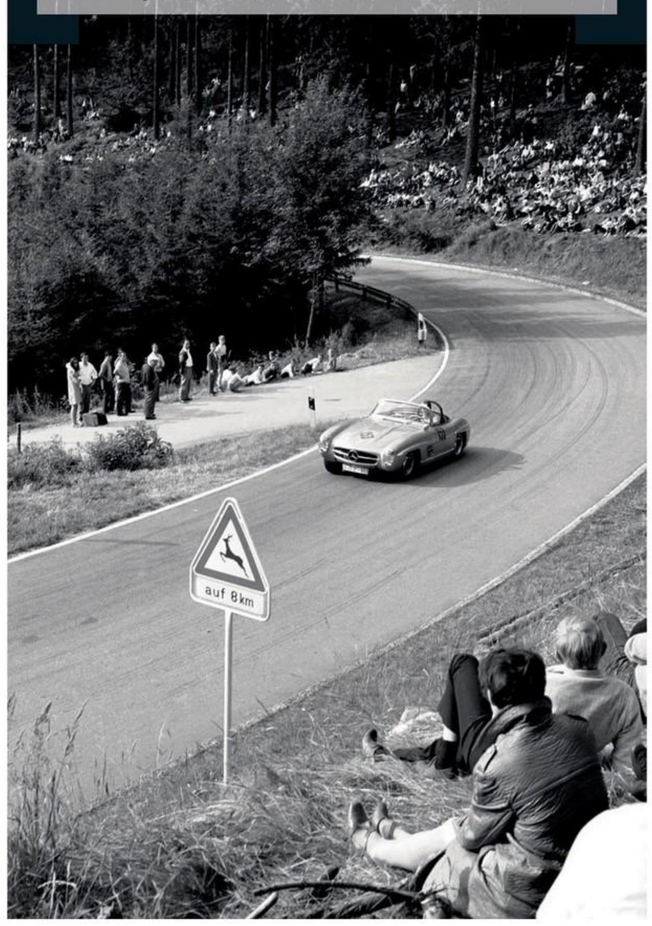
The first championship was made up of 10 events at Zbraslav-Jílovište in Czechoslovakia, the never-ending Cuneo-Colle della Maddalena in Italy, Britain's Shelsley Walsh, Switzerland's Klausen, Freiburg-Schauinsland, Mont Ventoux in France, Poland's Tatra, Austria's Semmering, Svab in Hungary and Feleac in Romania. The inaugural championship was won by the 1928-29 'Bergkönig' (Mountain King) Hans Stuck, with five victories in an Austro-Daimler. But because each driver had to participate with the same make of car in at least 50 per cent of the events in order to qualify, only Stuck and Laszlo Hartmann were eligible in the racing car class. The other class for sports cars was won convincingly by Rudolf Caracciola.

The pre-war championship proved less successful than its post-war reincarnation, however. The series only ran for three years and by the end it was down to four events and rumoured not even to have reached a conclusion. Freiburg was in fact dropped from the official championship after just one year.

It was in 1925 that Freiburg-Schauinsland had held its first event. On August 16 Mercedes test driver Christian Werner, piloting a works Mercedes 2-litre, completed the climb in 11min 34.4sec to set the best time of the day. Such was its success that the hillclimb became an annual event until 1937, even if it only had championship status for one season.

Of course the times of ascent fell during the pre-war period with Hans Stuber, Heinrich von Morgen, Caracciola and Stuck all winning events. But it wasn't until the Auto Unions first appeared at the hillclimb on August 19, 1934 that the record dropped to nearly eight minutes flat with Stuck driving a Type A. Two years later Bernd Rosemeyer managed 7min 59 sec in a Type C – a remarkable time when you consider that his average speed of 56.05mph wasn't bettered until almost 20 years later in 1958 when Jo Bonnier, driving a Borgward 1700, clocked 59.28mph.





Burgeoning trees make it hard to see the right-hander approaching Giesshübelwege hairpin – the hill's tightest corner. Seems the wild deer jumped the other way in 1968...

LAT

Bugattis and Mercedes dominated at Freiburg until the latter's withdrawal from racing for two years at the end of 1931, but Caracciola returned in '32 – having won the previous year's Freiburg aboard the very short and light SSKL – to win once again in an Alfa Romeo Tipo B. By 1937 SA Stormtroopers had started lining the route, guiding winner Stuck back down, and the event didn't run again until 1949 when Stuck sealed back-to-back victories – albeit 12 years apart – in the 2-litre, unsupercharged F2 AFM. Rather handily Stuck's dual citizenship – he had an Austrian licence – meant he could sidestep a rule forbidding Germany from competing in international racing until 1950.

Meetings were held in 1951 and '53, and Freiburg's future was secured with the launch of the new European Hill Climb Championship in 1957. It was in 1951, when the climb was part of the Formula 2 championship, that Stirling Moss tackled it in both a works HWM and his own 500cc Kieft-Norton. "As the HWM team was in the middle of its continental tour, it seemed a good idea to take in the spectacular Freiburg hillclimb because it fell between major fixtures at Zandvoort and Erlen," said Moss in his book *All My Races*. "I was pretty satisfied to finish fourth in the Formula 2 class at this venue, which was totally new to me, although my hillclimbing experience certainly helped.

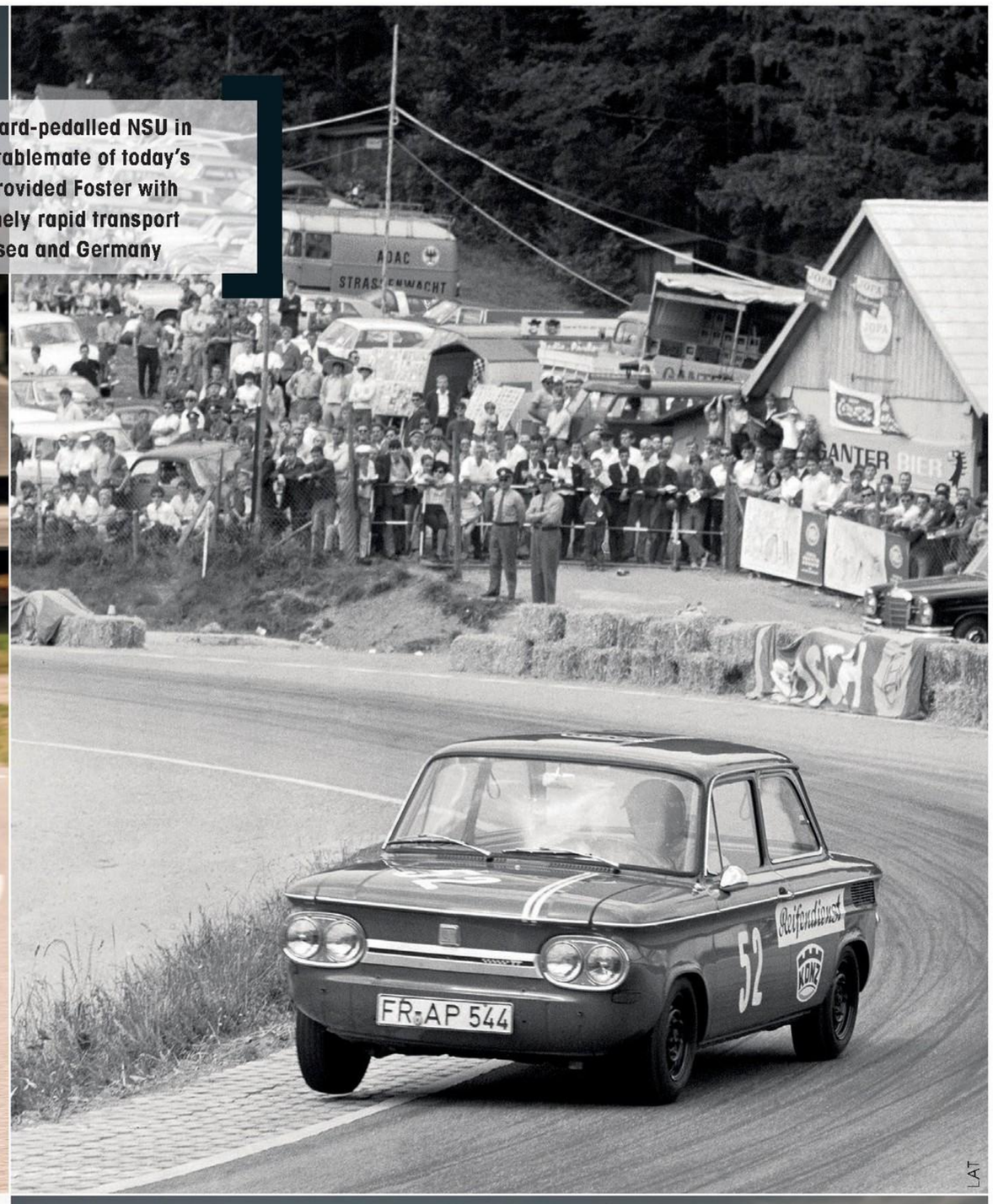
"The Kieft-Norton came straight to Freiburg from my disappointing retirement at the Nürburgring and all the effort was rewarded with a trouble-free run to a class victory." When I asked him about the run, Moss added that "I must have been paid some start money because I wouldn't have gone otherwise!". What he failed to mention was that on his way to winning the 500cc class he smashed the record by more than 1min 20sec with a time of 8min 18.9sec. To put that into perspective, the runner-up in the Formula 1 class, Tony Branca in a Maserati, was over a second slower. Meanwhile Paul Pietsch, in the new overhead-cam Veritas, broke the F2 record with an 8min 9.1sec ascent.

The new FIA-backed European championship was a huge success. Porsche and Ferrari ran full works teams and with those came drivers of the calibre of Scarfiotti and Barth. Although the calendar varied, Mont Ventoux, Gaisberg and Freiburg were included every season from the championship's inception for nigh on 15 years. The only change to Freiburg occurred during this time when, in 1962, the climb was shortened to 11.2km. The following year Barth, driving a Porsche 718 WRS, posted an average speed of more than 100km/h for the first time in the event's history.

Perhaps Freiburg's most important meetings came in 1963, '64 and '65, for the World Sports Car Championship had been changed to include both rallies and hillclimbs. Freiburg was



Blood brothers: hard-pedalled NSU in 1968 was Audi stablemate of today's R8 V10 which provided Foster with tight but supremely rapid transport between Chelsea and Germany





In the 1930s and '60s, crowds of up to 60,000 gathered at Freiburg. Now this layby is where bikers gather at weekends. One hopes that the house owner likes motorbikes...







Mercedes-Benz

Start area is today only a short way out of the suburbs. R8 parks where in 1937 hill record-holder Rosemeyer (right, in baggy whites) watches a rival Mercedes W125 depart

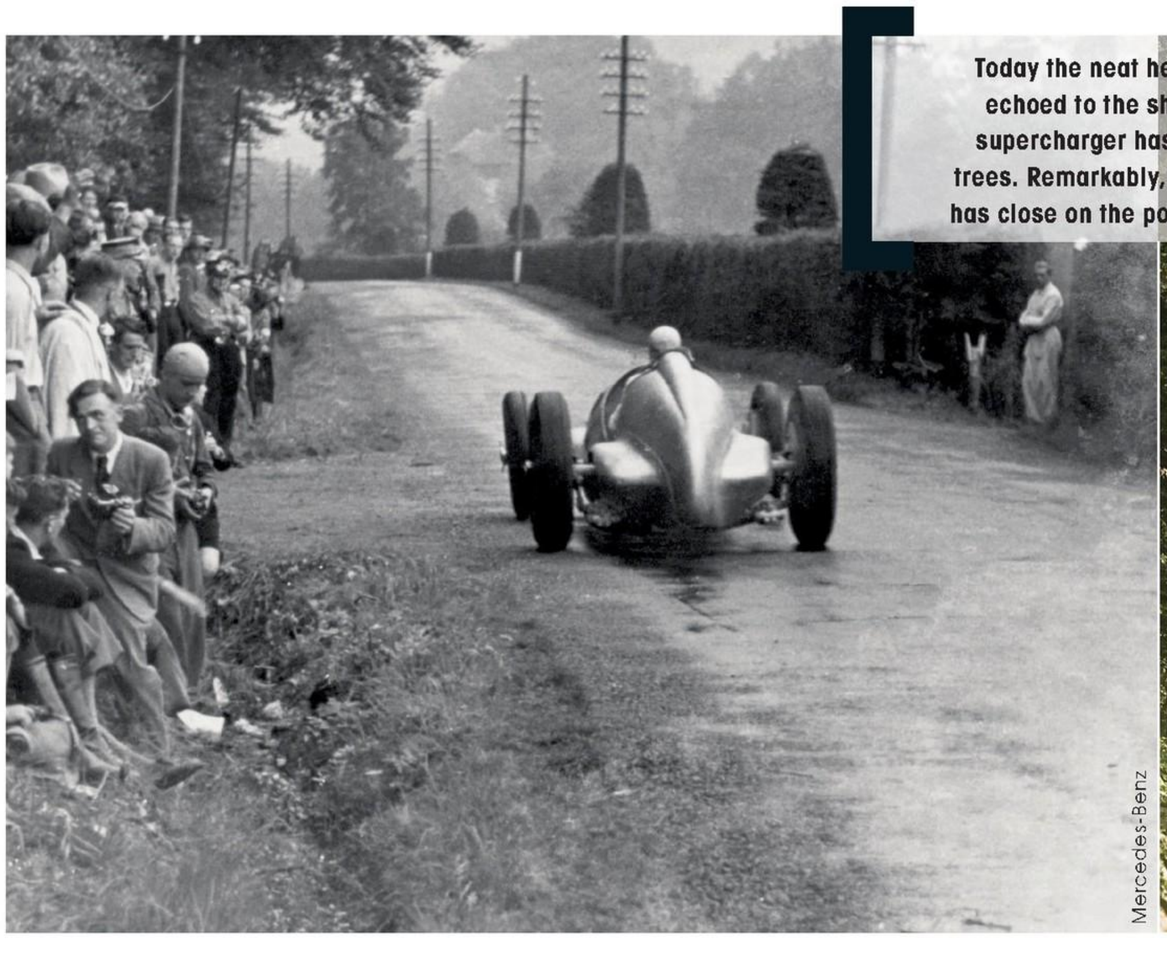
chosen during these years alongside other climbs like Coppa della Consuma and Rossfeld – where Scarfiotti would tragically lose his life in 1968 – and the 'Swiss Mountain Grand Prix' at Sierre-Montana-Crans. The hillclimbs understandably attracted little attention compare to events at Le Mans, Sebring and Daytona, though Freiburg was thought of as one of the 'classic' hillclimbs. In 1964 it came at a point when Ferrari and Ford were separated by only 30 points, which meant the Italian marque supported a semi-works GTO64 for Scarfiotti. In the previous seven years the hillclimb championship had been won only twice by a non-Porsche driver (Willy Daetwyler aboard a Maserati 200SI in 1957 and Scarfiotti behind the wheel of a Ferrari Dino in '62), so it came as no surprise when Porsche driver Barth was victorious at Freiburg in '63 and '64. In 1965 though it was Scarfiotti who led Gerhard Mitter home in the Ferrari Dino 206P.

Another notable performance came courtesy of Bob Bondurant in a Shelby American-entered Cobra. Even though he had never driven a hillclimb before, let alone Freiburg, Bondurant finished fourth ahead of Scarfiotti's 250 GTO – after starting down the order for the second runs when it had begun to rain. His meticulous reconnaissance days before the event, when he split the climb into various sections to practice, had paid off.

Even though the European Hill Climb Championship still exists today, the factory teams lost interest in the early 1970s. With that, the big names also dropped out. Freiburg had one final 'big' meeting in 1972. The Deutsche Automobil-Rennsport-Meisterschaft, based at the Nürburgring, visited the German hillclimb in its inaugural year. The 139-strong field was topped by Xavier Perrot in a March 722 ahead of Reinhold Joest in a Porsche 908/03, but it was Hans-Joachim Stuck who won the Automobil-Rennsport-Meisterschaft class aboard a Ford Capri 2600.

Today, only a few locals seem to know about the road's illustrious past, and for most it is merely a way to get to the view at Schauinsland. But there are some who understand the road's importance. On the day we visited, shortly after 5pm the climb suddenly filled with bikers. They weren't just running to the top and down again either – one 1998 Honda CBR600 passed us at Holzschläger Matten 10 times, each time taking the corner at ever-increasing speed. Although Freiburg has been somewhat lost in the mists of time and does not benefit from annual revival events like other hillclimbs, it's heartening to know that its 127 corners are still a source of enjoyment – if only for a few unhinged bikers. Ⓜ

Many thanks to Audi UK for their help with this feature.



Mercedes-Benz

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THE POLITICS OF POWER-SHARING

Cosworth could supply a third of the F1 grid in 2010, after the FIA ruled that new teams must use its engine. Will this herald a new era of 'garagistes'?

BY ROB WIDDOWS

The new boys are doing their homework before moving up to senior school. They're swotting up on the rules, already looking for loopholes, before packing their bags for the biggest move of all. But how many will be there on the first day of term next March?

When the Grand Prix teams land in Bahrain, there will be a common factor among the new boys who do make it – they'll have Cosworth power. And pay in full for the privilege.

The cars of Campos-Dallara, USF1, Manor Motorsport and Lotus F1 are being prepared to receive the latest version of the Cosworth V8, a development of the engine last used by Williams in 2006. The FIA, with Procrustean guidance from former president Max Mosley, decreed that all four teams must be powered by Cosworth, even if they'd been offered free engines from another supplier. When their entries were confirmed, the teams thought they were signing up to a new budget cap 'two-tier' rulebook favouring those running the 'spec' Cosworth engine with a higher rev limit and free of the development freeze that applies to every other manufacturer. The FIA subsequently lost its battle to enforce this system, and now Cosworth and its teams are working to the same rules as everyone else.

Despite the summer rules shift, the Cosworth remained mandatory for the new teams. Once upon a time it was *de rigeur* for teams – other than the likes of Ferrari, Honda or Matra – to bolt on a DFV and go racing. But back then it was a guaranteed winning engine…

The return of Cosworth, one of the all-time great F1 engine builders, comes at an interesting point in the company's history. When it was owned by Ford, Cosworth was a pure race engine company – a compact unit led and inspired by Keith Duckworth. The remarkable DFV won its first race on the back of Jim Clark's Lotus at Zandvoort in 1967, Duckworth having designed the engine for Team Lotus using Ford money. From that historic day, the ever-evolving DFV went on to win a staggering 167 races. It's a lot to live up to.

Cosworth is now owned by venture capitalist and business 'tycoon' Kevin Kalkhoven, who bought it from Ford in 2004. Based in California, Kalkhoven has wide-ranging global interests, many associated with motor sport and leading-edge technologies.

Since the sale, Cosworth is to be found in some surprising places. The motor racing engines division is just one area; others are aerospace and defence, energy and the environment, an engineering consultancy, marine »»



LAT



Cosworth's 2006-spec V8 has provided the basis for the new engine

engineering, and performance parts for a wide range of projects. Cosworth recently opened a branch in India, and it is also supplying high-performance electronics to Richard Noble's Bloodhound SSC Land Speed Record car. It's a far cry from Duckworth and Costin's little company of 40 years ago.

The last time Cosworth powered an F1 car was in 2006, when its CA2006 engines sat in the Williams FW28. It was an unhappy marriage: the cars failed to finish 20 of 36 races, and not once did either Nico Rosberg or Mark Webber visit the podium. It was the worst year for Williams since 1977.

Williams regrouped and switched to Toyota in 2007. It was at this point that many of the best brains left Cosworth at Northampton, travelling down the road to Brixworth where they joined Mercedes-Benz High Performance Engines Ltd. This exodus included Andy Cowell, credited by insiders as being a key factor in the recent superiority of the Mercedes engine, and also Rob White (now at Renault) and Alex Hitzinger (Red Bull).

Of course, now Williams has joined the new teams, to be powered again by Cosworth for 2010. This is following a decline in relations with Toyota and the absence of a deal to run a Mercedes. For Williams, the British engine is the default option, not the unit of choice.

But Cosworth is back, and back with a vengeance – determined to prove it can still do the business. It will produce a new engine, albeit based on the '06 unit, with new electronics and a long list of new internals in an attempt to stay on terms with Mercedes and Ferrari.

Cosworth won't be supplying nearly as many teams as in its heyday, but these are different times. The FIA has stated that the engines "will be supplied to teams at a reasonable price", whatever that means. Thus far there has been little detail on the latest Cosworth motor. It's a hot point of discussion, especially since the concession to allow the new CA2009 V8 to rev to 20,000rpm instead of 18,000 was vetoed by the other manufacturers. The rumour mill is churning out tales of woe. A reliable industry source told *Motor Sport* that the engines are far from race-ready, and that suppliers are still unclear on specifications. These are tales that Mark Gallagher, the recently-appointed business unit leader of Cosworth F1, strongly denies.

"Our facilities and the access we have to new technologies is second to none," he says. "We have some good people here, and we haven't been standing still. The F1 engine has been extensively rebuilt since 2006, particularly with regard to fuel consumption and efficiency. We are quietly confident. Of course, things have changed since the summer and this has meant a fundamental re-working of almost every part, so it goes a lot deeper than just a new rev limit.

"Clearly we have to homologate this engine for each team we are supplying and this has meant a huge amount of work. We've started testing to ensure the engine has the endurance necessary to live within the new regulations, which demand that engines have a useful life of over 2000km. So far we've met our targets, and our engineers are pleased with progress."

Gallagher is bullish, but rumours persist that the Cosworth will not be able to live with Mercedes and Ferrari. There have been concerns over fuel consumption, which will be vitally important in light of the 2010 refuelling ban.



Nico Rosberg's Cosworth-powered '06 Williams struggled for results LAT

> "We could provide, if necessary, engines to the entire grid"
>
> MARK GALLAGHER

"I've heard the rumours saying it's more donkey power than horsepower, but this is simply not true," says Gallagher. "Cosworth knows how to build a racing engine. The line of least resistance was to redevelop the old engine, but that doesn't mean we'll be off the pace. The refuelling ban has a dramatic effect on car weight at the start. Therefore fuel tank mass is critical as far as the dimensions of the car and weight distribution are concerned. It's a challenge, but it will be met.

"Some of the applications Cosworth is using in other fields are much more demanding than anything in F1 and have been vital in this respect. For example, we are developing engines for unmanned military aircraft and these have to fly a long way on a tiny amount of fuel. I assure you that fuel efficiency and compression ratios – and combustion rates – are things we understand.

"I grew up in the 1960s, watching what Cosworth could do. At Jordan in 1991 we did a giant-killing act with a Cosworth engine. Our engineers relish a challenge, especially in F1, and if anyone believes the skills have drained away since '06 they have another thing coming."

Engineering aside, how does Cosworth feel about the new teams being forced to run its engines when some have allegedly received better offers from elsewhere? *Motor Sport* has been told of more than one case where new teams bidding for a place in F1 had the option of free Toyota engines, but were unable to accept – it was 'race with Cosworth or not at all'.

"I've heard one or two manufacturers may have been in a position to offer cheaper – or possibly free – engines," says Gallagher. "When FOTA was flexing its muscles the FIA declared its desire for economies to be made, and for new teams to be brought in at a time when perhaps it was felt that some existing teams were becoming too reliant on manufacturer support. Things have changed, and I know the new teams are very pleased to be working with us.

"Cosworth is the only independent engine manufacturer which has the motivation, the capability and the desire to take up this challenge. This is our business and we're not going to turn around in six months and say we've had a shareholders meeting and we're pulling out of F1. Yes, the engines cost money, but we believe that what we provide is good value."

Might we see a return to the great old days of the DFV? It's not an impossible scenario, especially in the wake of Toyota's withdrawal.

"Of course we've considered the implications of a withdrawal by multiple manufacturers," says Gallagher. "We know we could provide, if necessary, engines to the entire grid. This is in part due to the new rules. Each driver is allowed just eight engines per season, and in days gone by it wouldn't have been unusual for Cosworth to supply as many as 80 engines for one team per season. We still have the capability and resources to produce a large number of engines. And we can put an F1 engine into production, keeping any performance differentials to a minimum. But we hope the manufacturers will stay because that makes it more interesting and competitive for us. We hope to keep them on their toes."

Back when Clark's Lotus won at Zandvoort in '67, who could have imagined that Cosworth would become a global engineering company? Of course, keeping unmanned military planes in the air and building gearboxes for wind turbines is not the same as winning GPs. Only time will tell if Cosworth is right to be so optimistic about its return to the fray. Win or lose, it is going back to its roots. There will be a great deal of expectation in Bahrain, and more than a few doubters ready to pounce. It was the same among the sand dunes all those years ago. Ⓜ

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RAPID RETURN

Noble is back with a 225mph car that has all the power of a Ferrari F40 or McLaren F1 – if not their cachet. Just be sure to turn down the wick if you drive one on a wet road...

BY ANDREW FRANKEL

Not long ago I had a particularly depressing conversation with someone about the future of TVR, a subject upon which he was well qualified to speak but not inclined to go on the record. "There was a time when I thought something might come of it, but now I really think it's all over," was his grim assessment of the situation. No TVRs have been built since 2006, and with the rights to the name still apparently in the hands of Nikolai Smolenski – who purchased TVR in '04 and under whose stewardship the company went to the wall – the prospect of new TVR product seems an increasingly remote possibility.

It made me think of those other small British sports car manufacturers that didn't make it. I was actually in a Marcos TSO when I got a call asking me to return the car on account of the company having gone bust. I also remember too well the ill-starred rebirth of Jensen, which led to a grand total of 12 cars being built in 2002. But none depressed me more than the apparent demise of Noble. Having made the ugly, slow but capable M10, the beautiful, fast and fabulous M12 and the simply bloody brilliant M400, production suddenly stopped. And while a new, more luxurious supercar dubbed first the M14 and then M15 was extensively trailed, none actually appeared. Then when I learned that Lee Noble – the genius who started the company 10 years ago – had quit the business last year, I presumed Noble was no more.

I presumed wrong. Noble Automotive is alive, well, under the day-to-day control of one-time Formula 3 driver Peter Boutwood and about to astonish the world with by far its most ambitious car yet.

Called the M600 it is, like all previous Nobles, a mid-engined, two-seat coupé. But there the similarities cease. The M600 is built up around a stainless-steel chassis and clad in carbon-fibre body panels. The engine is a 4.4-litre V8 designed by Yamaha for use by Volvo in its XC90 SUV, to which two turbochargers have been fitted to boost power to 650bhp. Power finds its way from there to the wheels via a six-speed Graziano gearbox.

More instructive still than noting what the M600 does contain is listing what it does not. The M600 has no ABS, traction or stability control. There are no airbags, other driver aids or anything else save air-conditioning that might add weight and detract from the simple business of driving. "We don't see it as a car with any immediate competitors," says Boutwood, "though I guess you could say that it's conceptually closer to a Ferrari F40 than anything else, just somewhat faster." The M600 goes on sale this month and, at £200,000, costs almost exactly the same as Ferrari was asking for the F40 20 years ago.

Wandering through the lanes of Leicestershire en route to the 10,000ft V-bomber runway at Bruntingthorpe, several things struck me about the M600. It's not a particularly pretty car, nor does its name have any of the cachet of other supercar manufacturers selling cars for similar money, including not only Ferrari and Lamborghini but, from 2011, McLaren too. No one is going to buy an M600 to be seen in it – only to drive it. Perhaps that's why Boutwood aspires only to make 50 cars a year, all of which will, for now at least, be sold in the UK.

Yet despite the extremity of its specification, it's easy enough to drive. All-round visibility is better than that of most mid-engined cars, the engine happy to trickle along in a high gear at 2000rpm, and all the control weights professionally matched and consistent. But most notable is the suppleness of its ride: for all its as yet unsampled power, the M600 is no street-legal racer but a well-developed road car, more than capable of dealing with the worst that our poorly-surfaced B-roads can throw at it.

Bruntingthorpe heaves into view. The M600 is a familiar sight here and we're waved through the barrier and proceed straight to the ultra-high-speed circuit to get better acquainted with its performance. Customer M600s will come with driver-selectable engine maps, so you can go shopping with 450bhp, shrug off anything likely to come anywhere near you on the road with 550bhp, or destroy all-comers at a track day with 650bhp. The prototype I'm in lacks this little luxury; it's all or nothing, so you have to be careful with it.

Very careful indeed. Boutwood says this 1250kg car will spin its wheels in all six gears on a wet surface, and even at a





mercifully dry Bruntingthorpe, the initial kick of 604lb ft of torque at 3800rpm is truly startling even when you've prepared yourself for it. Once the wheels have stopped spinning it accrues speed in a way few road cars ever have – in my experience only the Bugatti Veyron and McLaren F1. Boutwood's claim of a six-second dash from rest to 100mph only seems fanciful until you drive it; once you have you wonder how much faster even than that it would go if, like the Veyron, it had four-wheel-drive traction.

But like all properly fast cars, the M600 only becomes really interesting in its second 100mph. I wasn't able to time it, but I'd be happy to bet that it's as quick from 100-160mph as many allegedly fast cars are from 0-60mph. At 180mph its head is still down and charging, and only at a genuine 200mph does the rate of acceleration seriously abate. Boutwood says 225mph is possible and, given that I reached 200mph in little more than half the available space, it's not a figure I'm inclined to doubt.

Happily it has the chassis to handle it. With so much power at your disposal and the absence of all safety nets, it's a car you want to acclimatise to over time. But as the laps accrued what was most notable was not how hard you have to drive to find the limit (though with so little mass and so much rubber on the road, grip levels are predictably mighty), but how consistent were its responses once slip angles started to mount. It is an instinctive understeerer, which is how all cars such as this should be, but one that also allows progressive applications or cessations of power to modify this stance according to need or taste. Its steering is lucid, its composure outstanding.

Boutwood's comparison to the F40 is apt. The M600 lacks the Italian's unrivalled sense of occasion and is not quite so intimate to drive, but that focus on pure driving pleasure borne through the employment of maximum power and minimal mass is the same. It reminded me too of the McLaren F1, which I tested on the same runway some 15 years ago. It's not as sophisticated, but nor should that be expected for a price that is today less than a third of what the F1 cost then. I'd certainly be surprised if the M600 turned out to be substantially slower.

I therefore wish it success. It may not look like a thoroughbred, nor come with a badge to turn your mates green with envy. But if all you're interested in is owning the fastest, most exciting British sports car since the F1, it's hard to see how the M600 could disappoint. Ⓜ



NOBLE M600

ENGINE: Yamaha V8, 4439cc, twin turbo developed by Motorkraft
POWER/TORQUE: 650bhp at 6800rpm, 604lb ft at 3800rpm
GEARBOX: Manual six-speed Graziano
TYRES: Michelin Pilot Sport, f: 255/30/19, r: 335/30/20
FUEL: 18mpg (estimated)
ACCELERATION: 0-62mph in 3.0sec (est)
SUSPENSION: Independent double wishbones, coil springs, Multimatic shock absorbers, front and rear anti-roll bars
BRAKES: f: Alcon 380mm semi-floating disc, six-piston calliper, r: Alcon 350mm disc, four-piston calliper
PRICE: £200,000 (estimated)
TOP SPEED: 225mph (estimated)



Ferrari's Brickyard special

Indy 500, Monzanapolis and an F1 makeover – this car has a multiple history. Now the factory invites a GP driver to try it round Fiorano...

BY DAMIEN SMITH

A look of wonder has spread over the face of Marc Gené. He's never sat in anything like this before, and the sound, a throaty 12-bore roar – that's new, too. The oldest car he's driven is a Jaguar E-type at the Goodwood Revival in September. And sadly, so it will remain. The Ferrari Formula 1 test driver flew in from Spain this morning especially for this, but Fiorano's gloss-black asphalt glistens under a sheen of water. Rain stops play today.

Inside the test track's famous Shell garage, Gené must be content to blip the single-seater's throttle. It's as close as he'll get to discovering what it meant to race without seat belts, rollbars or any other form of cockpit protection. A different world, just 60 years out of arm's reach.

Still, it was worth coming for the rest of us, to see a unique curio restored to perfection in the heart of Maranello. This is chassis number 0388, based on a 375 Grand Prix car, but intended instead for America's greatest race. This is the grandly-titled Monoposto Corsa Indianapolis.

In March 1953 plans for a special project called '250 Indianapolis' were under way. Ferrari's Indy 500 bid in 1952 with a quartet of 375s had ended in failure, only Alberto Ascari qualifying for the race. He started 19th, but retired when a hub seized. Now, a specially modified car would be built for the new World Champion.

But 0388 never made it to the race, a cablegram from Modena informing the Indy officials that "unforeseen circumstances" had forced Ferrari to scratch its entry. Less than two months to build, test and ship the car to the US at the start of a busy racing season might have had something to do with it.

Efforts were made to save Ascari's bid, even if it couldn't be in a Ferrari. Ernie Ruiz offered his Travelon Trailer Special, originally meant for an injured Troy Ruttman. The reply followed 24 hours later: "Please accept my heartfelt thanks but a previous engagement with Ferrari prevents my taking part in the race. Thanks very much for your friendly and courteous offer and all consideration. Am looking forward to 1954, at Indianapolis. ASCARI"

He would never make it back to the Brickyard, although 0388 would get there – albeit briefly.

The car doesn't exactly have a golden competition record. It was sold to North American importer Luigi Chinetti in January 1954 and subsequently featured at the New York Auto Show. In February '55 Bob Said took it to the Daytona Speed Week, while Carroll Shelby tackled a pair of SCCA hillclimbs with the car in July 1956. It was earlier that year when 0388 made its only appearance at Indianapolis, tested by Giuseppe Farina during his ill-starred attempt to make the race.

In 1958 this curio was returned to Maranello to be modified for the curio race of the decade: the 500 Miglia di Monza – aka the Race of Two Worlds, aka 'Monzanapolis' – which pitched Indy and F1 stars against each other on Monza's fearsome banked circuit. Harry Schell drove the car, now sporting the blue and white of Chinetti's nascent North American Racing Team.

Schell and the old V12 hardly shone at Monza, Jenks dismissing the car in *Motor Sport* as 'very old and scruffy'. Schell managed to finish 12th in the first heat, but failed to finish the second – 'mechanical boredom', reckons Jenks – and didn't start the third. DSJ had a final barb for Schell, who didn't seem to enjoy the experience: 'The Indianapolis crowd have a sense of humour that's different which makes a change. Harry Schell was bleating about the race being "stupid and silly" and a voice was heard to say: "how'd he know, he was so far behind he didn't even see it".' Ouch...

The car was returned to the factory and was later rebodied by Carrozzeria Fantuzzi – in a style resembling a 1960 Dino F1 car, Ferrari's last front-engined GP racer. Records show it was tested at Modena by Cliff Allison before departing for its new owner.

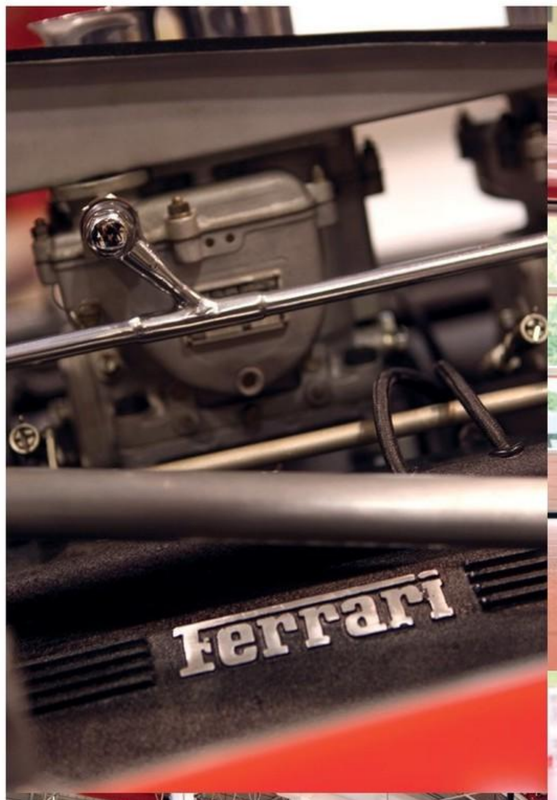
Today, it is far from scruffy, thanks to Ferrari's Classiche division which has surely restored the car way beyond anything that can be described as its former glory. But sadly not in blue and white. The current owner ordered it in traditional red, and in the spec it left Maranello in 1960.

Recognised by Classiche and awarded Ferrari's trademark 'certificate of authenticity', we can be assured this car is what it claims to be. And as an official restoration it has benefited from Ferrari's exhaustive archive of drawings and parts records. But even with the support of the archive, there is still room for speculation: is this one of the four cars sent to Indy in 1952, then subsequently modified for Ascari's aborted assault in '53? There's no proof, just the knowledge that only three of the four Indy 375s are currently accounted for.

What the records do tell us is that the car featured double Houdaille shock absorbers, unique among Ferrari single-seaters of the era. Its tubular chassis featured extra braces for the rigours of Indy, while dual pannier fuel tanks are visible on photos from the New York show in '54, only one of which (the left) was retained for the Race of Two Worlds. Neither feature on the restored car, in keeping with its rebuild in 1960.

Records also show the car was originally supposed to feature an experimental engine that never ran in this, or any other, chassis. A V12 designated as Tipo 250 I with a displacement of 2963cc was intended, although the motor was only bench-tested in September '53. Whatever the results of those tests, the car was sold to Chinetti with a standard 375 engine, as it has today. Thanks to the authority only Classiche can command, the engine in the restored car is stamped with a new, official number. That's what you pay for if you go back to the factory for restoration.

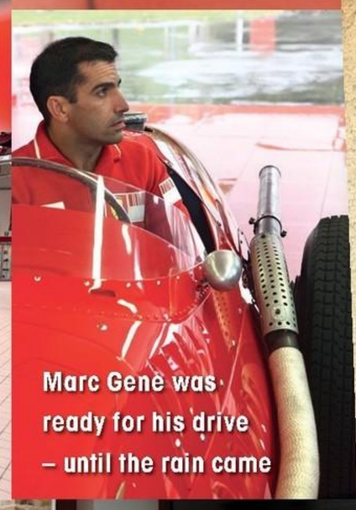
Jenks showed little interest, but this extraordinary hybrid has gained in fascination with the passing of time. For Marc Gené at Fiorano, it promises an experience totally alien to his modern, high-downforce sensitivities. What a shame, then, about the rain. But perhaps it's fitting that a new life for the Monoposto Corsa Indianapolis should get off to a non-starter, just as it did back in 1953.



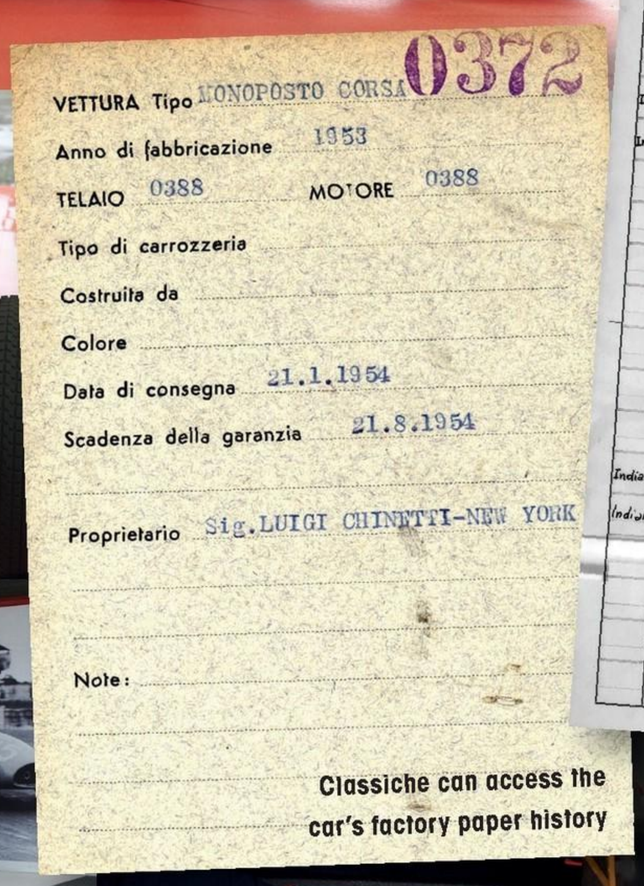








Marc Gené was ready for his drive – until the rain came



VETTURA Tipo MONOPOSTO CORSA 0372

Anno di fabbricazione 1953

TELAIO 0388 MOTORE 0388

Tipo di carrozzeria

Costruita da

Colore

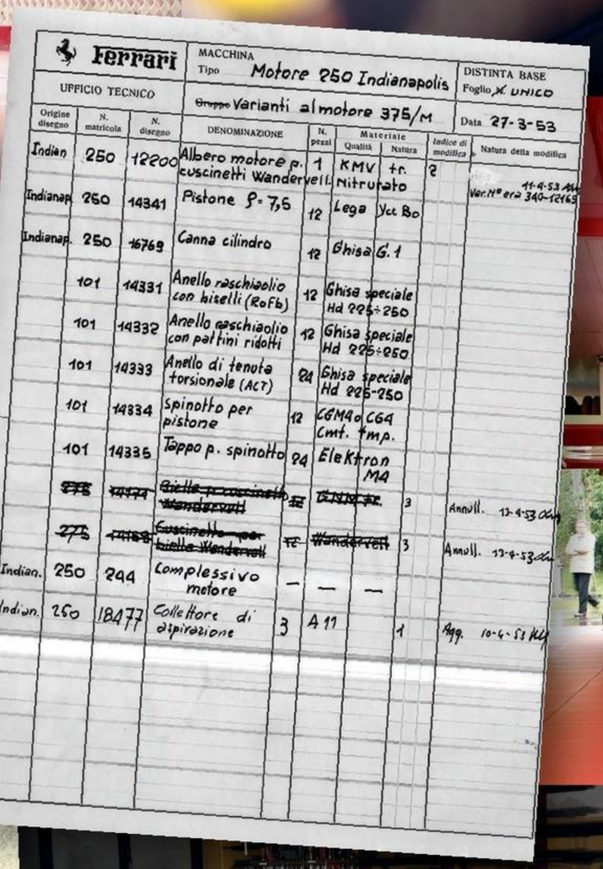
Data di consegna 21.1.1954

Scadenza della garanzia 21.8.1954

Proprietario Sig. LUIGI CHINETTI-NEW YORK

Note:

Classiche can access the car's factory paper history



Ferrari

UFFICIO TECNICO

MACCHINA Tipo Motore 250 Indianapolis

Gruppo Varianti al motore 375/M

DISTINTA BASE Foglio X UNICO

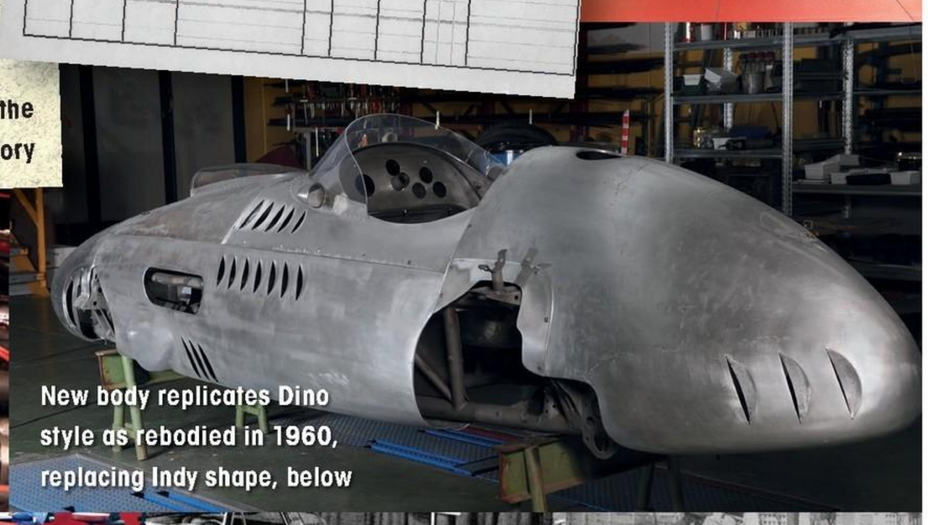
Data 27-3-53

Origine disegno	N. matricola	N. disegno	DENOMINAZIONE	N. pezzi	Materiale Qualità	Materiale Natura	Indice di modifica	Natura della modifica
Indian	250	12200	Albero motore p. cuscinetti Wandervell	1	KMV	tr. Nitrurato	2	11-4-53 Mod. Vari N° era 340-12465
Indianap.	250	14341	Pistone ϕ 7,5	12	Lega	Y.c. 80		
Indianap.	250	16769	Canna cilindro	12	Ghisa	G. 1		
	101	14331	Anello raschiaolio con listelli (RoFb)	12	Ghisa speciale	Hd 225÷250		
	101	14332	Anello raschiaolio con pattini ridotti	12	Ghisa speciale	Hd 225÷250		
	101	14333	Anello di tenuta torsionale (ACT)	24	Ghisa speciale	Hd 225÷250		
	101	14334	Spinotto per pistone	12	CGMA o CMT.	CGA tmp.		
	101	14335	Tappo p. spinotto	24	Elektron	MA		
	~~275~~	~~14334~~	~~Biella p. cuscinetto Wandervell~~	~~12~~	~~Duralluminio~~		3	Annull. 12-4-53
	~~275~~	~~14335~~	~~Cuscinetti per biella Wandervell~~	~~12~~	~~Wandervell~~		3	Annull. 12-4-53
Indian.	250	244	Complessivo motore	—	—	—		
Indian.	250	18477	Collettore di aspirazione	3	A 11		1	Agg. 10-6-53









New body replicates Dino style as rebodied in 1960, replacing Indy shape, below











In NART blue and white for 'Monzanapolis' and tested by Allison in '60 (above right)





FROZEN ASSETS

The DTM has plenty going for it, but will a development freeze protect it against the economic draught?

BY ED FOSTER

The Deutsche Tourenwagen Meisterschaft was not a series known for standing still. Since its inaugural season in 1984, the series progressed from production-based Group 1 touring cars to high-tech flame-spitting V8 silhouette racers in the mid-1990s. During that time there was involvement from Alfa Romeo, Audi, BMW, Ford, Mercedes, Opel, Rover and Volvo.

Today, the racing is as close as it gets in the re-named Deutsche Tourenwagen *Masters* – half a second covered the first 11 cars in qualifying at Brands Hatch last September. But nowadays only two marques – Audi and Mercedes – grace the starting grids. And while the action is exciting, it's overly influenced by team orders because the manufacturers place team results over individual achievement. Fans still flock to watch the racing, but action is needed to protect 'the show'. Organising body the ITR is planning a new rulebook for 2011 to entice new makes and, crucially with this series' history, control costs. There has also been an immediate freeze on development. The mistakes of 1996, when the old series died thanks to vast and escalating budgets, will not be repeated.



Audi Motorsport

The development freeze is a last resort according to Dr Wolfgang Ullrich, the head of Audi Motorsport. "We were keen to not lose anything in terms of enjoyment for the fans, but it was something we had to do to bring costs down," he says. "The development freeze was the last step, but it will be important for next season. All you need to do now is buy new parts when they are running out of accepted mileage. Everything is fixed so you can only use the existing parts. Of course you can combine several aero parts with each other, for example, but it will certainly help keep expenditure to a minimum."

Ullrich believes that only having two manufacturers in the championship is not a problem. "It's been like that since 2006 and it has worked out fine," he says. "Other manufacturers are welcome, but we all have to understand that in the current economic situation it is not easy for a manufacturer to make a move like this. On the other hand the new rulebook, where everyone starts from zero, may make it more interesting."

As it stands, it has never made sense for a manufacturer to plough into the DTM from scratch. With Audi and Mercedes so far along in the development of their cars, any new manufacturer would have faced a long game of playing catch-up, even with frozen rules for 2010. But now with a new rulebook in mind, talks have taken place with BMW to join in, although progress has stalled because the marque is keen on racing a car that would also be eligible for other championships. The current cars are very much silhouette racers, and only eligible for this series. They have little in common with the Audi A4 and Mercedes-Benz C Class on which they are based, meaning that a fan can't go out and actually buy what they've just seen on track. Ullrich is unfazed: "With the sport prototype we are always improving new technology that we then bring into our road cars. It still promotes the A4 and if you do this in motor sport, fighting against one of the top manufacturers, it just works well. It's the external shape of the car, in that it's an A4 made for racing. Mostly people don't care what's under the body, but it is important for us that there is 'Audi' under the skin." »»

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His deal with Mercedes helped to safeguard Jamie Green's racing career

Daimler Benz

The DTM is a success, with an extremely large and loyal fan base. The competition is intense, and the Audis and Mercs are raced by some of the best drivers in the world. The cars are more akin to single-seaters than touring cars which helps the series attract a lot of young talent, even though the DTM can reasonably be considered a racing cul-de-sac on the road to Formula 1.

There have been plenty of F1 drivers to grace the DTM grid including in recent years Mika Häkkinen, Allan McNish, Jean Alesi and Ralf Schumacher. But they all joined the German-based series *after* their Grand Prix careers ended. The last person to swim against the tide was Christijan Albers, who finished second and third in the 2003/04 championships and then progressed to F1 in '05, only to return to the DTM three years later. Gary Paffett used his 2005 title win to secure a test seat at McLaren, hoping that it would transform into a race seat for '07. But a certain Lewis Hamilton put paid to that idea and Paffett also returned to DTM that year.

So why have British stars Jamie Green, Paul di Resta and Oliver Jarvis turned to the DTM when they know it could be a dead end to their F1 aspirations? Jarvis finished second in the 2006 British Formula 3 Championship with Carlin Motorsport and was also the highest-placed rookie, but the effort had taken a financial toll. "At that point I realised there was no way we were ever going to afford the step up to [the Renault] World Series or GP2," he says. "I was lucky the following year [2007] in that I was an F3 works driver for TOM'S Toyota in Japan and won Macau with them. But Audi had contacted me the year before, just after I'd signed my TOM'S contract, which put the idea in my head.

"When I signed for the DTM I didn't think 'right, Formula 1 has gone'. My eyes were actually opened; there's not just F1, there's Le Mans, other endurance racing and so on. What is there in single-seaters apart from F1? Those who don't make it in GP2 have nowhere to go – they do two or three years, spend four million and at the end of it they can't get a drive in anything. You've got the IRL in America but I don't see any reason why I couldn't do it, if that's the route I wanted to take."



Audi Motorsport

Has Jarvis lost interest in F1? "If I got the opportunity to drive an F1 car, I would," he admits. "But am I knocking down the doors of Formula 1 teams at the moment? No, because I'm happy where I am. I don't see the DTM as a cul-de-sac because I am with Audi, and Audi is involved in so many other [racing] programmes. If I look back in 10 years' time and I've had 10 years in the DTM, some R8 [GT3] racing and maybe some Le Mans races, I'll be very happy with the way my career has gone."

> "I don't see DTM as a cul-de-sac. I'm happy"
>
> OLIVER JARVIS

Di Resta joined the DTM after Mercedes took him on as a junior driver in its F3 Euroseries campaign in 2005, a championship he won the following year with five victories. "It was always a progression to go to the DTM, but honestly there wasn't any other route that I could take at that stage," he says.

But unlike Jarvis, di Resta still has his sights set very firmly on Formula 1. "I'd still like to try and get there," he says. "It'll be difficult, but you've got to explore all the options and try your best. As long as you know in your mind that you've tried everything, you've got to be satisfied with that. I think people who look at the DTM from the outside don't actually look hard enough and see how much more it is like single-seater racing than any other tin-top series."

It is Green, though, who sums up why the DTM is able to attract so many drivers who otherwise might have made it to GP2, or even F1. "The DTM is not really on the ladder to F1," he says. "After I won the F3 Euroseries [in 2004] Mercedes offered me a DTM contract. If I'd carried on with single-seaters I would have had to spend money to keep racing, whereas the alternative was to earn money through racing in the DTM. I'm sort of branded as a touring car driver now, which in some ways is a shame, but at the same time I'm fortunate to be a professional racing driver."

Without suitable backing, the F1 dream can indeed end abruptly. On the other hand being a professional, paid racing driver in another series is not something to turn your nose up at – especially as there are only 50-odd such drivers in the whole of the UK.

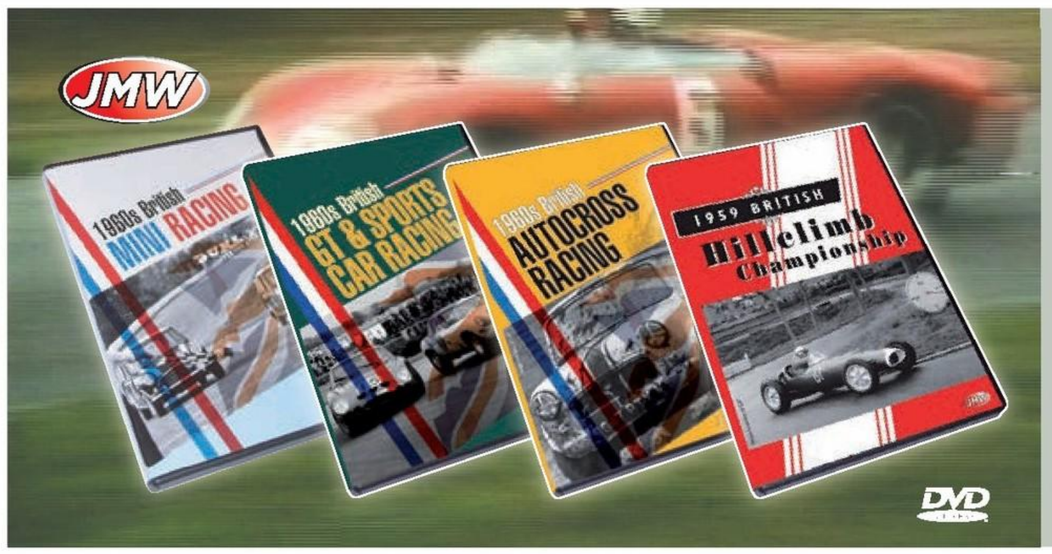
The DTM remains one of the most hotly contested championships in the world, and one where young drivers get a chance to battle against the experience of Mattias Ekström and Tom Kristensen among others. The freeze on car development and the new rules will hopefully attract more manufacturers in the years to come. "The great thing is that Mercedes and Audi put their *full* support behind the DTM," says Jarvis. "In the World Touring Car Championship there are more manufacturers, but I don't believe they put in quite the same effort. It would be great if we could get another one or two manufacturers. The DTM is amazing already, but another manufacturer would help take the spectacle to a whole new level."

Timo Scheider has just secured the 2009 championship, which makes Audi the first brand to have won the title for the third consecutive year. But don't be fooled into thinking that it has been a one-horse race. Even though the DTM could do with another manufacturer, it remains one of the most competitive and exciting tin-top series in the world.

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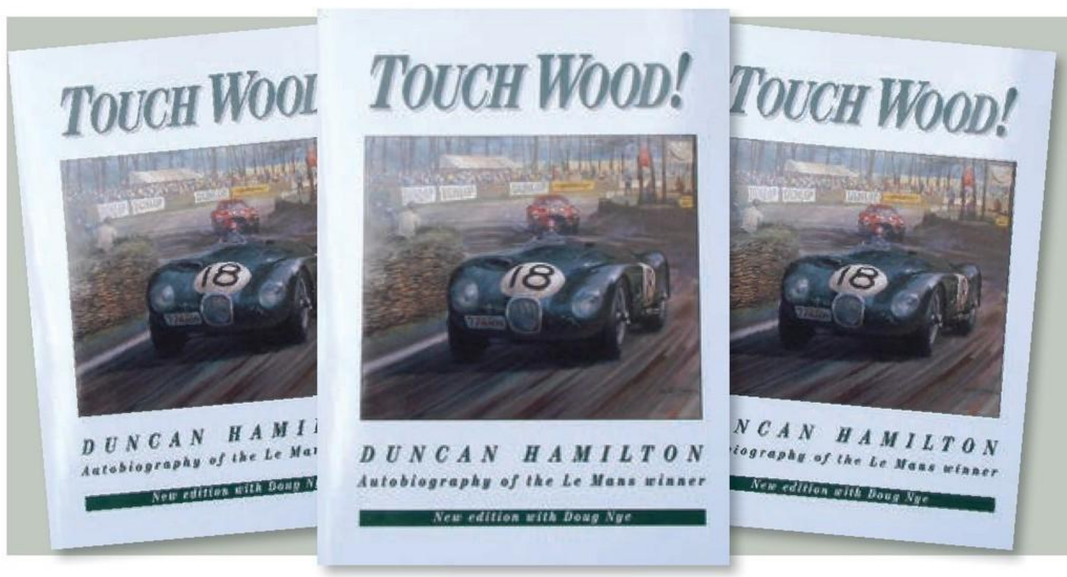
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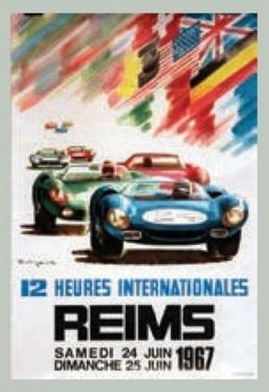
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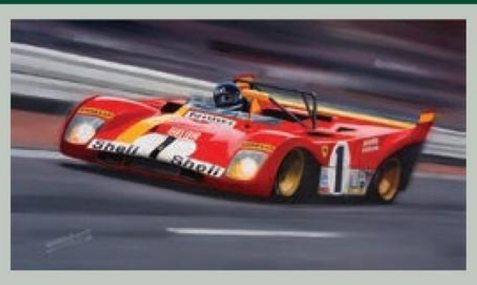
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Jeff Bloxham

Donington race fears

UNCERTAINTY OVER THE short-term future of Donington Park is causing confusion for the 2010 historic and classic racing season in Britain. Leading organisers are taking a 'wait and see' approach, but may be forced to drop Donington from their 2010 plans if decisions about the East Midlands track are not forthcoming before the end of the year.

With the future of Simon Gillett's Donington Ventures Leisure Ltd unclear after the collapse of plans to host the British Grand Prix, the financial and legal situation at Donington has been further clouded by the death of circuit owner Tom Wheatcroft. As *Motor Sport* closed for press, the phones at Donington were not being answered, but it is understood that the Wheatcroft family has taken back over the running of the venue.

The circuit is no longer fit for racing, with several trenches running across the track between McLeans and the Wheatcroft Straight as well as some barriers removed. Estimates suggest that more than £1 million will be needed to restore the existing facility before racing could be re-started.

"It's a case of wait and see," said Grahame White of the Historic Sports Car Club. "Traditionally we have our first meeting of the season at Donington, but we've had no luck in trying to contact the circuit. Historic racers like the circuit as it was and we'd love to continue racing there."

"We're awaiting further news," said Mike Stripe of the Vintage Sports-Car Club. "We certainly want to run there and have the first weekend of October pencilled in."

Christopher Tate from the Masters Series said that it was keen to continue at Donington, having run three major spring events there in recent times.

Rain fails to dampen veteran car run

IN TRUE BRITISH TRADITION, WEATHER WAS THE DEFINING FACTOR OF THIS year's London to Brighton run. Despite torrential rain for most of the day, 375 of the 484 starters reached Madeira Drive by 4.30pm to claim a finisher's medal.

First across the line on the November 1 event was 22-year-old Canadian John Brooks in his 1902 Oldsmobile Curved Dash. This year was John's 17th time on the run, though not always as a driver! The youngest finisher, complete with L plates, was Rowan Lawson in a 1902 MMC; the most senior finisher was 85-year-old Sir Freddie Sowrey in his 1901 Darracq.



LBVCR

Drivers and riders reported less traffic as being the only benefit of the rain. This meant fewer delays and an easier run through the many towns and villages on route. There was still a good turnout of spectators offering encouragement and the sun did eventually appear in time to welcome the final few finishers across the line.

The London to Brighton started life as the Emancipation Run in 1896 as a celebration of the lifting of the 1865 and 1878 Locomotive Acts. This increased the maximum speed from 4mph to 14mph and removed the need for cars to be preceded by a pedestrian to warn other road users. *Keith Mainland*

New event mirrors World Cup Rally

PART OF THE ROUTE OF THE 1974 World Cup Rally will be retraced by a new event running in January 2011, the London–Cape Town Rally.

The new event is the brainchild of prolific marathon rally organiser Philip Young and will start in London as Big Ben chimes midnight on December 31, 2010. Cars will line up in the House of Commons car park for the start of the 10,000-mile adventure, and the event will embrace classic cars as well as modern hatchbacks and 4x4s.

"Nothing like this has ever been done before," said Young. The route will cross the central Sahara desert, Algeria, Nigeria and the jungles of the Congo and Angola.

Surtees to chase fresh F5000 glory

THE FORMULA 5000 Surtees TS11 that US racer Sam Posey took to second place in the 1972/73 Tasman Series will return to New Zealand and Australia this winter for the F5000 Revival races.



LAT

Now owned by British racer Greg Thornton, the Surtees went to the US in 1972 where Posey (above) took it to second in the US F5000 Championship. He then shipped it south for the Tasman races.

"It will be very special to take the car back to New Zealand for the first time since '73," said Thornton, who will race it at both Bruce McLaren events in January as well as the Australian GP support races in March.



Historic-Racing.co.uk

Jakob Ebrey

Verdon-Roe wins F1 title

FORMER GT AND SPORTS CAR racer Bobby Verdon-Roe has clinched the 2009 FIA Historic Formula One Championship title at the wheel of the ex-James Hunt McLaren M26.

Verdon-Roe (above), who is now resident in Portugal, won the title with a fine campaign in class B and is now considering a switch to a later car from the ground-effect era for a title defence in 2010. A later car would allow him to challenge for overall race wins rather than just class success.

"This was a step into the unknown for me," said Verdon-Roe of his move from FIA GT and LMS racing into Historic F1. After several races in 2007 with the 1978 McLaren (left) he had planned a full campaign last year, but a hefty accident in qualifying at Monaco left the front of the car badly damaged. "We rebuilt it over 2008 in Portugal and did the Estoril race at the end of the season," he said.

"This year went very smoothly and it is a special feeling to win the title," added Verdon-Roe, who managed a small team with chief engineer Eugenio Zeindler. "I'd like to defend the title and we're on the lookout for a ground-effect car."

The Historic Formula 2 title went to Martin Stretton in his 1600cc March 712, who jumped ahead when Matthew Watts missed the final two races after suffering a blown engine in his March 772 in testing at Dijon.

Among the other key historic racing titles settled in October was the Orwell Supersports Cup, which was won by Italian racer Michele Liguori in his Lola T296.



Mick Walker

Hill Lotus fixed after accident

THE EX-GRAHAM HILL LOTUS 49-R3, normally on show at the National Motor Museum, has been repaired after it was damaged at Silverstone in May. Rob Hall from Hall and Hall drove the car at a Mallory Park test day (left) before it was delivered back to Beaulieu, now returned to immaculate condition.

The rare 1967 car was damaged during a press day for the Silverstone Classic. Museum manager Doug Hill was driving when he lost control at Woodcote and damaged two corners of the car against the pitwall.

Mini-series planned for pre-63 cars

THE PRE-63 GT INITIATIVE IS SET TO grow into a three-race mini-series in 2010 following the success of the race held at the 2009 Silverstone Classic. Dates at Monza and Dijon in June are likely to be added to the Silverstone date to provide three races of up to an hour's duration.

"The whole idea of this series is to bring cars back to their pre-1963 specification and race them as they were raced in period," said organiser Carol Spagg. "We will always strive to have the most original cars, and we are seeking owners and drivers who share that philosophy."

Entries flood in for Abu Dhabi event

THE GRIDS FOR THE INAUGURAL ABU Dhabi Classic are over-subscribed following a positive response to the January event from the historic racing fraternity. Races for five grids, covering Grand Prix cars of the 1950s, '60s and '70s along with World Sportscar Masters and '50s Sports/Pre-66 GT cars will form the second event at the new Yas Marina facility.

"We've had interest from all over the world and some of the grids are heavily over-subscribed," reported Christopher Tate of the Masters Series organisation. "There will be a full grid of 24 3-litre F1 cars and bigger grids for some of the other races."

Tate said that a prime objective of the new event is to show a diverse range of cars, explaining the development of F1 machinery and sports cars, to a new audience. "The aim is to create awareness in the region of the heritage of international motor racing."

IN BRIEF

■ The London-Casablanca historic rally was marred by the death of a competitor in November. Warren Chmura died when his 1967 Citroën ID19 left the road and slid 60ft down a grassy bank. The accident remained unexplained as *Motor Sport* closed for press.

■ The British Historic Rally Championship will visit Northern Ireland in 2010. The Ulster Rally (August 20/21) has been added to the schedule in place of an event over the Epynt ranges following a survey of competitors.

■ Two of Europe's most popular historic rallies have formed a partnership, which will result in the winner of the 2009 Roger Albert Clark Rally getting a free entry for the Boucles de Spa in February 2010. The winner of the Belgian event will then earn a free entry to the 2010 Roger Albert Clark.

■ Races at Anglesey and special stages in North Wales will feature in the 2010 Tour Britannia, starting in Cheshire on September 7. Day two will be run in Wales, with competitors heading into the Midlands on day three for a range of stages including hillclimbs and a race at Mallory Park.

■ The third Cholmondeley Pageant of Power will run on July 17/18 in 2010. A speed event over a 1.2-mile course in the grounds of Cholmondeley Castle in Cheshire will again be supported by powerboat racing on the mere.

■ The international Rallye des Alpes is returning to the classic calendar in 2010 after a two-year sabbatical. The FIVA event on June 20-26 will start at Geneva and finish at St Moritz. It will also mark the centenary of the first running of the original Alpine rally.

■ Former World Rally Champion Walter Röhrl won the Costa Brava Historic Rally in a 1981 Porsche 911RSR. Röhrl was co-driven by Peter Gobel on the Historic Rally Championship event and saw off a strong field, including Jean Ragnotti's Alpine A110.

■ Paul Wignall and Mark Appleton won the ninth Rally of the Tests, run in tough weather conditions in Scotland, Cumbria and Northumberland. The winner's Alfa Romeo Giulietta Sprint beat the similar car of Dermot Carnegie/Ian Tullie.

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Group 4 De Tomaso Pantera – not pictured in Battersea Park...

Around the houses

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– RM AUCTIONS –

The Automobiles Of London sale at Battersea Park was a strong sale for the Canadian firm, posting £11 million with 87 per cent of lots sold. Highlights of this sale included the competitive 1961 Aston Martin DB4 Lightweight racer at £110,000, the 1974 De Tomaso Pantera Group 4 racer at £159,500 and the 1950 Aston Martin DB2 team car featured in *Motor Sport* which sold for £550,000.

Additional lots included the 2006 Mercedes CLK GTR Roadster at £616,000 and a 2005 Mercedes CLK GTR coupé for £522,500. The ultra-rare 1963 ATS GT 3.0 coupé went for £308,000 and the 1929 Alfa Romeo 6C GS made £522,500. However, despite strong interest neither the 1965 Shelby 427 Cobra Competition nor a 1967 Lola T70 Mk3 went to new homes.

RM has announced a new European sale for 2010 in the form of 'Sporting Classics Of Monaco' in which a Pebble Beach award-winning 1962 Ferrari 400 Superamerica Cabriolet currently headlines the sale.

– H&H AUCTIONS –

The Haynes Motor Museum in Somerset was the setting for the sale on October 29. The 1930 Talbot 90 Fox and Nicholl team car sold well at £134,750. The new owners may wish to apply for an entry into next year's Le Mans Classic event with it. The 1955 Jaguar XK140 SE Roadster made £39,600 and the 1989 Mini Moke, which had done a mere 1700 miles from new, sold for £8250.


Ace with a punch – six replaced by V8

Next up for H&H is the Pavilion Gardens sale in Buxton on December 9, which offers the third AC Ace to come up in three auctions. This particular example has been retro-fitted with a period 289ci Ford V8, but accompanying the car are the major components for the correct Bristol six-cylinder unit which could be re-instated (estimate £110-130,000). Other lots include the 1963 Maserati 3500GT Sebring at £30-35,000 and a 1913 Wolseley 16/20hp Laundelette at £45-50,000.

FORTHCOMING AUCTIONS

■ **DECEMBER 5 CTS AUCTIONS** Classic & Collector Vehicles, Sydney, Australia *Tel: +61 (0) 2 9922 2036*

■ **DECEMBER 6 BONHAMS** Collectors' Cars, Bikes, Boats and Automobilia, Sydney *Tel: 0061 2 8306 2206*

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■ **DECEMBER 7/8 BARONS** Classic Collectors' and Historic Cars, Esher Hall, Sandown Park, Surrey *Tel: 02380 668413*

■ **DECEMBER 9 H&H SALES** Classic Collectors' Cars, The Pavilion Gardens, Buxton, Derbyshire *Tel: 08458 334455*

■ **DECEMBER 12 BRIGHTWELLS** Classic Cars, Motorcycles and Automobilia, Leominster, Herefordshire *Tel: 01568 611122*

■ **JANUARY 10 COYS** Grand Prix, Touring and Rally Cars and Collectors' Items, Autosport International, NEC, Birmingham *Tel 020 8614 7888*

■ **JANUARY 17-24 BARRETT JACKSON** Westworld of Scottsdale, Phoenix, Arizona, USA *Tel: 001 480 663 6255*

■ **JANUARY 20-24 RUSSO AND STEELE** Sports and Muscle Cars in Scottsdale, Phoenix, Arizona, USA *Tel: 001 602 252 2697*

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■ **JANUARY 22-25 SILVER AUCTIONS** Fort McDowell, Phoenix, Arizona, USA *Tel: 001 800 255 4485*

■ **JANUARY 23 BONHAMS** Sale of Exceptional Motor Cars and Related Automobilia, Rétromobile Salon, Porte de Versailles, France *Tel: 0033 1 42 61 10 11*

■ **JANUARY 23 GOODING & CO** The Scottsdale Auction, Phoenix, Arizona, USA *Tel: 001 310 899 1960*

■ **FEBRUARY 8/9 BARONS** Auctions Classic, Collectors, Historic and Sports Cars, Sandown Park, Esher *Tel: 08454 306 060*

– BONHAMS –

The annual London-Brighton sale held at the New Bond Street saleroom on October 30 showed strong interest in veteran cars, as the 1902 Panhard-Levassor 7hp Type A sold for a colossal £216,000 and the 1901 5hp Argyll Spindle Seat went for £136,800. We hope to see both cars on the 2010 London-Brighton run.

The end of year Olympia auction often

Cars for Sale

yields a wide variety of cars, and the sale on December 7 has some early entries which include a 1906 Rolls-Royce Light 20 at £400-600,000, an elegant 1934 Bentley 3½ Drophead at £110-130,000 and a 1950 Jaguar XK120 Roadster at £40-50,000.

– COYS –

Coys will celebrate its 90th anniversary with the True Greats sale at the Royal Horticultural Halls in London's Victoria on December 1. The highlight of the sale is the collection of a noted vintage MG expert, Peter Gregory. A mixture of British and American vintage racers on offer include the 1934 MG K3 works lightweight chassis (£200-250,000), the ex-Milt Milton Frankhauser 1930 Miller Special (£25-35,000) and four Atalanta project cars, including a Jaguar-powered RGS coupé and a Lincoln V12-powered chassis. Further lots include a 1955 Mercedes 300SL Gullwing (£280-350,000) and the bright green 2005 Koenigsegg CCR, believed to be the only car finished in that colour, at £180-250,000.



Supercharged MG K3 will draw keen bidders at Coys

– GOODING & CO –

The Scottsdale auction on January 23, 2010 in Arizona offers an exciting array of exotica. Headlining is the Jaguar D-type (XKD528) driven to victory by Ken Miles in the 1959 Pomona Six Hour Enduro, estimated at £2.2-2.5m. Another lot, the 1959 Ferrari 250GT Series 1 Cabriolet, is a rare alternative to a California Spyder (£1.3-1.6m), and for those who prefer something more vintage, there is a wonderful 1932 Alfa Romeo 6C 1750 V Gran Sport with Zagato body (£725-900,000).

– BONHAMS & BUTTERFIELDS –

The Petersen Automotive Museum in Los Angeles was hosting the 'Classic California, Important Motorcycles, Motorcars and Memorabilia' sale on November 14, just as *Motor Sport* closed for press. A treat for Steve McQueen fans, the sale offered a plethora of McQueen memorabilia and vehicles including his 1949 Chevy 3100 pick-up (£12,500-18,000 with no reserve) and his 1940 Indian Chief Motorcycle (£33-40,000). The unusual-looking 1954 Bentley R-type special coupé with competition history was reckoned to fetch £120-136,000 and the 1956 Lotus 11 Series 1, complete with extensive European race history, was estimated at £72-85,000. *Dylan Miles*

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AUCTION RESULTS

OCTOBER 28 RM AUCTIONS

- 1914 Rolls-Royce Silver Ghost Boat-Tail Skiff: $473,000
- 1966 Ferrari 275 GTB NART Spyder Conversion: $467,500
- 1954 Mercedes-Benz 300SL coupé: $462,000
- 1938 Bugatti Type 57C Stelvio: $440,000
- 1928 Rolls-Royce PI Torpedo: $429,000
- 1966 Aston Martin DB6 Volante: $368,500
- 1954 Fiat 8V coupé: $341,000
- 1963 ATS 2500 GT 3-litre coupé: $308,000
- 1969 Mercedes-Benz 600 Pullman Landaulet: $308,000
- 1939 Bugatti Type 57C Faux Cabriolet Charmaine: $308,000
- 1956 Mercedes-Benz 300SL coupé: $302,500
- 1949 Ferrari 166 Inter coupé: $302,500
- 1949 Talbot-Lago T26 GS coupé: $297,000
- 1931 Cadillac V16 Roadster: $247,500
- 1962 Chaparral 1 sports racer: $231,000
- 1994 Bugatti EB110 GT: $220,000

OCTOBER 30 BONHAMS

- 1901 De Dion Bouton 3½hp Voiturette: $44,400
- 1903 Cadillac 6½hp Model A: $59,800
- 1904 De Dion Bouton 6hp two-seater: $69,700

OCTOBER 29 H&H AUCTIONS

- 1968 Lancia Fulvia Zagato Sport 1.3: £9350
- 1964 MG B Roadster Competition: £12,100
- 1954 Jaguar XK120 Drophead coupé: £58,300
- 1971 Citroën SM: £12,100
- 1966 Tatra T603: £5720
- 1957 AC Ace Bristol: £124,300

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1/43 Corgi diecast Triumph Dolomite Sprint Gerry Marshall 1978 Saloon Car Championship £20.99 January 2010



1/43 Minichamps diecast Williams Honda FW09 Rosberg Winner USA GP 1984. ALSO Laffitte. £29.99 ea Due 8th December.



1/43 Bizarre models built resin Healey SR #47 Le Mans 1968 Hedges/Baker £39.99 January 2010



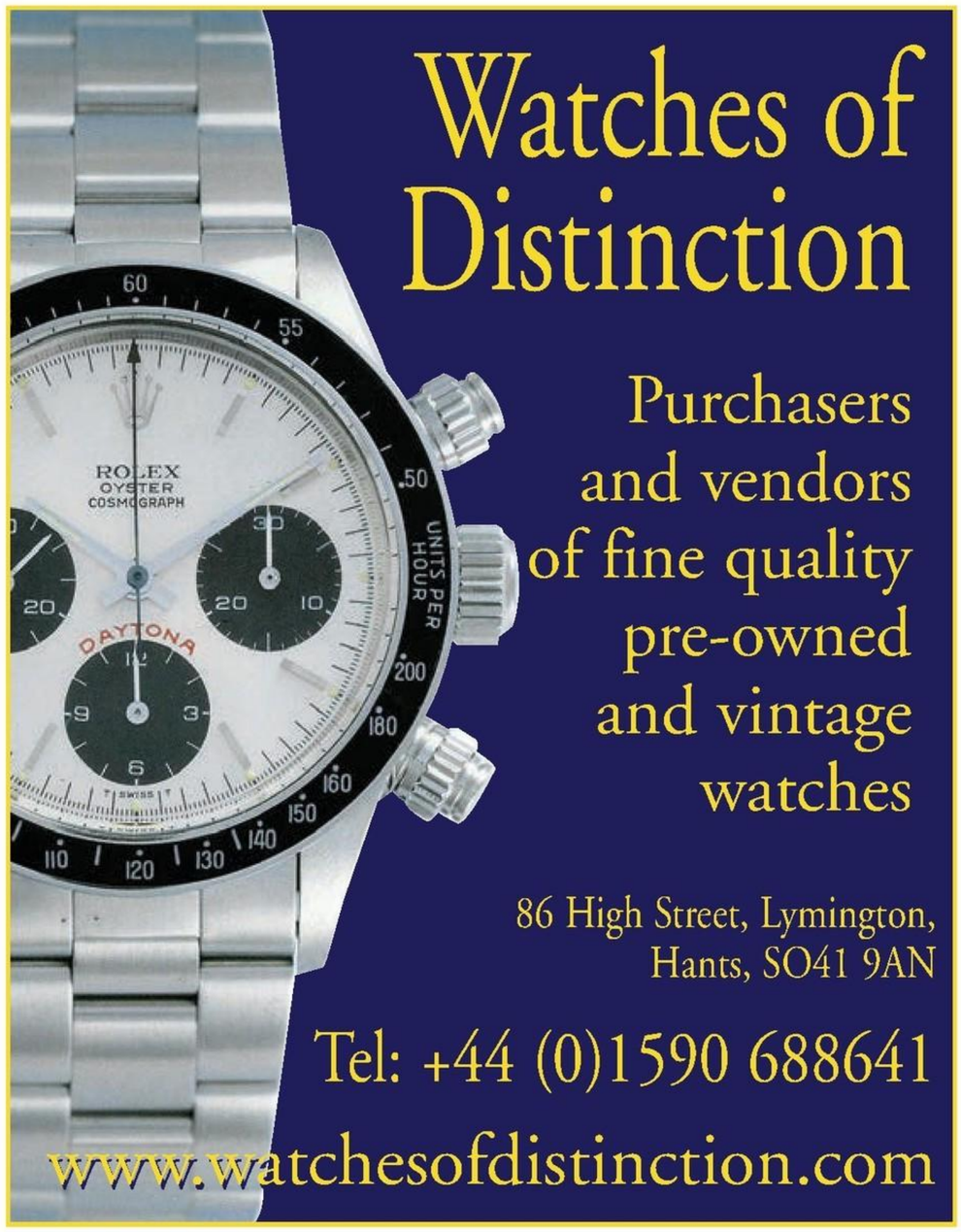
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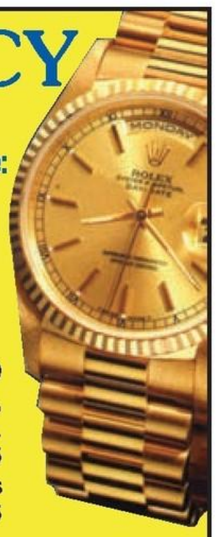
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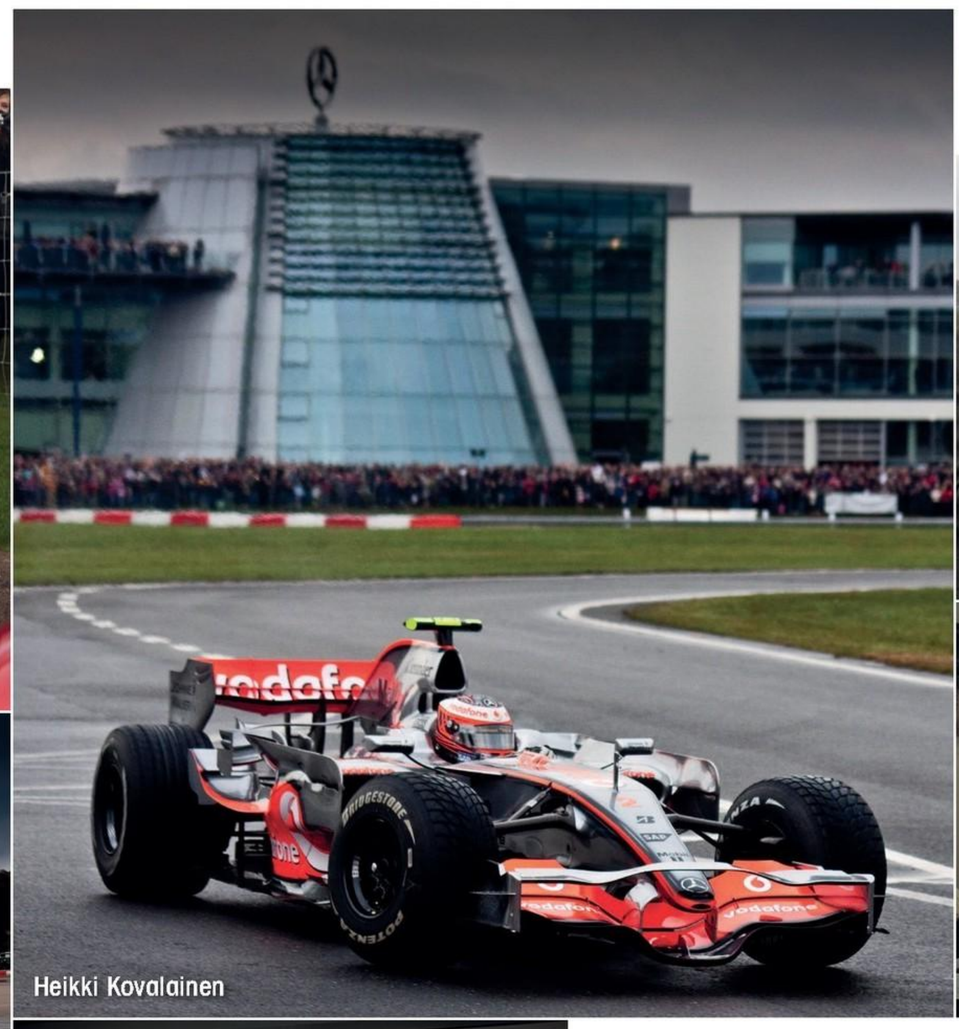
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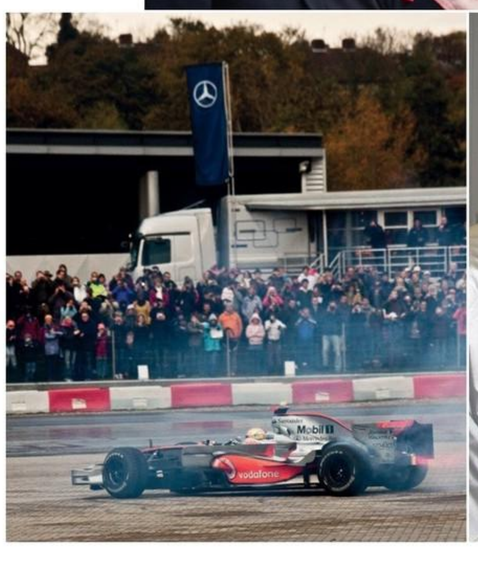


Paul di Resta, Jamie Green & Gary Paffett



Rider and Ross Brawn







Louisa with Heikki, and Lewis (above)

A MERCEDES-BENZ WORLD OF FUN

More than 13,000 eager fans attended the big 'Powered by Mercedes-Benz Live' event at Brooklands in November to celebrate the company's successful year in motor sport.

Formula 1 drivers both past and present were at the event including Lewis Hamilton – who entertained the crowd by doing donuts in a 2008 McLaren – Heikki Kovalainen, David Coulthard and Mika Häkkinen. New World Champion team Brawn GP was also present, with Ross Brawn on hand and former Honda F1 driver Anthony Davidson in one of the championship-winning cars.

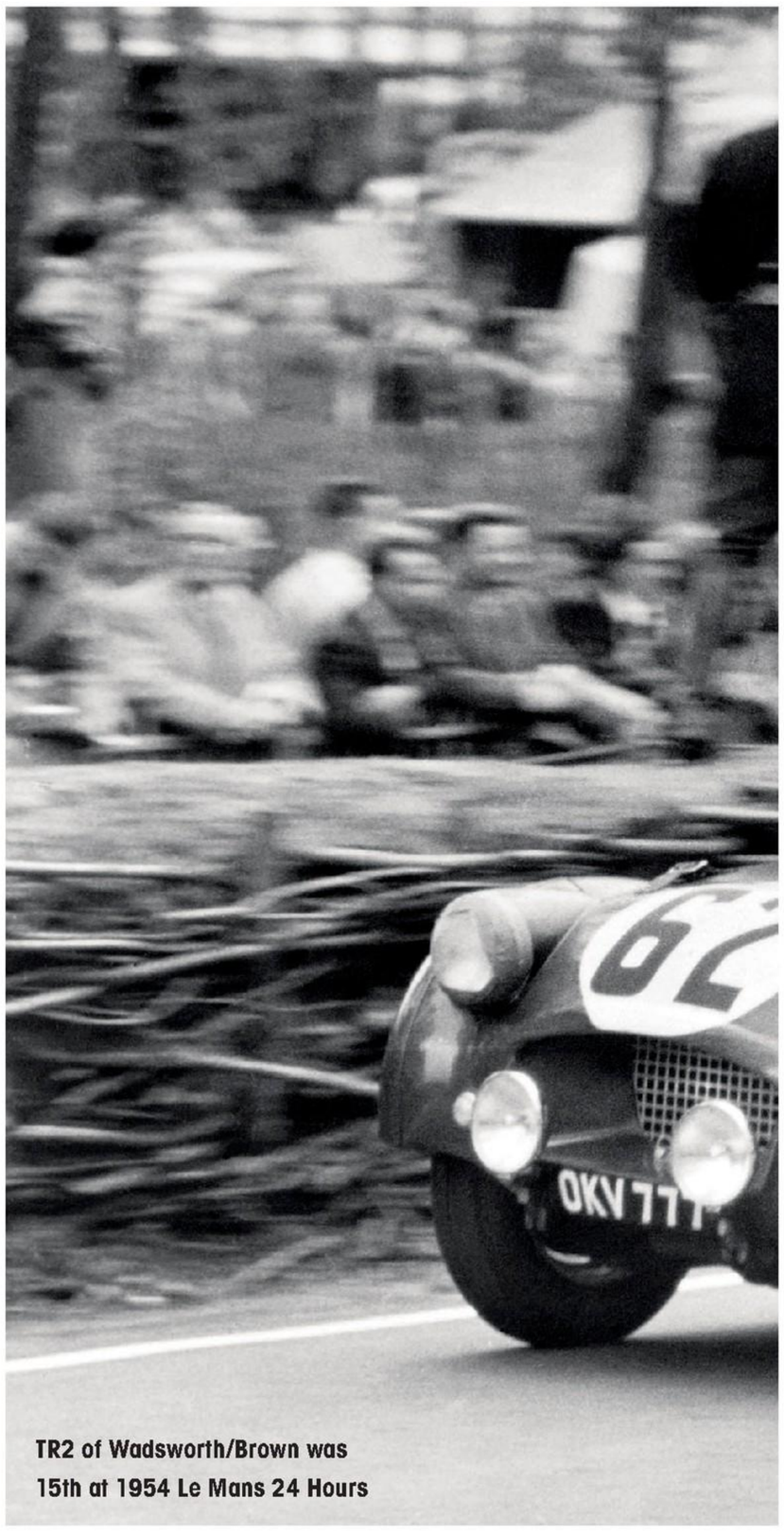
But the day didn't just belong to Formula 1, with DTM drivers Gary Paffett, Paul di Resta and Jamie Green giving passenger rides to excited Mercedes fans.

Following the event's success Mercedes-Benz UK president Wilfried Steffen said he was keen to make the cars and drivers more accessible, with more days dedicated to the public. So expect to see a busier schedule at Mercedes-Benz World next year.

TRIUMPH TR2/3

These cars took their occupants to many a (bumpy) victory on circuit and stage. And, unsurprisingly, the humble Triumph is still a popular choice for today's club racers

BY RICHARD HESELTINE



TR2 of Wadsworth/Brown was 15th at 1954 Le Mans 24 Hours

Somehow plans for a competition programme seemed so unlikely, as though it was exceeding the marque's status in life. How could Triumph – or rather post-war *Standard*-Triumph – even contemplate going racing when it earned its profits building such exotica as the Standard Vanguard? And the, shudder, Triumph Mayflower. Oh, and not forgetting Ferguson tractors. Pedigree? What pedigree?

Without the TR2 it likely would never have happened although much of the credit for its success trackside and on rally stages was down to former BRM man Ken Richardson. On being asked to drive the prototype sports car (variously codenamed 20TS and TR1) in 1952, he reputedly labelled it a 'death trap' and was accordingly invited to join Triumph and discipline its problem child. And, having done so, our never knowingly under-publicised hero then drove a development car to 124.889mph on the Jabbeke motorway in Belgium. The newly re-minted TR2 went on sale late in '53 and that decade became every bit as ubiquitous in rallying as the Ford Escort did in the '70s. And that's before you factor in Le Mans bids. The 'Richardson era' was rarely dull.



"They are fun and real giant killers – great all-rounders"

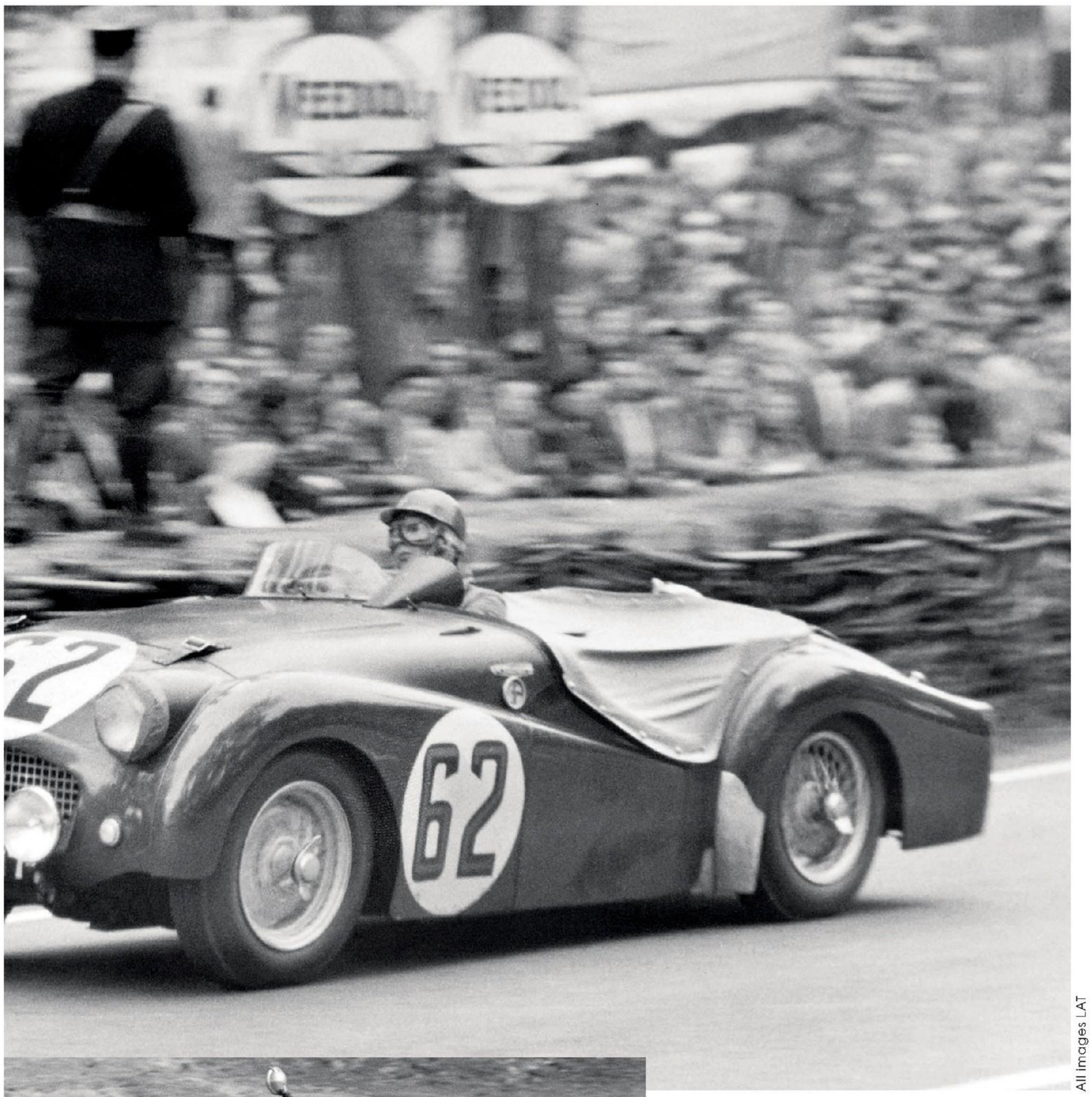
NEIL REVINGTON

Speaking to *Motor* in 1973, he said: "The first competition appearance of the TR2 was on the 1954 RAC Rally in March, in which Johnny Wallwork [and John Cooper] won outright and Mary Walker took the ladies' prize. This success made everyone at the works very competition-minded and they decided to start a competitions department – much to my horror, for I'd had 18 years in motoring sport and really wanted to get out of it."

That same year, TRs clocked up numerous successes at national level, with Bobbie Dickson coming close to claiming the Circuit of Ireland only to make a costly error on a driving test. *Autosport* editor Gregor Grant, meanwhile, borrowed a factory car and took sixth place on the Lyon-Charonnieres rally, while Richardson himself teamed up with Maurice Gatsonides to finish 27th on the Mille Miglia after averaging 73mph in appalling conditions. Just to confirm the car's sporting credentials, privateers Edgar Wadsworth and Bobbie Dickson splashed their way to 15th place in the Le Mans 24 Hours. Throw in the factory squad's Team Prize at the Dundrod TT and the TR's durability was proven beyond all doubt.

But then this never was a peaky, highly-strung piece of precision engineering. With all due respect – and more than a little affection – the TR2 always was a mite agricultural. There was nothing *remotely* exotic to the car's make-up and the works cars were near-as-dammit standard. Initially operating out of a corner of the firm's experimental department in Banner Lane, Coventry, the Richardson-helmed equipe was undeniably well drilled. The factory cars were immaculately built, too, but preparation tended to amount to little more than adding 'competition suspension' which comprised even stiffer springs and tougher shock-absorbers. And this in a car that wasn't exactly cosseting to begin with. The TR's 2-litre wet-liner four-banger was never modified internally for competition, either. Indeed, drivers were under strict instructions not to exceed 5000rpm for fear of overstressing crankshafts…

Richardson himself commented in *Motor*: "The cars themselves were never very special. This led to a terrible argument with a character who had asked us to prepare his car to works team standard. He said: 'I bet it's not like your cars.' So I told him to choose any one of the



All images LAT



Ron Gouldbourn's TR3A on the way to class win on 1958 Tulip Rally

works cars which were also new, and we'd take his instead, which more or less convinced him."

In 1956, the TR2 was superseded by the TR3 which was outwardly identifiable by its glitzy grille. Power was increased marginally to 95bhp although performance was blunted slightly thanks to additional heft. It also eked out its own slice of largely forgotten automotive lore by becoming the first mass-produced car to be fitted with front disc brakes. The model made way for the TR3A two years later which gave 100bhp but with a corresponding 60lb weight gain, the US-only TR3B receiving the 2138cc unit earmarked for the forthcoming TR4 allied to an all-synchro 'box. And so it continued until 1962 when the TR4 replaced both iterations.

From 1955 to 1959, the factory TRs racked up a formidable array of victories, albeit of the class variety. The works car claimed category wins on the Alpine and Liège-Rome-Liège rallies in 1956, while the following season saw Triumph take class scalps in the Sebring 12 Hours and Monte Carlo classics.

Le Mans had been a works constant ever since a trio of experimental TR2s were entered for the 1955 running. They finished a commendable 14th, 15th and 19th although this was the year in which Pierre Levegh's Mercedes-Benz was cannoned into the crowd, so Triumph's achievement naturally garnered little media attention. Nonetheless, it was enough to convince the firm's managing director Allick Dick to initiate the construction of more overtly competition-inspired cars. Future entries would appear standard, or at least a close approximation, but with twin-cam power, the proposed all-new engine having possible spin-off applications in future production models.

Fast-forward to 1959 and the new TR3S did indeed appear outwardly stock, if only ➤➤➤



"I RALLIED ONE"

STUART TURNER

This journalist turned BMC and Ford competition chief found early fame as a championship-winning co-driver aboard a series of TRs

"I think in motor sport terms the TR is every bit as iconic as the Mini, the Escort and the Quattro. You have to remember that in the late '50s they were everywhere. If you were on a rally with an entry of 100 cars, as many as 50 would be Triumphs. It became *the* car to have. The TR2 was very rugged; I suppose you could say agricultural, but also fast and reliable.

Of course, it was also very low and I remember losing a minute on one rally just trying to get out of the car – the base of the door kept hitting the kerb!

"You didn't have to do much to make them competitive, that was the key. Back then rally cars really were production cars.

On one occasion I borrowed a TR from a dealer in Stoke on Trent and all we did was pump up the tyres a bit, attach some cardboard to the dashboard to stop reflections from the map light and off we went. I drove the car back to the showroom the following Monday.

"I was lucky enough to win the (inaugural) British Rally Championship in 1958 co-driving for Ron Gouldbourn (in a TR3A). We also won our class on the Tulip Rally that same year.

It's been a long time since I last experienced a TR but I do have very fond memories of them."

from a distance. With a wheelbase stretched by six inches and a glassfibre body, the big news was the fresh 1985cc iron block/alloy headed 'Sabrina' engine, so-called because of the dome-shaped cam drivers that resembled the 41in, er, lady bits of 1950s blonde bombshell Sabrina (Norma Sykes). Unfortunately, while the car was more powerful than the standard item by some 50bhp, it was also farcically heavy at 2125lb and no more aerodynamic. Three cars were entered for that year's 24 Hours in which two threw fan blades and punctured radiator hoses, while the remaining car suffered a broken oil pump drive late in the race.

A year later, all semblance to production cars went out of the window as the 'silhouette' TR3 bodies were discarded and new ones that aped the ultimately stillborn 'Zoom' roadster were substituted. Similarly constructed out of glassfibre, they managed the unlikely feat of being even heavier than the outgoing items. Oh, and less streamlined. The newly redubbed TRS nonetheless looked the part and all three cars entered in the 1960 24 Hours completed the distance even if their best lap time was some 10 seconds slower than the year before…

And trouble was brewing at home. By 1961 Standard-Triumph was in turmoil as its finances took a tumble. The company was rescued that same year by Leyland Motors, a move that would impact greatly on motor sport activities. Nonetheless, the TRS trio emerged at the Circuit de la Sarthe once again in pretty much the same guise as the previous season, but '61 was to be Triumph's year. All three cars made the flag in ninth, 11th and 15th places to claim the coveted Team Prize.

Triumph's glory proved short-lived, however. In what amounted to a bloodletting, the competition department was canned within weeks of the Le Mans bid, Richardson being among those made redundant. Though Triumph would return to factory-backed motor sport, much of the expertise was gone and with it died plans for a daring (and lighter) new coupé variation of the TRS which was slated to run at Le Mans in 1962. One car was built and developed by Italian tuning deity Virgilio Conrero with a shapely body penned by Giovanni Michelotti. Sadly this beautiful – and unraced – machine will be remembered as one of the marque's more tantalising what-might-have-been projects.

Though subsequent TRs would feature strongly throughout the '60s, it was never with the same level of conviction – or success – as in the previous decade. And of course TR2/3s have never really gone away, remaining a club racing staple to the present day, be it Reg Woodcock dominating the Thoroughbred Sports Cars category in the '70s to the model's renaissance in historic rallying. It remains a great club-level jumping off point that is also eligible for highbrow stand-alone events such as the Mille Miglia and Le Mans Classic retrospectives.

"From my own experience, the TR2 and 3/3A are extremely simple to modify and can be made to go very, very quickly," says marque specialist Neil Revington, who's campaigned sporting Triumphs in everything from regional hillclimbs to the Targa Tasmania. "I bought my first one for £70 when I was 17 years old and I've spent the last 35 years having fun in them. They're very easy to work on, a lot of fun to drive and in the right hands are real giant-killers. A great all-rounder.

"And parts availability isn't a problem. I think you'd have more trouble getting hold of bits for a four-year-old BMW. TRs are very robust anyway, but we've made it our business to offer most parts necessary to build a completely new motor car. That's everything from bodyshells to new cylinders, rods, pistons, chain gears and so on. And with what I'd call a fast road-spec car, you could be out there competing for around £15-20,000."

Which is about the price of an engine rebuild for some of its more exalted trackside rivals. There's nothing particularly special about a TR but the shortcomings are outnumbered by the positives. Backache is never far away thanks to the unyielding suspension, while the outer visuals are either clumsy or endearing depending on whose opinion you canvas. But these cars are both practical and durable with the ability to cope with all roads in all weathers, becoming exponentially more engaging the faster you drive.

Just be sure to bring along a cushion… Ⓜ

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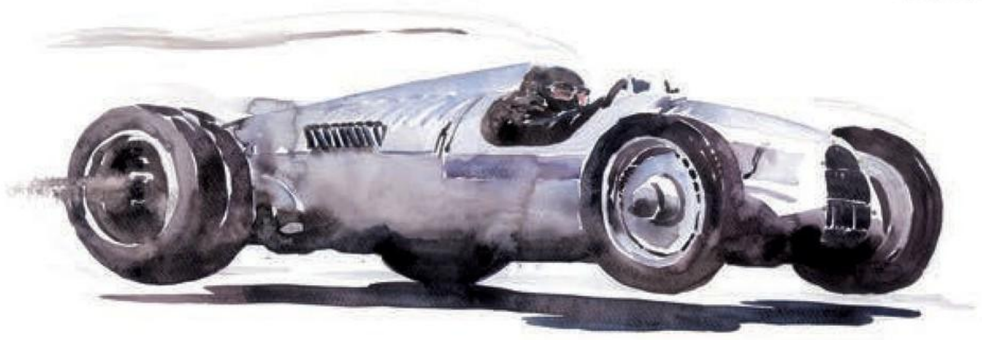
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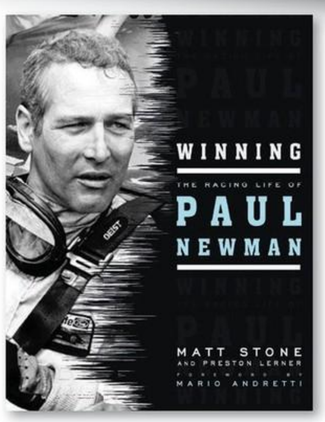


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Reviews





WINNING
THE RACING LIFE OF PAUL NEWMAN

MATT STONE AND PRESTON LERNER

There are so many quotes from famous names in this book that describe Paul Newman, the racing driver. But my favourite comes from race engineer Mark Schomann: "Now that he's gone, I realise I always thought of him as Paul Newman the race car driver, who pretended he was an actor… He was a race car guy who wanted to drink a beer and have his foot on a tyre, and occasionally, he'd go, 'Oh, shit, I've got to get to work and do a movie.'"

That's the dominant message of this tribute to a much-loved man who died in September last year. Paul Newman was one of the last great Hollywood icons. But at the race track, he was just one of the guys.

The book recounts Newman's late-in-life love affair with racing, which was famously kick-started by his 1968 Indy movie *Winning*. The story moves on to his very respectable club racing record of the 1970s, the second place at Le Mans in 1979 (his only race outside North America – he hated the mania his presence created) and his impressive semi-pro Trans-Am days in the 1980s. The chapter on his partnership in Indycars with Carl Haas is enlightening, while the box-out memories from friends, rivals and the drivers who raced for him complete the portrait. Anyone who loves Newman the film star should read this book to discover the real man behind those famous blue eyes. **DS**

Published by MBI Publishing Company, ISBN 978 0 7603 3706 6, £18.99



THE TOLEMAN STORY
LAST ROMANTICS IN FORMULA 1

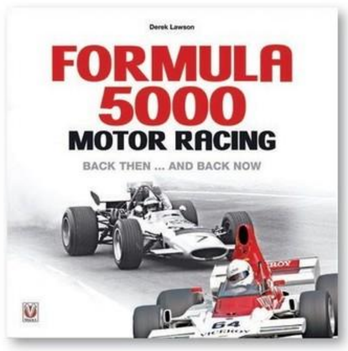
CHRISTOPHER HILTON

It's easy to forget how important the tiny Toleman team is in the landscape of modern F1. Rory Bryne, Pat Symonds, Ayrton Senna – they all cut their teeth with the team.

This tells the rags to riches tale of a family-run firm with no ambitions of greatness, just an old-fashioned idea of working hard and having fun. From Formula Ford with Rad Dougall, F2 success with Brian Henton and ultimately F1 with Derek Warwick and Senna, this is a roller-coaster mix of adventure, fist fights, tragedy and doing things the hard way.

The images and presentation aren't of the highest quality, but it is a terrific story. **DC**

Published by Veloce, ISBN 978 1 845842 17 8, £24.99



FORMULA 5000 MOTOR RACING
BACK THEN... AND BACK NOW

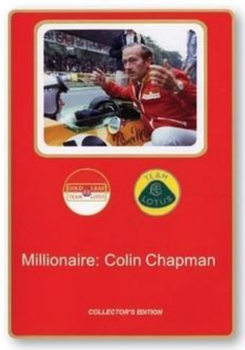
DEREK LAWSON

'Back then… and back now': an appropriate title considering Formula 5000's huge success in the late '60s and early '70s, the sad demise of the 5-litre cars, and their phoenix-like revival in recent years.

Following an introduction by Brian Redman, Lawson charts the story from the formula's arrival in the UK in 1969, the European adventures and the races further afield. Results tables are included after each year, while a good 30 pages are dedicated to the return of F5000 this century.

It's certainly not a light introduction, but it is a must-have for everyone who was, or indeed is, involved with these great cars. **EF**

Published by Veloce, ISBN 978 1 84584 216 1, £47.50



MILLIONAIRE: COLIN CHAPMAN
COLLECTOR'S EDITION

Filmed in 1968, this follows Chapman through that dramatic season. Perhaps because fame is still new, he talks frankly, laughing every time the interviewer calls him a millionaire: "no-one's ever called me that before!". He says: "We go racing because I like it," and there is obvious pain as he says Jim Clark was "the best friend I ever had". It's of its time – "the family live simply, with no servants" – but with unhindered access (remarkably clear audio of the pits conversation after Oliver's Rouen crash) it draws an enlightening picture. It's followed by film of Lotus mechanics recalling those days, before Clive Chapman gives a tour of CTL's 49 R10 – both interesting extras, but not a patch on 'Millionaire' itself. **GC**

CTL and Mark Stewart Productions, www.classicteamlotus.co.uk, £15



THE SPIRIT OF COMPETITION Lavish catalogue-cum-history of the outstanding Fred Simeone collection (www.simeonemuseum.org). Fred's passion for originality shows in both book and cars, such as DBR1, Ford MkIV, and MM-winning Alfa 2.9. **Coachbuilt Press, ISBN 978 0 9779809 4 9, $185**



THE TREASURES OF FORMULA ONE A great book laced with facsimiles of race literature from as far back as 1900. An interesting introduction to the world of F1 with chapters on Alfa, Ferrari, Moss and Senna among others.

Published by Carlton Books Limited, ISBN 978 1 84732 368 2, £30

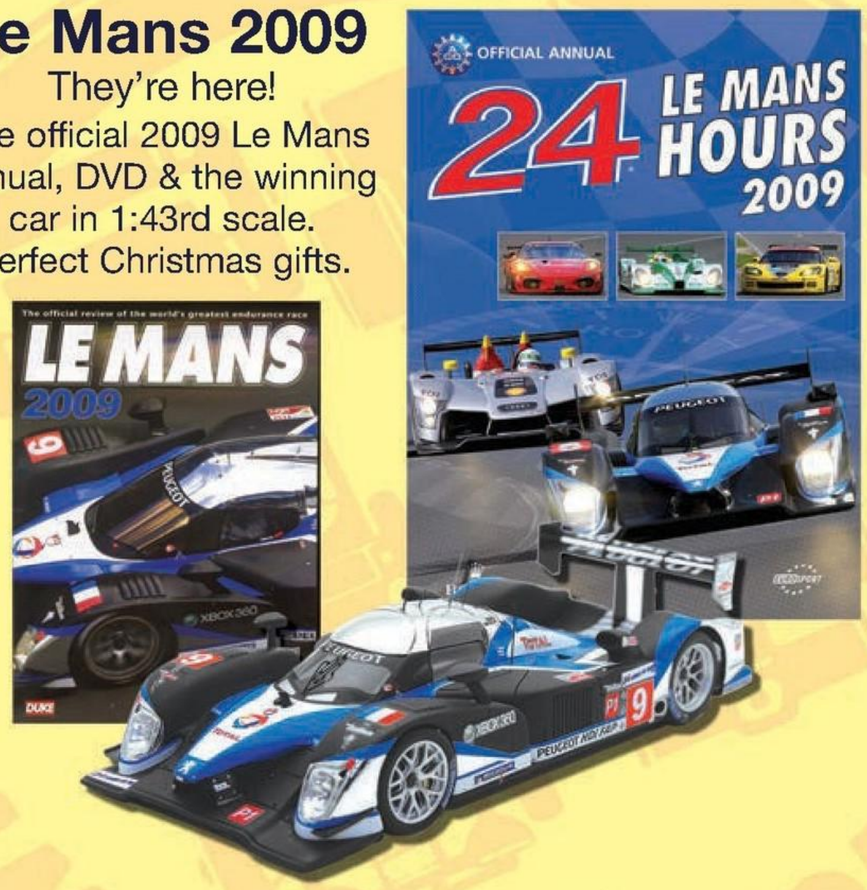


MOTORFILMS QUARTERLY VOL. 23 Another wonderful, varied selection of films. We loved seeing John Cobb's record-breaking attempts in the Napier-Railton, breathtaking scenery from the 1958 Alpine Rally, plus a special tribute to Auto Union Chassis 19.

David Weguelin Productions, www.motorfilms.com, £19.99

Le Mans 2009

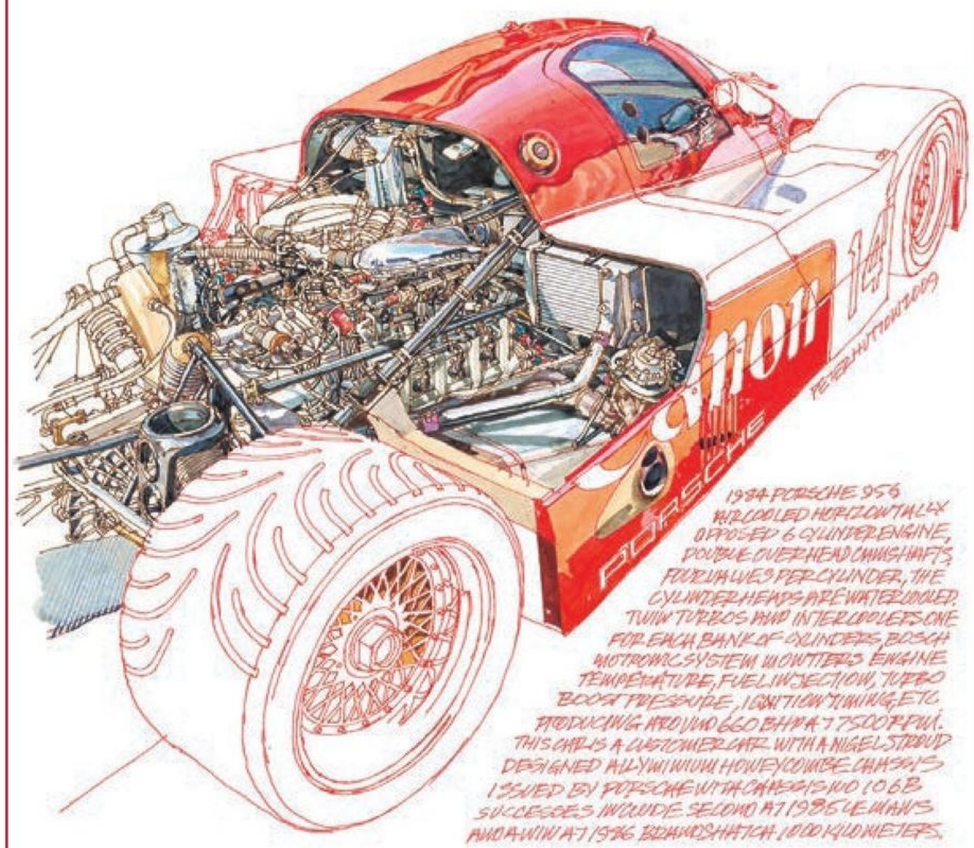
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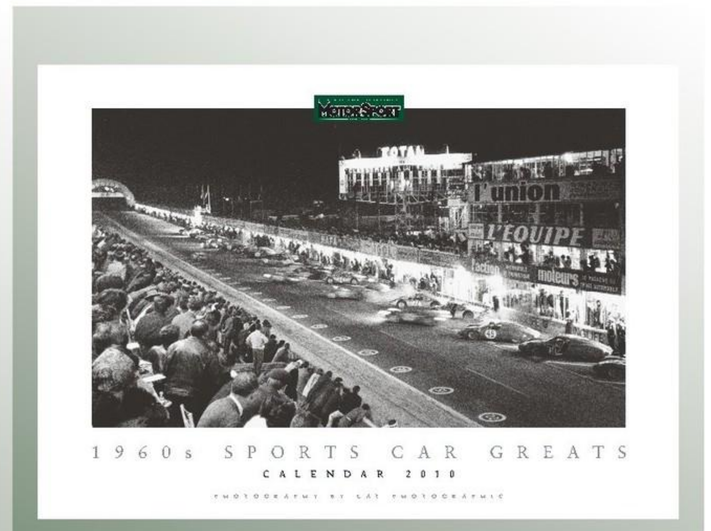
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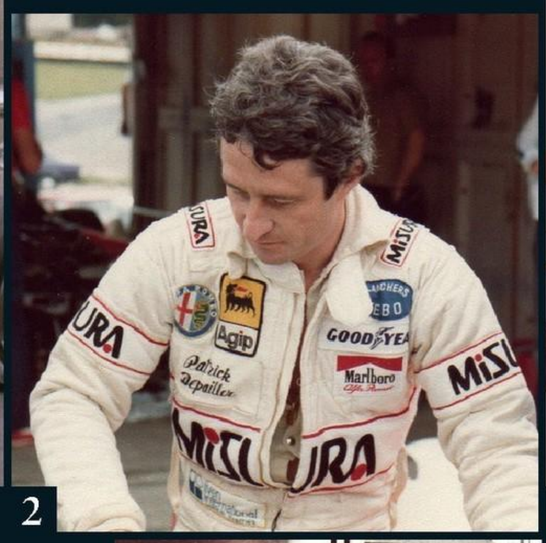


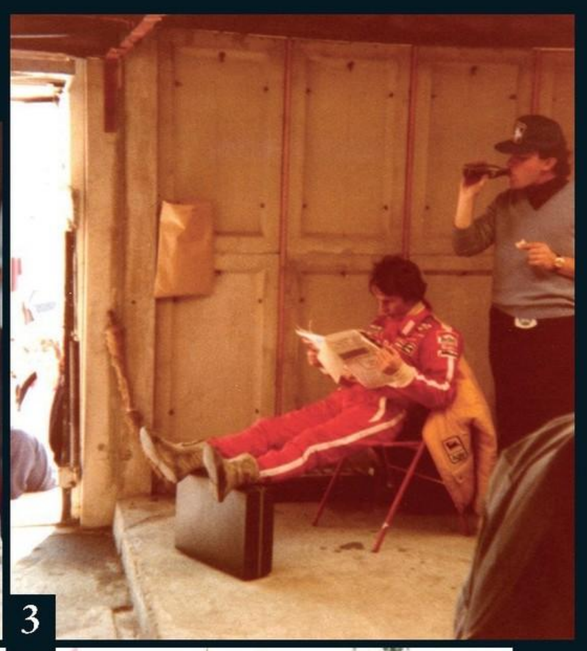
YOU WERE THERE

There's classic Grand Prix action from Aintree, Brands Hatch and Silverstone this month, but also a journey behind the Iron Curtain…



1 2





3 4

MARTIN COLLINS

As a teenager in North London Mr Collins relished trips to his local track, Brands Hatch, in the days when it was possible to get close to the stars as well as the action. {1} Didier Pironi speeds towards Druids in the Ferrari 126C of '82. He was second in that year's British GP. {2} Patrick Depailler in the pits in 1980, "about to cycle down the pitlane". {3} Gilles Villeneuve takes a break at the 1979 Race of Champions, which he won, while Mario Andretti works the crowd at the British GP in '80 {4}.







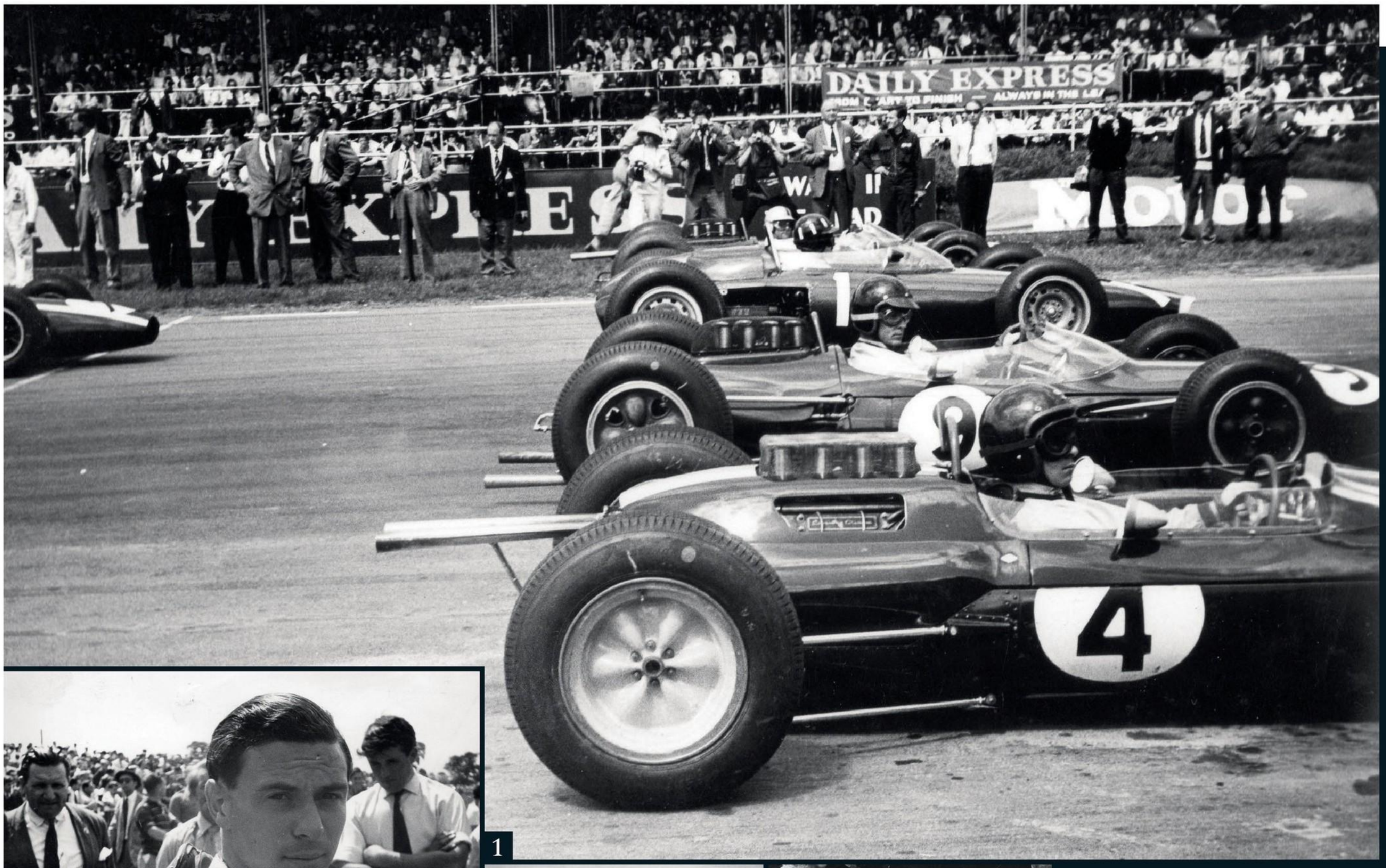
1 2 3 4





JULIAN NOWELL

Mr Nowell ventured into communist territory for the 1978 ETCC race at Brno. "It was difficult to move around the track," he says, "but it was a marvellous experience." {1} Zakspeed Ford Escort II RS of Siegfried Müller Jr/Bernd Ringhausen was a DNF. {2} Belgian pairing Eddy Joosen/Raijmond van Hove were third in Luigi Racing BMW 3.0 CSL. {3} Some of the scenery was rather bleak… {4} Miloslav Zapadlo/Josef Michl were 13th in Skoda 130 RS on home soil and won Division 1 for 1300 cars.



1



2 3





4



5

STUART WARRINER

Watching Peter Collins win the 1958 International Trophy on television convinced Mr Warriner to be at Silverstone for the following year's race. A Hawthorn/Clark fan, he attended "all the big meetings" at the Northants track and at Aintree through the '60s. "The best finish I saw was when Hill caught and passed Clark on the line to win the 1962 International Trophy," he recalls. {1} Front row for the 1963 British GP at Silverstone: Jim Clark's Lotus (4), Dan Gurney's Brabham (9), Graham Hill's BRM (1) and beyond him Jack Brabham's eponymous car. The nose of Tony Maggs' Cooper (7) is just visible. Clark won the race, Hill was third, but both Gurney and Brabham retired with engine trouble. {2} Cool Clark is calm before '63 British GP. {3} Phil Hill took pole and finished second for Ferrari in '61 GP at Aintree. {4} Like Hill, Jack Brabham signed his photo... {5} Colin Chapman, Clark and Hill wait patiently as Team Lotus mechanic sweats!

Doug Nye



Would you stand here? Luigi Fagioli in Auto Union streamliner on 'the wall' in 1937. Right: AVUS banking adjoined autobahn

All images GP Library

GERMANY'S OWN BRICKYARD

'The Wall' may be gone, but on a visit to AVUS the mere outline of the terrifyingly steep banking still impresses

On a recent visit to Berlin I naturally made a point of visiting the old AVUS circuit site. The pioneering autobahn-style Automobil Verkehrs und Ubungs Strasse – 'Automobile Traffic and Practice Road' – first opened in 1921, in the city's south-western suburbs from Charlottenberg to Nikolassee and back. Its full lap length was originally 12.2 miles, later shortened to 5.2. For 1937 its shallow-banked North Curve was replaced by a formidably tall and steep 180-degree (planform) banking. It was paved with brick whose exposed facets looked like kitchen tiles and offered about as much grip. Introducing this formidable bowl – despite the South Curve remaining a simple U-turn from the outbound carriageway onto the parallel return section – the 1937 AVUSRennen was won by Hermann Lang's streamlined Mercedes-Benz at an average speed of over 162mph. Both Lang and Rosemeyer lapped at over 171mph...

So AVUS was formidably quick. That awesome North Wall was torn down in 1968, but its outline survives in the level loop of asphalt which replaced it. And upon seeing it for the first time I was astonished. From outer kerb to outer kerb its diameter is just tiny.

In fact you can get some idea of just how confined 'the mighty' North Wall of the AVUS really was when you consider that the entire loop could fit five times into Shelsley Walsh's 1000 yards. In fact from one outer lip to the other – across the Wall's diameter – it measured barely 190 metres – that's 206 yards for the right-minded. This is why the North Wall had to be so steep, and so high, to contain the cars – and to maintain their speed – as they arced from one of AVUS's parallel carriageways to the other one.

Stand there today by the surviving postwar race control-cum-restaurant building. Gaze across the commercial vehicles parked on the banking's former infield and the overwhelming impression is just how confined and tight that legendary Wall must really have been.

In fact if you picture the view from the top of Paddock Hill at Brands Hatch to only halfway up Pilgrim's Rise – not even as far as Druid's Hairpin – then the AVUS North Wall would fit within that space. Or picture from the middle of the Corkscrew at Laguna Seca to the apex of Turn 9, or from the exit of Laguna's hairpin to Turn 3's entry. Same deal. The AVUS North Wall would fit in there.

In stark contrast, France's Montlhéry speedbowl bankings have a 550-metre diameter, just over 600 yards – while Brooklands' Byfleet Banking occupies an enormous 980 metres, over 1070 yards. So you get an idea not only of just how tightly packaged AVUS really was, but also some idea of the spectacular velodrome-style action which the Third Reich's architects created there.

The fastest of America's old board track speedways, Atlantic City at Amatol near Hammonton, New Jersey, had its bankings struck at a diameter of around 420 metres or 450 yards – tighter than Montlhéry, but more than twice the diameter of the AVUS wall. It had been built for 160mph, and while it was only used for three seasons, 1926-28, the immortal Frank Lockhart set its lap record at 147.727mph in his super-tuned Miller.

Today at AVUS – as you head south-west along the AVUS carriageway towards Nikolassee – there on the right survives the 260-yard-long old grandstand, upon which I understand there is a preservation order. What then surprised me about the AVUS's parallel carriageway legs is that they are not perfectly flat, as I had pictured. In fact they undulate slightly, producing a couple of relatively blind brows – always fun at 180-plus mph. And then near the old unbanked South Curve location – just before an autobahn interchange junction at Huttenweg – there's the old slip road slicing off to the right then curving back into the carriageway surface, with a matching layby on the opposite side, providing necessary space to complete the U-turn.

It's all a very atmospheric site – as much for me as the (again surprisingly small) Reichstag building, and the Bundesrepublik's treasury building which began life pre-war as Hermann Goering's Reichsluftsfahrtministerium – the Nazi Air Ministry. Every one sent tingles down my spine – but for very different reasons...



Zeppelin's motor racing spin-off

When it comes to travelling very fast around the racing circuits of the 1930s, the Austro-Hungarian aerodynamicist Paul Jaray was a useful recruit for any manufacturer. I doubt he was quite in the all-rounder class of, say, an Adrian Newey, but as a specialist in the fluid dynamics of vehicle body design he was demonstrably near the cutting edge within his field.

Paul Jaray had studied at the Viennese Maschinenbauschule, then became an assistant to Professor Rudolf Dörfl at Prague Technical University. He made his way into the infant aeronautical industry working on seaplanes at Friedrichshafen on Lake Constance, and as WWI erupted he joined the local ZeppelinLuftschiffbau optimising the shape of airship envelopes. He played a major role in the design of the LZ-120 *Bodensee* airship, from which the later *Graf Zeppelin* and the ill-fated *Hindenburg* were developed.



Adler crew toes the party line after Spa 24 Hours

He learned the arcane arts of aerodynamics in the Zeppelin wind tunnels and in 1923 set up his own Büro and consultancy in Brunnen, Switzerland. His Stromlinien Karosserie Gesellschaft followed, in 1927, pouring out prototype designs for streamlined car bodies. He licensed adoption of some of these shapes to assorted manufacturers, but it seems that only Tatra in Czechoslovakia carried his notions through to quantity production models. Jaray produced full-car designs for Jawa, Chrysler, Apollo, Dixi, Steyr, Mercedes-Benz and Audi, starting from his own Ley in the early 1920s. But in motor racing terms the German Adler company made perhaps the best use of this fertile designer's prowess in its team of 'Jaray Streamline' Rennlimousines.

Europe's too-often forgotten 24-hour race was that at Spa-Francorchamps, which was run pre-war from 1924-33, and again from 1936-38 as the Belgian Touring Car Grand Prix. In the 1938 edition Adler's sleek but rather narrow-gutted and gawky-looking German coupés finished reliably sixth and seventh overall, behind the winning Alfa Romeo 8C-2900B, a Delage D6, and a trio of works BMW 328s. The Adlers' drivers were none other than the young Baron Fritz Huschke von Hanstein – of postwar Porsche fame – who shared the sixth-placed car with von der Muhle, and Otto Luhr with Paul von Guilleaume.

OK, they were some 30 laps adrift of the victorious Pintacuda/Severi supercharged Alfa – but this was pretty respectable for a closed coupé at that time, spoiled only by an accident to the team's third car, which was shared by Orssich and Sauerwein (who had finished sixth at Le Mans the previous year, when von Hanstein and the French lady driver Anne Rose Itier retired a second Rennlimousine). At Le Mans in 1938 the pair of works 2-litre Adlers again finished 6-7 and though these Rennlimousines were not quite the rocket ships they looked, they certainly performed rather better than relatively modest mechanicals might have suggested.

And for that the Paul Jaray-inspired slippery bodies should surely share some credit. Above all, it makes a change for a team other than Mercedes-Benz, Auto Union and/or BMW to be punching their right arms into the air in what was then the quaint (and to Anglo-Saxon eyes amusing) – now so sinister – *Hitlergruss* salute.

Colour schemes come in good, bad – and very, very ugly

Racing car liveries are a subject worthy of a dedicated book, not least for some – ahem – infelicitous colour combinations adopted over recent decades. They range from the simply catastrophic – for which wooden spoon award I commend the 1999 F1 Veltins Williams – to the plain vulgar current Vodafone-chromium and vermilion McLarens.

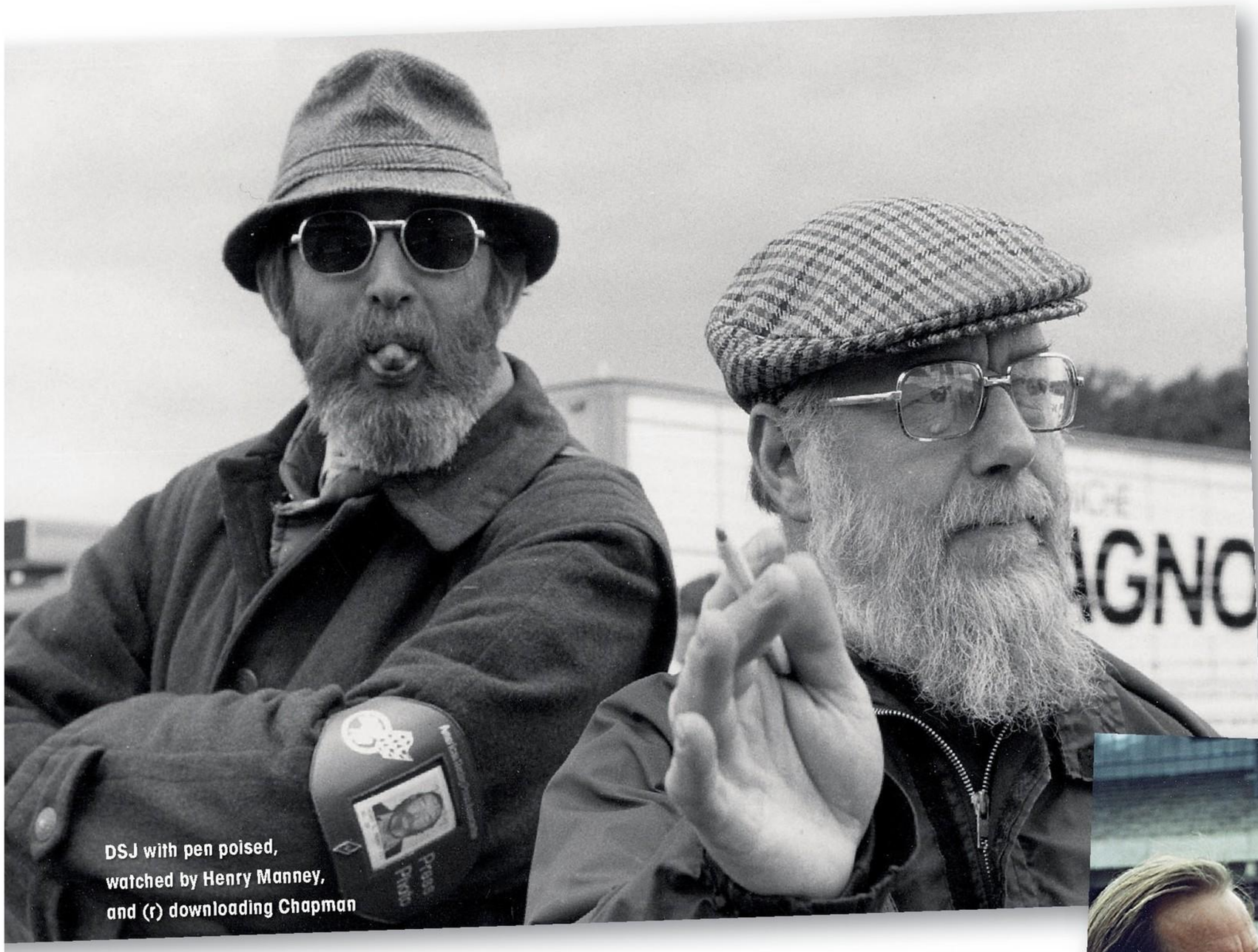
The Veltins Williams just about took the Edna Everage good-taste award in perpetuity for loading unlovely colour combinations into a cannon and firing it at a hapless car, but there are quite a few worthy challengers, for which I would cite assorted Toleman/Benettons and the save-the-earth Formula 1 Hondas of recent unloved memory.



Red and yellow and blue and green; I can drive a rainbow... Austrian Lotus – short on taste?

But non-Indycar racing car liveries have seldom been as curious as one relatively obscure car I do recall. And that is the Lotus 47 driven by two Austrians, named Horst Mundschitz and Gerhard Kramer, in the 1970 Osterreichring 1000Kms.

Perhaps its Valvoline sponsorship decals explained the red and blue in the colour scheme, but adding orange, pink and then yellow was surely over-egging the pudding. Which is what the poor Lotus ended up looking like. But as the Porsche works cars always demonstrated so impressively, compared to function, finish is irrelevant.



DSJ with pen poised, watched by Henry Manney, and (r) downloading Chapman

TWO-HANDED EXERCISE

When Jenks landed a Grand Prix reporting contract, he needed a colleague in Fleet Street. In stepped WB...

When Denis Jenkinson (Jenks, as we knew him) had established himself as the renowned reporter of continental races, a well-known newspaper contacted him to ask if he would report the Grand Prix races for them. To this he agreed, and as they needed someone in their office to receive his reports he asked me if I could co-operate by being in their office to receive his telephone calls. Consequently I would leave Hampshire after tea on a Sunday and arrive at London's Fleet Street area where the newspaper's office was located.

The first time I did this I left my car in a no-parking place and went in to report that I had arrived. The receptionist sitting at an enormous desk told me just to give him the registration number of my car and the police would take no notice of where and for how long it was parked. Somewhat dubious, I did this and when leaving much later that evening I noticed several cars with parking tickets on them but similarly parked cars without, the latter obviously being those of the newspaper's staff.

On the first occasion when I arrived to await DSJ's phone call I was shown into a vast empty office and had some difficulty in discovering how a typewriter could be raised from a flat desk. Having resolved this I would await the designated time to phone DSJ to take down what he had to tell me about the Grand Prix, after which we would have a long conversation about other matters. I would write a concise report of what he had told me and then shout "Boy" into the telephone and my copy would be taken down to the compositors.

On one occasion the newspaper's telephone exchange had no record of where I had to phone. I was asked to wait and after a long time a man arrived saying he had forgotten to leave the telephone number I should call. He was very worried and asked if I knew what DSJ looked like or if I knew where he might be, as we might be able to locate him. This proved of no avail



GP Library

and he departed a very troubled member of the newspaper's staff, and I drove home to no avail, unable to write the GP report.

While waiting for the telephone number, three people had rushed in to the office wanting to find a photograph of a driver called Monkhouse who had been killed during a race; I was relieved to know that this was no one I knew personally. They began to look through the photographs and held up one saying "here's the one we want". I looked across and realised it was another driver with the same name but not the one they required. I informed them that this was not the picture they were looking for but was of another driver with the same name. I then explained that I was waiting to receive a report of the GP race. They took not the slightest notice and left with the wrong photograph.



With its super-slim body, Whale's Calthorpe looked rapid – but did not impress

LAT

One Whale of a Calthorpe

Amongst the Brooklands competing cars which particularly interested me was A Whale's single-seater Calthorpe, which in the early days had a 65x95mm (1261cc) four-cylinder engine and an exceedingly narrow body, so tight that the scuttle had to be fluted out to better protect the driver. The chassis was high and not much wider than the 28-inch maximum body width. The twin exhaust branches were on the near side, leading into a single pipe and cylindrical silencer, external brake and gear levers were on the off-side, with artillery wheels and a stumpy tail.

In 1921 J P Hillhouse, the managing director of Calthorpe's, had spent £2000 on developing this specially built car which was driven by H Humphries. In his hands this machine achieved a first and a third placing, with a fastest lap of 88.94mph.

By 1923 A Whale had acquired the car and during a club meeting it struck a barrier at the end of the straight; this must have been exciting as the car had suffered bad wheel-wobble at low speeds, so much so that before one race the officials had Whale demonstrate it up and down the Finishing Straight to convince themselves that the car's affliction vanished at high speeds. He had one first and one third place, with a best lap that year of 84.56mph.



1927: behind Hallam's Alvis, Whale's modified Calthorpe runs its last race

LAT

In 1924 he had one first and two third places, fastest lap being at 81.24mph. In 1925 he had two second places, with a fastest lap of 82.04mph and after the Easter meeting he also led with 60 points.

In 1926 he had achieved a first and third placing, with a fastest lap of 84.56mph.

For the 1927 season a new two-port 1496cc Meadows engine was installed, and eventually the body lines were much altered, with a dumb-iron cowling, wire wheels etc, being fitted and the car re-painted. However, the Meadows-Calthorpe did nothing of note, and had various troubles, such as a sheared axle shaft and the magneto and carburettors continually being changed, but the speed got lower and lower. The trouble was only discovered after the engine was dismantled and a soft cam was found. The car was laid up in Whale's loft over his showrooms in Camden Town, up to the outbreak of war.

Some time during the war, when I was passing through Camden Town, I saw the notice 'Whale for Calthorpe', so I got permission to enter the premises, hoping to see the car, but the loft was only full of Government bales of paper and no car.

After the war I was able to meet his daughter whom I took to see Brooklands; she told me how as a child she and her mother would picnic on the Members Hill and when her father was in a race they would go to the bridge over the banking. If his car was well up they would stay to watch but if he was well behind they would return to their picnic.

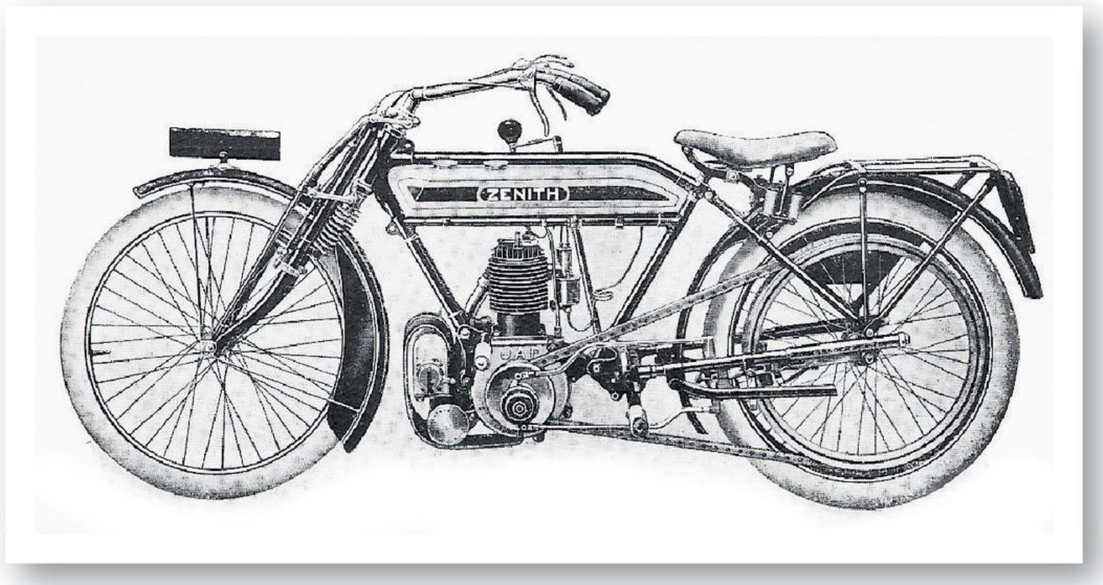
Bill Boddy

WB's modest career on two wheels and three

After my mother died I was living with friends in West Norwood whose family included three boys. The eldest and I considered we should have a motorcycle so after work we hastened to Roland Smith's in Cricklewood where they had machines on sale from shillings upwards. The least expensive had already been sold so we had to settle for a Zenith Gradua for 50 shillings. With the tyres blown up we commenced pushing it along the pavements towards our destination. As it got dark I would go on ahead and ask a policeman where it was likely that we could put it that night. We returned after work on the second and third days and pushed again until we arrived at West Norwood. Then we got it started but could not afford a rubber belt for it so we compromised with a Whittle belt, which frequently broke.

One of the other sons, who was studying to become a clergyman, returned home one Christmas with a fellow student in a Salmson, both wearing their cassocks for warmth, and helped us to get the Zenith going. As there was no garage at the house we had to find accommodation for it, so we rented a shed for a shilling a week. After a time we could not pay the modest rent and later the bills ceased to arrive. Years later, in one of the motor magazines a well-known collector was desperate to find a Zenith Gradua and had eventually found one in a shed in Norwood!

One evening shortly after I met Jenks, he gathered together some motorcycle friends with their machines. As I fell off the first one that I tried to ride I was put on a sidecar combination and they watched to see if I would overturn that, only to see me make a satisfactory return. This indicated to Jenks that I could ride a cycle outfit and one day he rang up to say he had found one for me, with a chauffeur who looked after a Rolls-Royce for an elderly lady who seldom went out, so had time to put the machine into good order. It was a Sunbeam combination he wanted to dispose of, which had a four-speed gearbox and petrol gauge in its fuel tank, and DSJ told me that I should buy it. This I did and he bought it to his place in Odiham, close to where we lived.

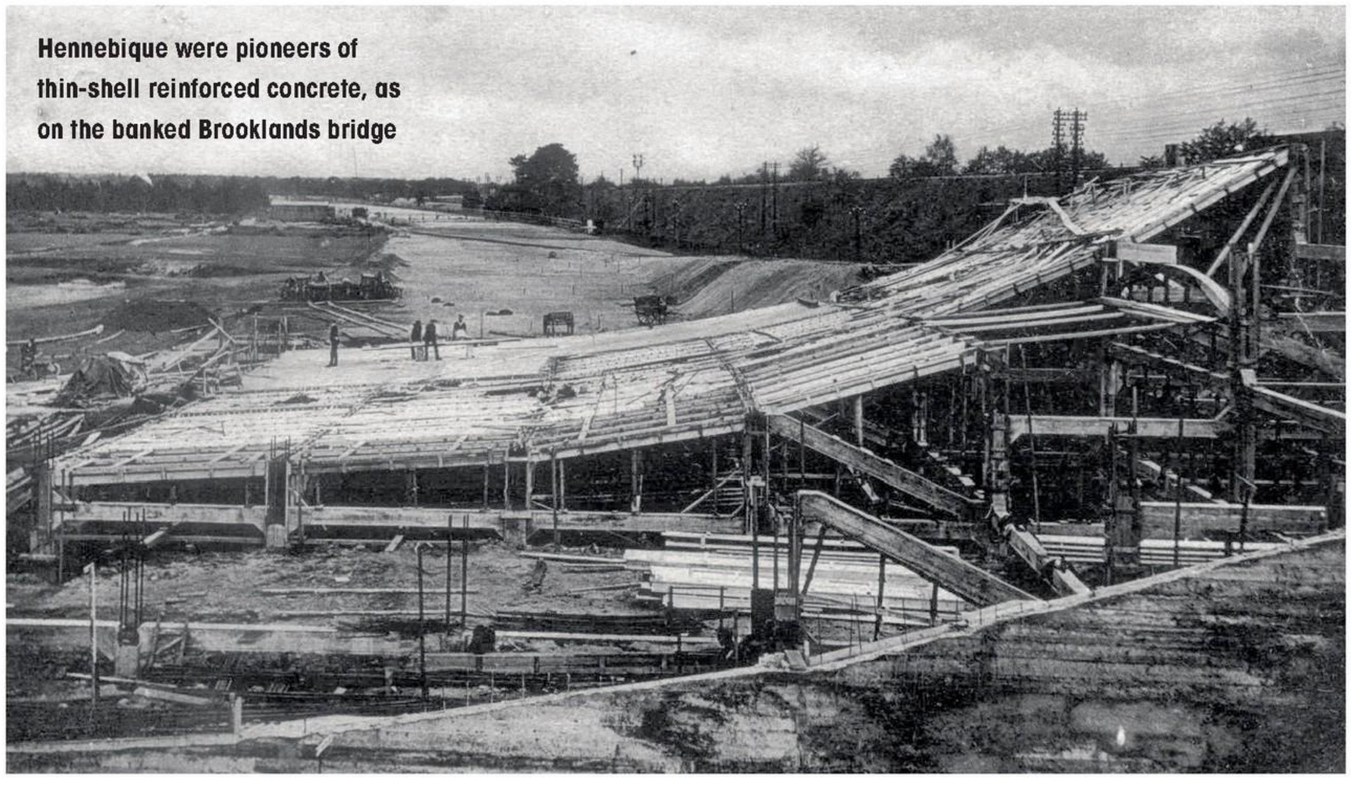


VMCC

WB and his friend plumped for a Zenith Gradua, only because it was the cheapest motorcycle left in the shop

One Christmas when he was away he wanted me to return a Lancia Aprilia to him. We had staying with us a friend and her young daughter. On Christmas morning I was going to return the Lancia to Jenks and return home on the previously unseen motorcycle. I asked the young lady if she would like to accompany me. She said she would. So we mounted the motorcycle combination which after much kick-starting fired up, and set off for the short journey home. On the way she called up to me to say she had never been in a sidecar but that it was very comfortable; I called back that I had never seriously ridden a motorcycle before. We got home in time for Christmas lunch.

Eventually the Sunbeam was housed in our barn in Wales. One morning I went up to the barn and saw the padlock lying on the ground, sawn through and the motorcycle missing. The barn being a little way from the house, we had heard nothing during the night. I reported the theft to the police but for some reason was not informed when they had found the culprit or when the case was going to court. I learnt afterwards that in his defence he had lied, saying that the Sunbeam was outside Mr Boddy's front gate untaxed, so he presumed that it was not wanted and so he took it away. In fact he had sawn through the sidecar connections and stolen only the machine. Later a neighbour who could see over our hedge told me that my sidecar had been abandoned in one of my fields. The police had found the machine dismantled into a hundred bits which were eventually returned to me in a police van. They recognised the machine by its petrol tank, but did not find a JAP engine which had also been stolen.



Hennebique were pioneers of thin-shell reinforced concrete, as on the banked Brooklands bridge

Brooklands Museum

No chance of bridging the gap

When the Brooklands Society had cleared things up at Brooklands Track after the war it was impossible to once again complete the circuit because the Hennebique Bridge, part of the Members Banking where the track crossed over the River Wey, was missing, having been demolished for safety reasons.

The Society hoped the military might provide a suitable bridge, even if unbanked, to connect the banking to the Railway Straight but they were unable to help. Thus at post-war rallies, cars could drive along the Members Banking, but in the wrong direction.

When the Track was being built in 1907 this bridge had been provided by The Yorkshire Hennebique Contracting Company Ltd of Hennebique House at the Mount in York. They supplied and installed the bridge at the price of £4666 12s 6d. Ⓜ

HALL & HALL



1971 Ferrari 312 B2 #07 highly original with Classiche Certificate.
An ideal entry for GP Historique de Monaco.



1922 Sunbeam TT 3 Litre #04. Driven by Phil Hill at Monterey 1993
and winner of the Montagu Trophy at Pebble Beach.



1968 Brabham BT25 /Repco Indycar.
The first Brabham monocoque design. Believed ex Rindt/Revson.



1955 Lancia D50.
1 of 4 constructed by Rosani/Stokes using some original parts.



1974 TOJ SS02
Fitted with BMW M12, 1 race since a rebuild by Swindon.



1970 BRM P153
Prepared to a very high standard and ready to race with a big spares package.

ALSO AVAILABLE

1964 AC Cobra Competition car	1970 BRM P153	1990 Footwork Arrows A11B	1972 March 721/DFV
1959 Aston Martin DBR4/250	1971 BRM P160	1960 Lola Mk1 Climax	1960 Scarab F1
1972 Alfa Romeo T33/3	1969 Chevron B16	1965 Lola T70 Spider Mk II	1959 Tec Mec Maserati
1963 Brabham BT5 Sports car	1962 Ecurie Ecosse Tojeiro Buick	1967 Lola T70 Spider Mk III	1973 Trojan F1
1967 BRM H16	1958 Elva Mk IV Climax	1983 Lotus 92/DFV	1972 Willams FX3/DFV

We always have a number of high value competition cars that are not advertised but are available by private treaty. Please let us know your requirements.

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Race Results

FIA FORMULA 1 WORLD CHAMPIONSHIP

AUSTRALIA
MELBOURNE – MARCH 29

1	Jenson Button	Brawn GP
2	Rubens Barrichello	Brawn GP
3	Jarno Trulli	Toyota
4	Timo Glock	Toyota
5	Fernando Alonso	Renault
6	Nico Rosberg	Williams
7	Sebastien Buemi	Toro Rosso
8	Sébastien Bourdais	Toro Rosso

Fastest lap: Nico Rosberg
Pole: Jenson Button

MALAYSIA
KUALA LUMPUR – APRIL 5

1	Jenson Button	Brawn GP
2	Nick Heidfeld	BMW Sauber
3	Timo Glock	Toyota
4	Jarno Trulli	Toyota
5	Rubens Barrichello	Brawn GP
6	Mark Webber	Red Bull
7	Lewis Hamilton	McLaren
8	Nico Rosberg	Williams

Fastest lap: Jenson Button
Pole: Jenson Button

CHINA
SHANGHAI – APRIL 19

1	Sebastian Vettel	Red Bull
2	Mark Webber	Red Bull
3	Jenson Button	Brawn GP
4	Rubens Barrichello	Brawn GP
5	Heikki Kovalainen	McLaren
6	Lewis Hamilton	McLaren
7	Timo Glock	Toyota
8	Sebastien Buemi	Toro Rosso

Fastest lap: Rubens Barrichello
Pole: Sebastian Vettel

BAHRAIN
SAKHIR – APRIL 26

1	Jenson Button	Brawn GP
2	Sebastian Vettel	Red Bull
3	Jarno Trulli	Toyota
4	Lewis Hamilton	McLaren
5	Rubens Barrichello	Brawn GP
6	Kimi Räikkönen	Ferrari
7	Timo Glock	Toyota
8	Fernando Alonso	Renault

Fastest lap: Jarno Trulli
Pole: Jarno Trulli

SPAIN
CATALUNYA – MAY 10

1	Jenson Button	Brawn GP
2	Rubens Barrichello	Brawn GP
3	Mark Webber	Red Bull
4	Sebastian Vettel	Red Bull
5	Fernando Alonso	Renault
6	Felipe Massa	Ferrari
7	Nick Heidfeld	BMW Sauber
8	Nico Rosberg	Williams

Fastest lap: Rubens Barrichello
Pole: Jenson Button

MONACO
MONTE CARLO – MAY 24

1	Jenson Button	Brawn GP
2	Rubens Barrichello	Brawn GP
3	Kimi Räikkönen	Ferrari
4	Felipe Massa	Ferrari
5	Mark Webber	Red Bull
6	Nico Rosberg	Williams
7	Fernando Alonso	Renault
8	Sébastien Bourdais	Toro Rosso

Fastest lap: Felipe Massa
Pole: Jenson Button

TURKEY
ISTANBUL – JUNE 7

1	Jenson Button	Brawn GP
2	Mark Webber	Red Bull
3	Sebastian Vettel	Red Bull
4	Jarno Trulli	Toyota
5	Nico Rosberg	Williams
6	Felipe Massa	Ferrari
7	Robert Kubica	BMW Sauber
8	Timo Glock	Toyota

Fastest lap: Jenson Button
Pole: Sebastian Vettel

GREAT BRITAIN
SILVERSTONE – JUNE 21

1	Sebastian Vettel	Red Bull
2	Mark Webber	Red Bull
3	Rubens Barrichello	Brawn GP
4	Felipe Massa	Ferrari
5	Nico Rosberg	Williams
6	Jenson Button	Brawn GP
7	Jarno Trulli	Toyota
8	Kimi Räikkönen	Ferrari

Fastest lap: Sebastian Vettel
Pole: Sebastian Vettel

GERMANY
NURBURGRING – JULY 12

1	Mark Webber	Red Bull
2	Sebastian Vettel	Red Bull
3	Felipe Massa	Ferrari
4	Nico Rosberg	Williams
5	Jenson Button	Brawn GP
6	Rubens Barrichello	Brawn GP
7	Fernando Alonso	Renault
8	Heikki Kovalainen	McLaren

Fastest lap: Fernando Alonso
Pole: Mark Webber

HUNGARY
BUDAPEST – JULY 26

1	Lewis Hamilton	McLaren
2	Kimi Räikkönen	Ferrari
3	Mark Webber	Red Bull
4	Nico Rosberg	Williams
5	Heikki Kovalainen	McLaren
6	Timo Glock	Toyota
7	Jenson Button	Brawn GP
8	Jarno Trulli	Toyota

Fastest lap: Mark Webber
Pole: Fernando Alonso

EUROPE
VALENCIA – AUGUST 23

1	Rubens Barrichello	Brawn GP
2	Lewis Hamilton	McLaren
3	Kimi Räikkönen	Ferrari
4	Heikki Kovalainen	McLaren
5	Nico Rosberg	Williams
6	Fernando Alonso	Renault
7	Jenson Button	Brawn GP
8	Robert Kubica	BMW Sauber

Fastest lap: Timo Glock
Pole: Lewis Hamilton

BELGIUM
SPA – AUGUST 30

1	Kimi Räikkönen	Ferrari
2	Giancarlo Fisichella	Force India
3	Sebastian Vettel	Red Bull
4	Nick Heidfeld	BMW Sauber
5	Robert Kubica	BMW Sauber
6	Heikki Kovalainen	McLaren
7	Rubens Barrichello	Brawn GP
8	Nico Rosberg	Williams

Fastest lap: Sebastian Vettel
Pole: Giancarlo Fisichella

ITALY
MONZA – SEPTEMBER 13

1	Rubens Barrichello	Brawn GP
2	Jenson Button	Brawn GP
3	Kimi Räikkönen	Ferrari
4	Adrian Sutil	Force India
5	Fernando Alonso	Renault
6	Heikki Kovalainen	McLaren
7	Nick Heidfeld	BMW Sauber
8	Sebastian Vettel	Red Bull

Fastest lap: Adrian Sutil
Pole: Lewis Hamilton

SINGAPORE
SINGAPORE – SEPTEMBER 27

1	Lewis Hamilton	McLaren
2	Timo Glock	Toyota
3	Fernando Alonso	Renault
4	Sebastian Vettel	Red Bull
5	Jenson Button	Brawn GP
6	Rubens Barrichello	Brawn GP
7	Heikki Kovalainen	McLaren
8	Robert Kubica	BMW Sauber

Fastest lap: Fernando Alonso
Pole: Lewis Hamilton

JAPAN
SUZUKA – OCTOBER 4

1	Sebastian Vettel	Red Bull
2	Jarno Trulli	Toyota
3	Lewis Hamilton	McLaren
4	Kimi Räikkönen	Ferrari
5	Nico Rosberg	Williams
6	Nick Heidfeld	BMW Sauber
7	Rubens Barrichello	Brawn GP
8	Jenson Button	Brawn GP

Fastest lap: Mark Webber
Pole: Sebastian Vettel

BRAZIL
SAO PAULO – OCTOBER 18

1	Mark Webber	Red Bull
2	Robert Kubica	BMW Sauber
3	Lewis Hamilton	McLaren
4	Sebastian Vettel	Red Bull
5	Jenson Button	Brawn GP
6	Kimi Räikkönen	Ferrari
7	Sebastien Buemi	Toro Rosso
8	Rubens Barrichello	Brawn GP

Fastest lap: Mark Webber
Pole: Rubens Barrichello

ABU DHABI
YAS MARINA – NOVEMBER 1

1	Sebastian Vettel	Red Bull
2	Mark Webber	Red Bull
3	Jenson Button	Brawn GP
4	Rubens Barrichello	Brawn GP
5	Nick Heidfeld	BMW Sauber
6	Kamui Kobayashi	Toyota
7	Jarno Trulli	Toyota
8	Sebastien Buemi	Toro Rosso

Fastest lap: Sebastian Vettel
Pole: Lewis Hamilton

DRIVER STANDINGS

1	Jenson Button	95
2	Sebastian Vettel	84
3	Rubens Barrichello	77
4	Mark Webber	69.5
5	Lewis Hamilton	49
6	Kimi Räikkönen	48
7	Nico Rosberg	34.5
8	Jarno Trulli	32.5
9	Fernando Alonso	26
10	Timo Glock	24
11	Felipe Massa	22
12	Heikki Kovalainen	22
13	Nick Heidfeld	19
14	Robert Kubica	17
15	Giancarlo Fisichella	8

MANUFACTURER STANDINGS

1	Brawn GP	172
2	Red Bull	153.5
3	McLaren	71
4	Ferrari	70
5	Toyota	59.5
6	BMW Sauber	36

FIA WORLD RALLY CHAMPIONSHIP

IRELAND
JANUARY 30-FEBRUARY 1

1	Sébastien Loeb	Citroën
2	Dani Sordo	Citroën
3	Mikko Hirvonen	Ford
4	Henning Solberg	Ford
5	Chris Atkinson	Citroën
6	Sébastien Ogier	Citroën

NORWAY
FEBRUARY 13-15

1	Sébastien Loeb	Citroën
2	Mikko Hirvonen	Ford
3	Jari-Matti Latvala	Ford
4	Henning Solberg	Ford
5	Dani Sordo	Citroën
6	Petter Solberg	Citroën

CYPRUS
MARCH 13-15

1	Sébastien Loeb	Citroën
2	Mikko Hirvonen	Ford
3	Petter Solberg	Citroën
4	Dani Sordo	Citroën
5	Matthew Wilson	Ford
6	Conrad Rautenbach	Citroën

PORTUGAL
APRIL 2-5

1	Sébastien Loeb	Citroën
2	Mikko Hirvonen	Ford
3	Dani Sordo	Citroën
4	Petter Solberg	Citroën
5	Henning Solberg	Ford
6	Mads Østberg	Subaru

ARGENTINA
APRIL 24-26

1	Sébastien Loeb	Citroën
2	Dani Sordo	Citroën
3	Henning Solberg	Ford
4	Federico Villagra	Ford
5	Matthew Wilson	Ford
6	Jari-Matti Latvala	Ford

ITALY
MAY 22-24

1	Jari-Matti Latvala	Ford
2	Mikko Hirvonen	Ford
3	Petter Solberg	Citroën
4	Sébastien Loeb	Citroën
5	Evgeny Novikov	Citroën
6	Matthew Wilson	Ford

GREECE
JUNE 12-14

1	Mikko Hirvonen	Ford
2	Sébastien Ogier	Citroën
3	Jari-Matti Latvala	Ford
4	Federico Villagra	Ford
5	Conrad Rautenbach	Citroën
6	Khalid Al Qassimi	Ford

POLAND
JUNE 26-28

1	Mikko Hirvonen	Ford
2	Dani Sordo	Citroën
3	Henning Solberg	Ford
4	Petter Solberg	Citroën
5	Matthew Wilson	Ford
6	Krzysztof Holowczyc	Ford

FINLAND
JULY 31-AUGUST 2

1	Mikko Hirvonen	Ford
2	Sébastien Loeb	Citroën
3	Jari-Matti Latvala	Ford
4	Dani Sordo	Citroën
5	Matti Rantanen	Ford
6	Sébastien Ogier	Citroën

AUSTRALIA
SEPTEMBER 4-6

1	Mikko Hirvonen	Ford
2	Sébastien Loeb	Citroën
3	Dani Sordo	Citroën
4	Jari-Matti Latvala	Ford
5	Sébastien Ogier	Citroën
6	Matthew Wilson	Ford

SPAIN
OCTOBER 2-4

1	Sébastien Loeb	Citroën
2	Dani Sordo	Citroën
3	Mikko Hirvonen	Ford
4	Petter Solberg	Citroën
5	Sébastien Ogier	Citroën
6	Jari-Matti Latvala	Ford

GREAT BRITAIN
OCTOBER 23-25

1	Sébastien Loeb	Citroën
2	Mikko Hirvonen	Ford
3	Dani Sordo	Citroën
4	Petter Solberg	Citroën
5	Henning Solberg	Ford
6	Matthew Wilson	Ford

WRC DRIVER STANDINGS

1	Sébastien Loeb	93
2	Mikko Hirvonen	92
3	Dani Sordo	64
4	Jari-Matti Latvala	41
5	Petter Solberg	35

MANUFACTURER STANDINGS

1	Citroën Total WRT	167
2	BP Ford Abu Dhabi WRT	140
3	Stobart VK M-Sport Ford	80

PWRC DRIVER STANDINGS

1	Armindo Araújo	42
2	Martin Prokop	39
3	Nasser Al-Attiyah	31

JWRC DRIVER STANDINGS

1	Martin Prokop	46
2	Michal Kosciuszko	42
3	Aaron Burkart	39

Race Results

FIM MOTOGP CHAMPIONSHIP

QATAR
LOSAIL – APRIL 12

1	Casey Stoner	*Ducati*
2	Valentino Rossi	*Yamaha*
3	Jorge Lorenzo	*Yamaha*
4	Colin Edwards	*Yamaha*
5	Andrea Dovizioso	*Honda*
6	Alex De Angelis	*Honda*

Fastest lap: *Casey Stoner*
Pole: *Casey Stoner*

JAPAN
MOTEGI – APRIL 26

1	Jorge Lorenzo	*Yamaha*
2	Valentino Rossi	*Yamaha*
3	Dani Pedrosa	*Honda*
4	Casey Stoner	*Ducati*
5	Andrea Dovizioso	*Honda*
6	Marco Melandri	*Kawasaki*

Fastest lap: *Jorge Lorenzo*
Pole: *Valentino Rossi*

SPAIN
JEREZ – MAY 3

1	Valentino Rossi	*Yamaha*
2	Dani Pedrosa	*Honda*
3	Casey Stoner	*Ducati*
4	Randy De Puniet	*Honda*
5	Marco Melandri	*Kawasaki*
6	Loris Capirossi	*Suzuki*

Fastest lap: *Valentino Rossi*
Pole: *Jorge Lorenzo*

FRANCE
LE MANS – MAY 17

1	Jorge Lorenzo	*Yamaha*
2	Marco Melandri	*Kawasaki*
3	Dani Pedrosa	*Honda*
4	Andrea Dovizioso	*Honda*
5	Casey Stoner	*Ducati*
6	Chris Vermeulen	*Suzuki*

Fastest lap: *Dani Pedrosa*
Pole: *Dani Pedrosa*

ITALY
MUGELLO – MAY 31

1	Casey Stoner	*Ducati*
2	Jorge Lorenzo	*Yamaha*
3	Valentino Rossi	*Yamaha*
4	Andrea Dovizioso	*Honda*
5	Loris Capirossi	*Suzuki*
6	Colin Edwards	*Yamaha*

Fastest lap: *Valentino Rossi*
Pole: *Jorge Lorenzo*

SPAIN
CATALUNYA – JUN 14

1	Valentino Rossi	*Yamaha*
2	Jorge Lorenzo	*Yamaha*
3	Casey Stoner	*Ducati*
4	Andrea Dovizioso	*Honda*
5	Loris Capirossi	*Suzuki*
6	Dani Pedrosa	*Honda*

Fastest lap: Casey Stoner
Pole: Jorge Lorenzo

NETHERLANDS
ASSEN – JUNE 27

1	Valentino Rossi	*Yamaha*
2	Jorge Lorenzo	*Yamaha*
3	Casey Stoner	*Ducati*
4	Colin Edwards	*Yamaha*
5	Chris Vermeulen	*Suzuki*
6	James Toseland	*Yamaha*

Fastest lap: *Valentino Rossi*
Pole: *Valentino Rossi*

UNITED STATES
LAGUNA SECA – JUL 5

1	Dani Pedrosa	*Honda*
2	Valentino Rossi	*Yamaha*
3	Jorge Lorenzo	*Yamaha*
4	Casey Stoner	*Ducati*
5	Nicky Hayden	*Ducati*
6	Toni Elias	*Honda*

Fastest lap: *Dani Pedrosa*
Pole: *Jorge Lorenzo*

GERMANY
SACHSENRING – JUL 19

1	Valentino Rossi	*Yamaha*
2	Jorge Lorenzo	*Yamaha*
3	Dani Pedrosa	*Honda*
4	Casey Stoner	*Ducati*
5	Alex De Angelis	*Honda*
6	Toni Elias	*Honda*

Fastest lap: *Dani Pedrosa*
Pole: *Valentino Rossi*

GREAT BRITAIN
DONINGTON – JULY 26

1	Andrea Dovizioso	*Honda*
2	Colin Edwards	*Yamaha*
3	Randy De Puniet	*Honda*
4	Alex De Angelis	*Honda*
5	Valentino Rossi	*Yamaha*
6	James Toseland	*Yamaha*

Fastest lap: *Jorge Lorenzo*
Pole: *Valentino Rossi*

CZ REPUBLIC
BRNO – AUGUST 16

1	Valentino Rossi	*Yamaha*
2	Dani Pedrosa	*Honda*
3	Toni Elias	*Honda*
4	Andrea Dovizioso	*Honda*
5	Loris Capirossi	*Suzuki*
6	Nicky Hayden	*Ducati*

Fastest lap: *Jorge Lorenzo*
Pole: *Valentino Rossi*

UNITED STATES
INDIANAPOLIS – AUG 30

1	Jorge Lorenzo	*Yamaha*
2	Alex De Angelis	*Honda*
3	Nicky Hayden	*Ducati*
4	Andrea Dovizioso	*Honda*
5	Colin Edwards	*Yamaha*
6	James Toseland	*Yamaha*

Fastest lap: *Jorge Lorenzo*
Pole: *Dani Pedrosa*

SAN MARINO
MISANO – SEP 6

1	Valentino Rossi	*Yamaha*
2	Jorge Lorenzo	*Yamaha*
3	Dani Pedrosa	*Honda*
4	Andrea Dovizioso	*Honda*
5	Loris Capirossi	*Suzuki*
6	Toni Elias	*Honda*

Fastest lap: *Valentino Rossi*
Pole: *Valentino Rossi*

PORTUGAL
ESTORIL – OCT 4

1	Jorge Lorenzo	*Yamaha*
2	Casey Stoner	*Ducati*
3	Dani Pedrosa	*Honda*
4	Valentino Rossi	*Yamaha*
5	Colin Edwards	*Yamaha*
6	Toni Elias	*Honda*

Fastest lap: *Dani Pedrosa*
Pole: *Jorge Lorenzo*

AUSTRALIA
PHILLIP ISLAND – OCT 18

1	Casey Stoner	*Ducati*
2	Valentino Rossi	*Yamaha*
3	Dani Pedrosa	*Honda*
4	Alex De Angelis	*Honda*
5	Colin Edwards	*Yamaha*
6	Andrea Dovizioso	*Honda*

Fastest lap: *Valentino Rossi*
Pole: *Casey Stoner*

MALAYSIA
SEPANG – OCTOBER 25

1	Casey Stoner	*Ducati*
2	Dani Pedrosa	*Honda*
3	Valentino Rossi	*Yamaha*
4	Jorge Lorenzo	*Yamaha*
5	Nicky Hayden	*Ducati*
6	Chris Vermeulen	*Suzuki*

Fastest lap: *Valentino Rossi*
Pole: *Valentino Rossi*

SPAIN
VALENCIA – NOV 8

1	Dani Pedrosa	*Honda*
2	Valentino Rossi	*Yamaha*
3	Jorge Lorenzo	*Yamaha*
4	Colin Edwards	*Yamaha*
5	Nicky Hayden	*Ducati*
6	Toni Elias	*Honda*

Fastest lap: *Dani Pedrosa*
Pole: *Casey Stoner*

RIDER STANDINGS

1	Valentino Rossi	*306*
2	Jorge Lorenzo	*261*
3	Dani Pedrosa	*234*
4	Casey Stoner	*220*
5	Colin Edwards	*161*
6	Andrea Dovizioso	*160*
7	Tony Elias	*115*
8	Alex De Angelis	*111*
9	Loris Capirossi	*110*
10	Marco Melandri	*108*

TEAM STANDINGS

1	Fiat Yamaha	*567*
2	Repsol Honda	*394*
3	Ducati Marlboro	*341*
4	Monster Yamaha	*253*
5	Honda Gresini	*226*
6	Rizla Suzuki	*216*

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BRAZIL
CURITIBA – MARCH 8

Race 1

1	Yvan Muller	*SEAT*
2	Jordi Gené	*SEAT*
3	Rickard Rydell	*SEAT*
4	Gabriele Tarquini	*SEAT*
5	Nicola Larini	*Chevrolet*
6	Augusto Farfus	*BMW*

Race 2

1	Gabriele Tarquini	*SEAT*
2	Rickard Rydell	*SEAT*
3	Jordi Gené	*SEAT*
4	Yvan Muller	*SEAT*
5	Jörg Müller	*BMW*
6	Augusto Farfus	*BMW*

MEXICO
PUEBLA – MARCH 22

Race 1

1	Rickard Rydell	*SEAT*
2	Augusto Farfus	*BMW*
3	Andy Priaulx	*BMW*
4	Yvan Muller	*SEAT*
5	Jörg Müller	*BMW*
6	Gabriele Tarquini	*SEAT*

Race 2

1	Yvan Muller	*SEAT*
2	Andy Priaulx	*BMW*
3	Rickard Rydell	*SEAT*
4	Augusto Farfus	*BMW*
5	Sergio Hernández	*BMW*
6	Alex Zanardi	*BMW*

MOROCCO
MARRAKECH – MAY 3

Race 1

1	Rob Huff	*Chevrolet*
2	Gabriele Tarquini	*SEAT*
3	Jordi Gené	*SEAT*
4	Yvan Muller	*SEAT*
5	Tiago Monteiro	*SEAT*
6	Nicola Larini	*Chevrolet*

Race 2

1	Nicola Larini	*Chevrolet*
2	Yvan Muller	*SEAT*
3	Rob Huff	*Chevrolet*
4	Jörg Müller	*BMW*
5	Gabriele Tarquini	*SEAT*
6	Augusto Farfus	*BMW*

FRANCE
PAU – MAY 17

Race 1

1	Rob Huff	*Chevrolet*
2	Augusto Farfus	*BMW*
3	Jörg Müller	*BMW*
4	Andy Priaulx	*BMW*
5	Sergio Hernández	*BMW*
6	Félix Porteiro	*BMW*

Race 2

1	Alain Menu	*Chevrolet*
2	Augusto Farfus	*BMW*
3	Rob Huff	*Chevrolet*
4	Andy Priaulx	*BMW*
5	Alex Zanardi	*BMW*
6	Gabriele Tarquini	*SEAT*

SPAIN
VALENCIA – MAY 31

Race 1

1	Yvan Muller	*SEAT*
2	Tiago Monteiro	*SEAT*
3	Gabriele Tarquini	*SEAT*
4	Augusto Farfus	*BMW*
5	Andy Priaulx	*BMW*
6	Jörg Müller	*BMW*

Race 2

1	Augusto Farfus	*BMW*
2	Jörg Müller	*BMW*
3	Gabriele Tarquini	*SEAT*
4	Andy Priaulx	*BMW*
5	Sergio Hernández	*BMW*
6	Tiago Monteiro	*SEAT*

CZ REPUBLIC
BRNO – JUNE 21

Race 1

1	Alex Zanardi	*BMW*
2	Jörg Müller	*BMW*
3	Gabriele Tarquini	*SEAT*
4	Rickard Rydell	*SEAT*
5	Sergio Hernández	*BMW*
6	Tiago Monteiro	*SEAT*

Race 2

1	Sergio Hernández	*BMW*
2	Yvan Muller	*SEAT*
3	Tiago Monteiro	*SEAT*
4	Félix Porteiro	*BMW*
5	Gabriele Tarquini	*SEAT*
6	Rickard Rydell	*SEAT*

PORTUGAL
PORTO – JULY 5

Race 1

1	Gabriele Tarquini	*SEAT*
2	Rob Huff	*Chevrolet*
3	Yvan Muller	*SEAT*
4	Tiago Monteiro	*SEAT*
5	Nicola Larini	*Chevrolet*
6	Jordi Gené	*SEAT*

Race 2

1	Augusto Farfus	*BMW*
2	Yvan Muller	*SEAT*
3	Rickard Rydell	*SEAT*
4	Jordi Gené	*SEAT*
5	Tiago Monteiro	*SEAT*
6	Rob Huff	*Chevrolet*

GREAT BRITAIN
BRANDS HATCH – JULY 19

Race 1

1	Alain Menu	*Chevrolet*
2	Rob Huff	*Chevrolet*
3	Andy Priaulx	*BMW*
4	Gabriele Tarquini	*SEAT*
5	Rickard Rydell	*SEAT*
6	Jörg Müller	*BMW*

Race 2

1	Augusto Farfus	*BMW*
2	Jörg Müller	*BMW*
3	Gabriele Tarquini	*SEAT*
4	Rickard Rydell	*SEAT*
5	Andy Priaulx	*BMW*
6	Rob Huff	*Chevrolet*

GERMANY
OSCHERSLEBEN – SEP 6

Race 1

1	Andy Priaulx	*BMW*
2	Gabriele Tarquini	*SEAT*
3	Rickard Rydell	*SEAT*
4	Tom Coronel	*SEAT*
5	Augusto Farfus	*BMW*
6	Stefano D'Aste	*BMW*

Race 2

1	Augusto Farfus	*BMW*
2	Andy Priaulx	*BMW*
3	Gabriele Tarquini	*SEAT*
4	Jörg Müller	*BMW*
5	Sergio Hernández	*BMW*
6	Nicola Larini	*Chevrolet*

ITALY
IMOLA – SEPTEMBER 20

Race 1

1	Gabriele Tarquini	*SEAT*
2	Yvan Muller	*SEAT*
3	Rob Huff	*Chevrolet*
4	Alex Zanardi	*BMW*
5	Tom Coronel	*SEAT*
6	James Thompson	*Lada*

Race 2

1	Yvan Muller	*SEAT*
2	Gabriele Tarquini	*SEAT*
3	Alain Menu	*Chevrolet*
4	Alex Zanardi	*BMW*
5	Jordi Gené	*SEAT*
6	James Thompson	*Lada*

JAPAN
OKAYAMA – NOV 1

Race 1

1	Andy Priaulx	*BMW*
2	Jörg Müller	*BMW*
3	Rob Huff	*Chevrolet*
4	Yvan Muller	*SEAT*
5	Gabriele Tarquini	*SEAT*
6	Jordi Gené	*SEAT*

Race 2

1	Augusto Farfus	*BMW*
2	Andy Priaulx	*BMW*
3	Yvan Muller	*SEAT*
4	Alain Menu	*Chevrolet*
5	Nicola Larini	*Chevrolet*
6	Rob Huff	*Chevrolet*

MACAU
MACAU – NOV 22

Race 1

1	
2	
3	
4	
5	
6	

Race 2

1	
2	
3	
4	
5	
6	

DRIVER STANDINGS

1	Gabriele Tarquini	*115*
2	Yvan Muller	*113*
3	Augusto Farfus	*102*
4	Andy Priaulx	*84*
5	Rob Huff	*69*
6	Jörg Müller	*66*
7	Rickard Rydell	*64*
8	Jordi Gené	*39*
9	Alain Menu	*36*
10	Serio Hernández	*36*

MANUFACTURER STANDINGS

1	SEAT	*289*
2	BMW	*286*
3	Chevrolet	*193*
4	Lada	*81*

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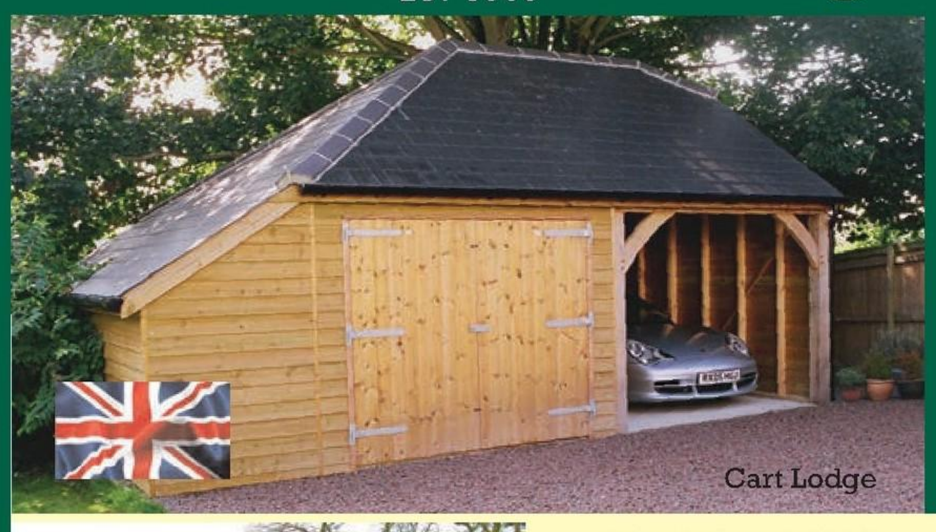
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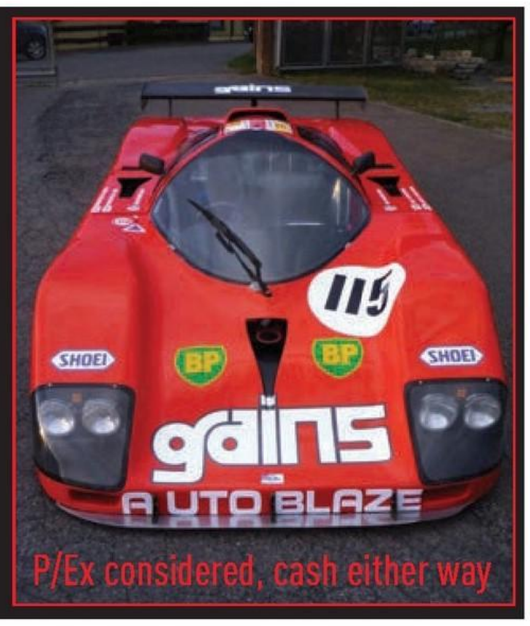
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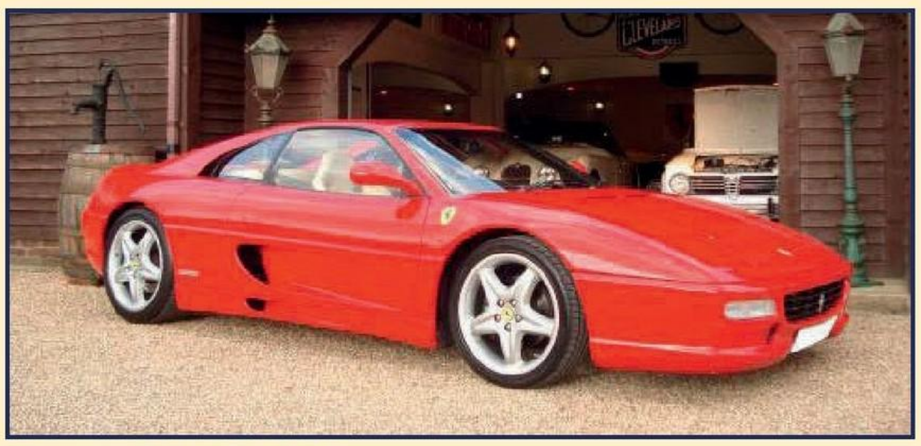
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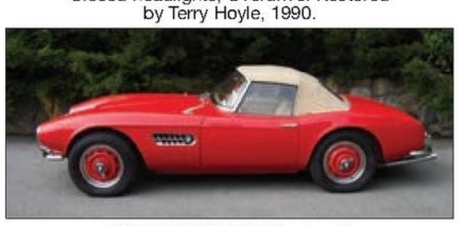
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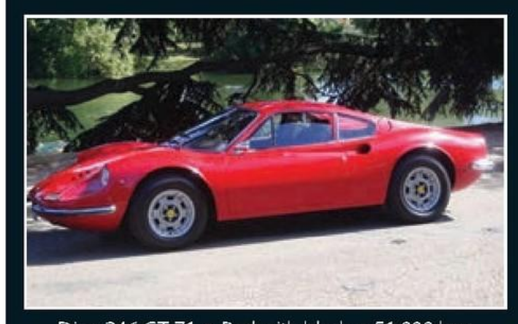


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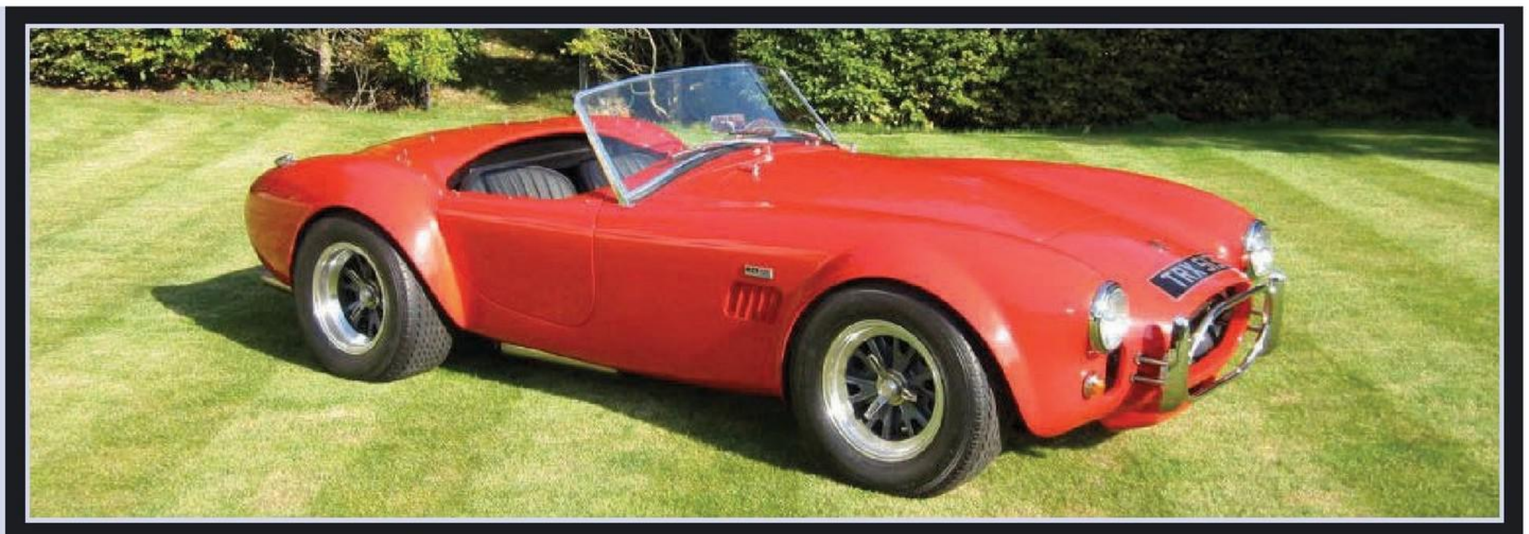
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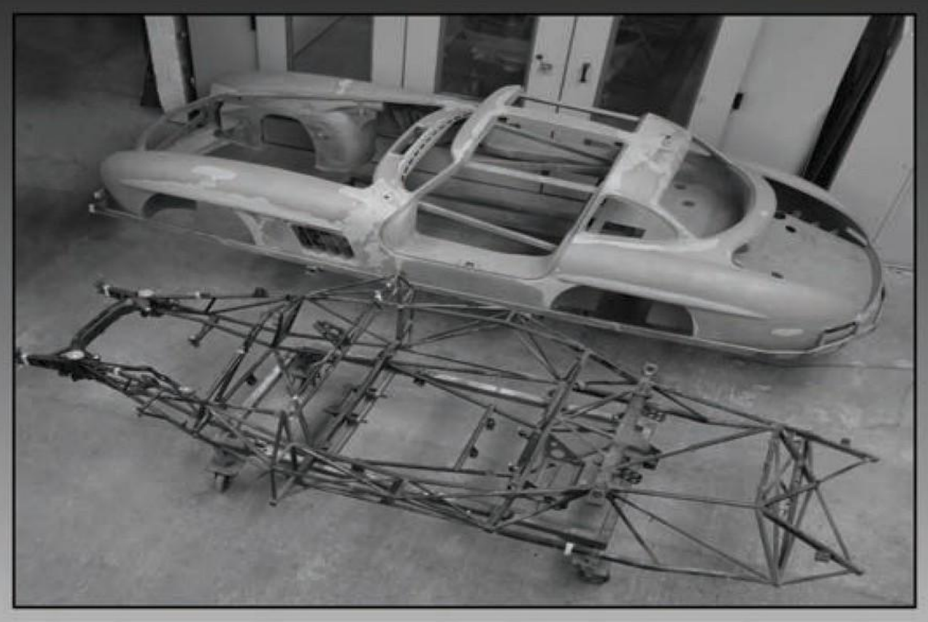
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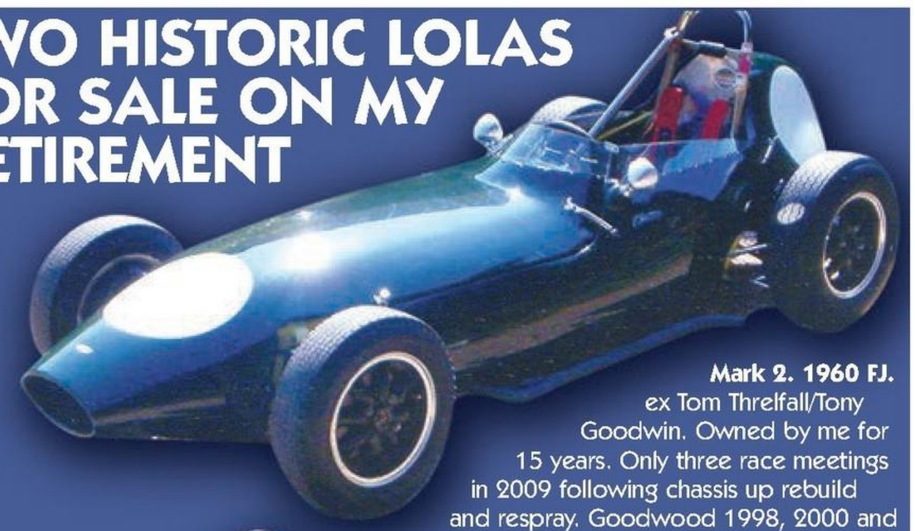


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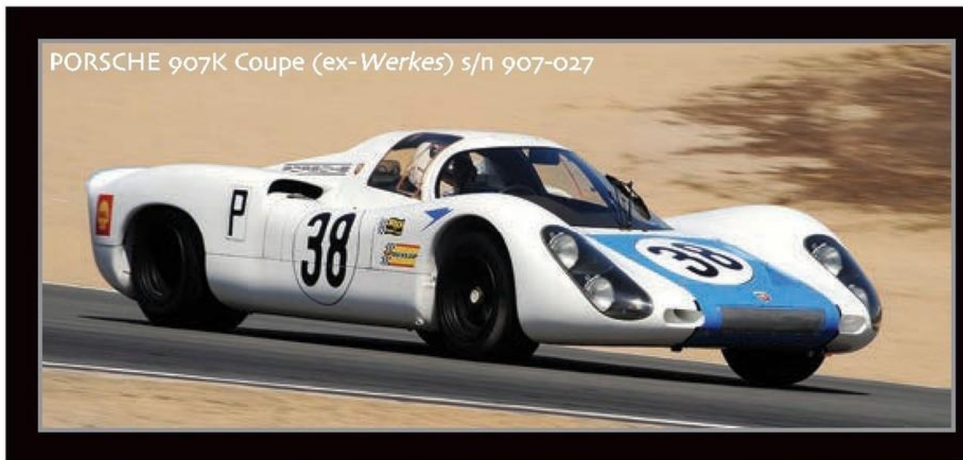
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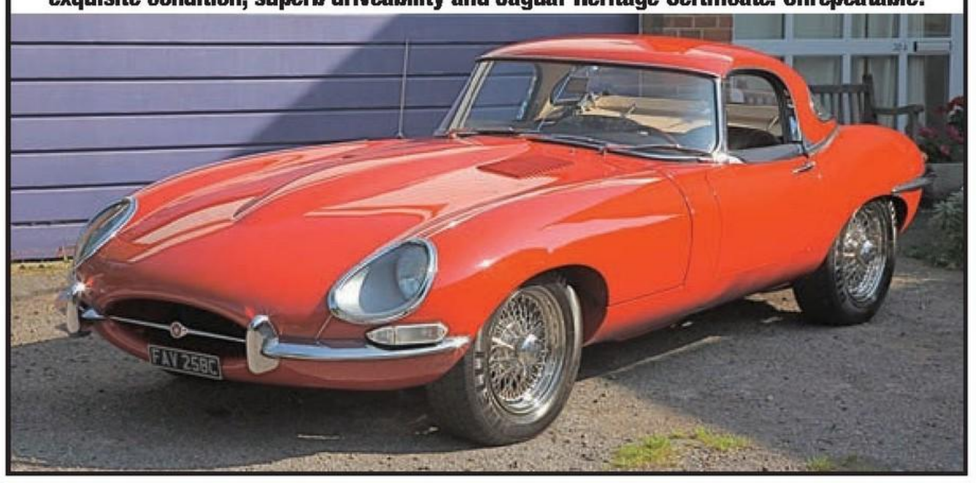
AC COBRA 427 Mk III S/C 'CONTINUATION' - L.H.D.

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!



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!



NEW GT40 MK I / MK II 'CONTINUATIONS'

From the highly respected South African manufacturer of the Shelby Daytona Cobra Coupe now come the definitive recreations of the legendary Le Mans winning GT 40s of 1966 to 1969. Such is their degree of precision and authenticity, that over 90% of all the component parts are interchangeable with the original 1960's cars', including the entire 'monocoque' pressed steel chassis and roof sections; in addition, chassis numbering continues from the original production run (GT40 P2000 Series), the cars are titled and badged as 'GT40's' and each is listed in the S.A.A.C. World Registry. A superb endorsement of the quality and accuracy of these 'Continuations' has been the delivery of a new red/gold Mk I to Alan Mann Racing, whose Team success in the 1960's is unrivalled. Engines are Roush/Ford V8's of 5.4 litres/430bhp, upto 7litres/550bhp. With effective air-conditioning as standard, these are among the most exciting and usable road/track supercars available today. Prices from £85,000 to £93,000 (+VAT) 'on the road', UK Registered and with full warranty.



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PRICE £150,000



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PRICE £225,000



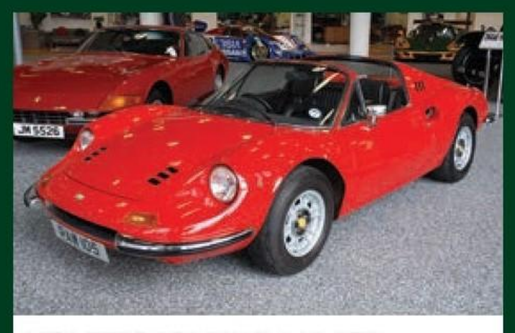
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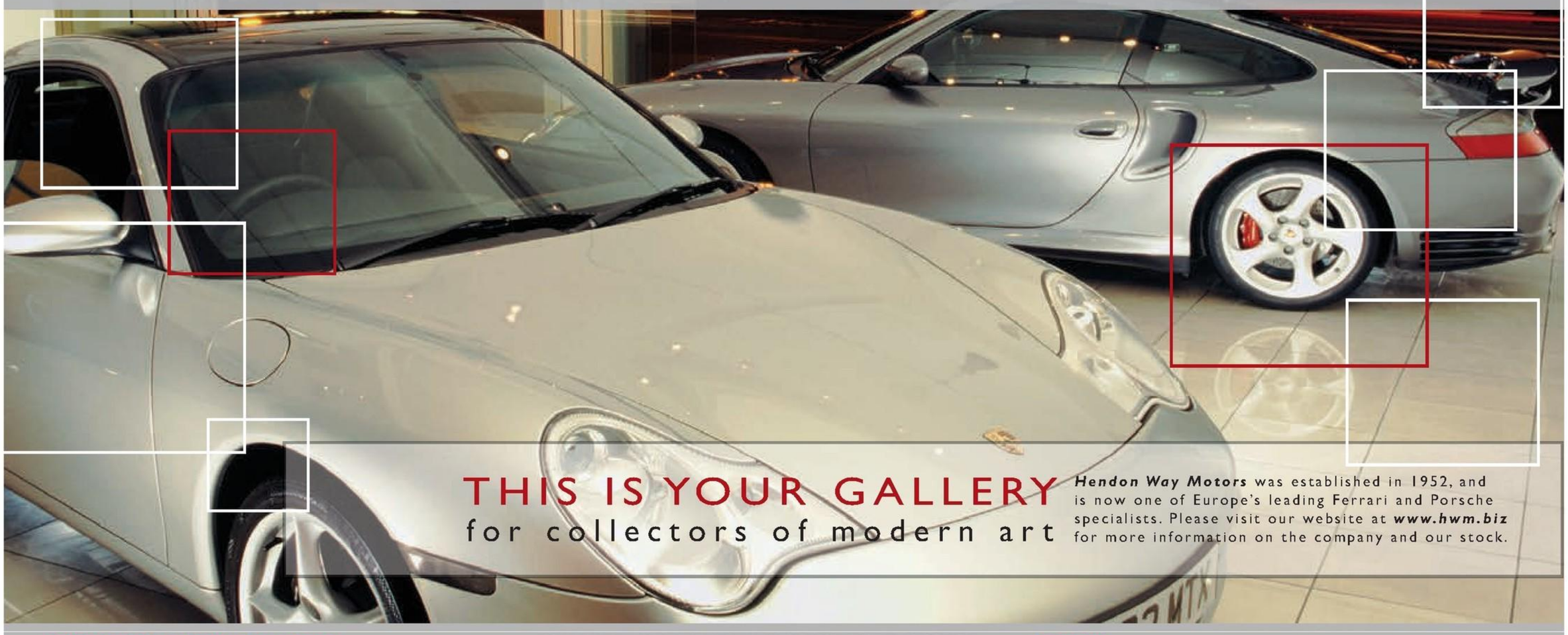
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PORSCHE 997 / TURBO / C4S / C2S / C2

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.

2009 PORSCHE 997 TURBO COUPE MANUAL GT SILVER 6000 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.

2007 PORSCHE 997 TURBO COUPE TIPTRONIC BASALT BLACK 10000 MILES
Full Black Leather interior, Tiptronic, Porsche Communication Module, Porsche Stability Management System, Sports Chrono, Multi-Function steering wheel, BOSE, Computer, Cruise Control, Sports mode, White dials, Full electric sports adaptive memory seats, Heated seats, Sunroof, Bi – xenons, Park assist, 19" Turbo alloy wheels, 1 owner from new.

2007 PORSCHE 997 COUPE TURBO MANUAL GT SILVER 37000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White Dials, Telephone module, BOSE Sound system, Sunroof, Chrono pack, Sports Mode. Memory Seats, Xenon Lights, Full Climate Control, Rear Wiper, 19" Turbo Alloy Wheels, One Owner from New

2007/8 PORSCHE 997 C2S COUPE MANUAL BASALT BLACK 28,000 MILES
Full Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Chrono pack, Telephone, Multifunction steering wheel, Heated sports seats, Sound package plus, Park assist, Rear wiper, Red brake Callipers, 19" Carrera Sport alloy wheels, One owner from new, Full Porsche Service History.

2006 PORSCHE 997 C2S COUPE TIPTRONIC ATLAS GREY 30000 MILES
Black Leather interior, Tiptronic, Porsche Communication Module, Porsche Stablility, Management system, Telephone Module, White Dials, Multifunction steering wheels, Computer, CD changer, Sports Mode, Chrono Pack, Sunroof, Memory Seats, Heated seats, Park Assist, Xenon Lights, Full Climate control, 19" Alloy wheels.

2005 PORSCHE 997 C2S COUPE MANUAL SLATE GREY 24,000 MILES
Full black leather interior, Porsche Communication Module, Porsche Stability Management System, Onboard computer, Telephone Module, Multifunction Steering wheel, 6 CD Changer, Xenon lights, White dials, Sunroof, 19" alloy wheels, Full Porsche Service History.

2008/9 PORSCHE 997 C2 COUPE MANUAL BASALT BLACK 8,000 MILES
Full black leather interior, Porsche Communication Module, Porsche Stability Management System, Onboard computer, Telephone Module, Sports heated seats, Sunroof, Climate control, 19" Sports Design alloy wheels

2005 PORSCHE 997 C2 COUPE MANUAL MIDNIGHT BLUE 25,000 MILES
Midnight Blue Metallic coachwork, Sand Beige Leather interior, Manual, Porsche Communication Module (Satellite Navigation), Porsche Stability Management system, Multifunction Steering wheel, Telephone Module, CD Changer, Sports seats, Top tinted Windscreen, Park Assist, 19" Alloy wheels, Full Porsche Service History.

PORSCHE 996 / GT3 / GT2 / TURBO / C4S / C2 / C4

2003 PORSCHE 996 GT2 COUPE MANUAL BASALT BLACK 31000 MILES
Black leather interior, Climate control, Small aluminium pack, Bucket seats, Full Porsche Service History

2003 PORSCHE 996 GT3 MKII COUPE ARCTIC SILVER 12000 MILES
Black leather interior, Porsche Stability Management System, Computer, Climate control, Sports seats, Aluminium Pack, White dials, Xenon lights, 18" alloy wheels, Full Porsche Service History.

2003 PORSCHE 996 GT3 COUPE BASALT BLACK 30000 MILES
Black leather interior, Porsche Ceramic Composite brakes, Porsche Stability Management System, Computer, Climate control, Sports seats, Aluminium Pack, White dials, Xenon lights, 18" alloy wheels, Full Porsche Service History.

2005 PORSCHE 996 TURBO CABRIOLET MANUAL MIDNIGHT BLUE 34000 MILES
Full black leather interior, Porsche Communication Module, Porsche Stability Management System, Park Assist, Cruise control, Full electric sports seats, Climate control, Ceramic brakes, Xenon lights, Full Porsche Service History

2005 PORSCHE 996 C4S COUPE TIPTRONIC ARCTIC SILVER 8000 MILES
Full black leather interior, Porsche communication module, Porsche Stability Management System, Computer, Cruise control, White dials, Carbon pack, Park assist, Xenon lights, BOSE Sound system, CD Changer, Full Porsche Service History, 1 previous owner.

2003 PORSCHE 996 TARGA MANUAL SEAL GREY 17000 MILES
Full Black leather interior, Porsche Stability Management system, BOSE sound system, 6 CD Changer, Self Dimming Mirror, Rear wiper, Xenon Lights, Climate control, 18" GT3 Alloy wheels, Mint Condition, FPSH. One Owner from new.

2002 PORSCHE 996 C4 COUPE TIPTRONIC ARCTIC SILVER 43000 MILES
Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Telephone Module, Computer, CD changer, Heated seats, White dials, Sunroof, Aluminium pack, Xenon lights, 18" GT3 Alloy wheels.

PORSCHE 993 / TURBO / C2S / C4S / C2 / C4 / TARGA

1995 PORSCHE 993 TURBO 4 COUPE MIDNIGHT BLUE 42000 MILES
Marble Grey leather interior, Cruise control, White dials, Sunroof, Sport seats, Sports exhaust, Full Porsche Service History.

1998 PORSCHE 993 C4S COUPE MANUAL MIDNIGHT BLUE 59000 MILES
Dark grey leather interior, Sports seats, Climate control, 18" Turbo alloy wheels, Full Porsche Service History.

1997 PORSCHE 993 C2S COUPE MANUAL OCEAN BLUE 71000 MILES
Marble Grey leather, Climate control, Sports seats, Rear wiper, 18" Turbo alloy wheels, Sunroof, Full Porsche Service History.

1997 PORSCHE 993 C2 TARGA TIPTRONIC MIDNIGHT BLUE 71000 MILES
1998 Model ("R" Reg.), 285 hp Varioram, Tiptronic, Midnight Blue Coachwork, Marble Grey Leather interior, Climate Control, Split rim Porsche wheels, Full Porsche Service History. 12 months MOT and 12 month service.

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 TIPTRONIC AVENTURA GREEN 69000 MILES
Beige Leather Interior, 17" Alloys Climate, Previously owned by Porsche Club member, the condition is immaculate, Full Porsche Service History

1994 PORSCHE 993 C2 COUPE MANUAL MIDNIGHT BLUE 60000 MILES
Marble grey leather interior with blue leather dash, Sports seats, Rear wiper, Climate control, Sunroof, 17" Alloy wheels, Full Porsche Service History

1995 PORSCHE 993 CABRIOLET TIPTRONIC IRIS BLUE 81000 MILES
Black leather interior, Sports Seats, 17" Alloys Climate, Full Porsche Service History

1994 PORCHE 993 CABRIOLET MANUAL AVENTURA GREEN 57000 MILES
Marble grey leather interior, Wind deflector, Stereo, Heated mirrors, CD Changer, Full Porsche Service History

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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

2008 PORSCHE 987 3.4S BOXSTER TIPTRONIC BASALT BLACK 13000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Computer, White dials, Wind visor, Electric heated seats, Climate control, Park Assist, 19" Turbo Alloy wheels. As new.

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 +

2008 FERRARI F612 SCAGLIETTI HGTC PACK BLACK 2000 MILES
Black leather interior, HGTC pack, Daytona electric/memory seats, Sports mode, Front and rear park assist, Satellite Navigation, CD Changer, Telephone module, BOSE, Xenons, Climate control, 19" alloys with ceramic brakes

2007 F430 SPIDER ROSSA 4000 MILES
Crema leather interior, Original Ferrari stereo with Satellite navigation, CD Changer, Carbon pack, Yellow rev counter, Launch control, Climate control, Electric Daytona seats, Bi-xenons, Yellow brake calipers, 19" alloys.

2005/6 FERRARI F430 SPIDER MANUAL NERO BLACK 8000 MILES
2006 Model, Manual, Crema Leather interior, Ferrari Metal Shields, Hi-Fi Upgraded, Ferrari Radio with Single CD player (Plus 6CD Changer), Bluetooth, Telephone Module, Satellite Navigation, Sports Mode, Full Climate Control, Carbon Pack, xenon Lights, Yellow Callipers, Ceramic Brakes, 19" Alloy wheels, Just Serviced.

2003 FERRARI 360 SPIDER MANUAL ROSSA 19000 MILES
Rossa with black hood, Nero Black leather with Nero roll over hoops and nero leather dash, Daytona seats, Red brake calipers. Challenge grills, 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 SPEED YELLOW 9000 MILES
Black Leather, 1 of 26, RHD, Lightweight's, Ex- Rod Stewart.

1969 JAGUAR E-TYPE 4.2 SERIES 2 V12 ROADSTER AUTO CARMEN RED 10,000 MILES
Carmen Red paintwork, immaculate black leather interior with red piping, Black hardtop, extensive service history, wire wheels. Immaculate condition throughout. Very careful previous owner.

1969 JAGUAR E-TYPE 4.2 SERIES 2 ROADSTER MANUAL PRIMROSE YELLOW 83,000 MILES
Primrose yellow paintwork, black leather interior, extensive service history, one owner over last 10 years. Very original car, excellent condition throughout, and runs superbly.

1967 JAGUAR E-TYPE 4.2 SERIES 1 1/2 ROADSTER METALLIC SILVER 55000 MILES
Black Leather, Fully Restored To Concourse Condition, Works Factory Hardtop.

1936 BENTLEY 41/4 PILLARLESS COUPE DARK BLUE 98000 MILES
Grey Leather, Gurney Nutting Coachwork 1 Owner 40 Years, Extensive history

2006 HYUNDAI TUSCAN CRTD CDS MANUAL BLACK 33000 MILES
Grey Leather Interior, Cruise Control, Heated Seats, Hyundai Radio with Single CD Player, Sunroof, Rear Wiper, Full Climate Control, 16" Alloy wheels, Full Service History.

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- 1986 AC Cobra MK IV, ready to go
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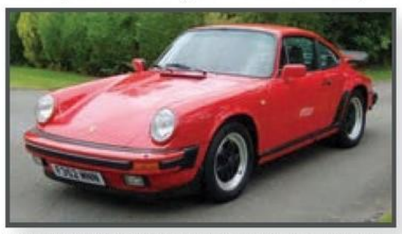
1951 MGTD, Bright Red, red leather seats, tan hood, full tonneau, complete nut & bolt restoration over 3 years, possibly the best TD available! 700 miles since restoration Mot and ready to enjoy. **£22,995**



1955 AUSTIN HEALEY 100/4 BN1, Reno Red, Black leather seats, piped Red, soft top, tonneau, wires with radial tyres, 3 speed + o/d, MOT, restored in 90's. £26,500



1969 MGC Tourer, Gunmetal Grey, Black leather, 'Sebring 'style body, complete ground up restoration with photographic record, triple Webers, 200BHP! 8.5" wires, fabulous! Mot & tax (exempt) Unique! . .£18995



1988 PORSCHE 911 Carrera Sport Coupe, Guards Red, Black leather sports seats with red piping and electric tilt & height, 107,000 miles, FSH (18 stamps), 16" Fuchs wheels with new Pirelli Tyres, electric sunroof CD etc, ... £16,995



1969 ROVER P5B Coupe, Arden Green/Silver Birch, New cream leather interior, 62000 miles only with one owner, unrepeatable at £9,995



1997 LAMBORGHINI DIABLO VT 4WD, Midnight Blue, grey leather, 14000 miles only, PAS, FSH, Alpine upgrade, Climate, original unmolested example of the last REAL Lamborghinis!. . £69,995



1958 MGA 1500 Mk1 Open Tourer, Red with black leather and hood, Chrome boot rack, Mot and Tax (exempt) Lovely driver £22,995



2002 PORSCHE 911 CARRERA 4S, Arctic Silver, grey leather electric memory seats, Bose, Climate, Sport Chrono, 18" Turbo Alloys, PSM, H/L wash. FPSH. **£31,995**



Harley Davidson Heritage Softtail, 10,000 mile only, Metallic Blue/Silver, chrome everything, leather panniers, driving lamps,Slash cut pipes etc £10,995



'06, Mercedes Benz SLK350, Manual, Obsidian Black, Dark Cherry Red leather, Sat Nav, etc, 33,000 miles £18,995



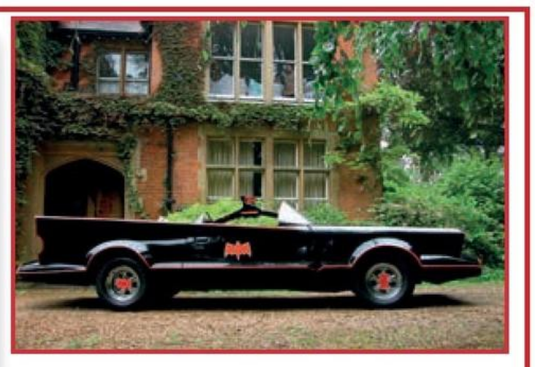
07 Porsche Cayman, 2.7 Tiptronic, Arctic Silver, Black Leather, CD, Climate,PSM etc, 8000 miles only, FPSH, UK car, ... **£33,995**

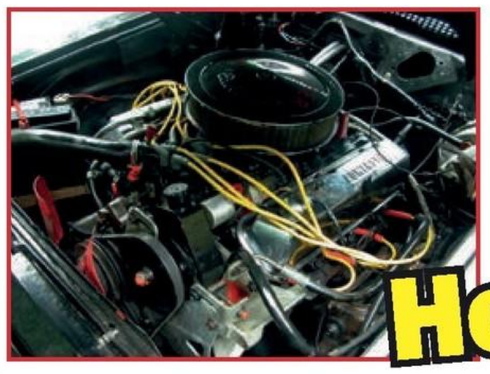
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Holy Batmobile!!

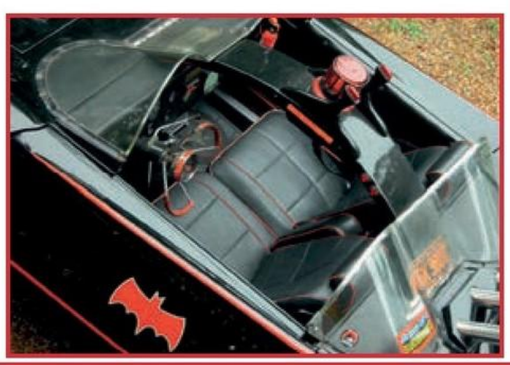


Batmobile for sale

This car is fully road legal with MOT and registered with British number plates. The vehicle has been on display at numerous motor shows and has appeared many times with Adam West, also various events throughout Europe and the United Arab Emirates. The vehicle is based on a 1973 Lincoln Continental with a 7.5litre engine and was built after the series for general appreciation which led into 20 years of promotional events. Being made of steel, this is one of only three known in the world. The vehicle is in good condition and comes with the 'POW' 'BAM' factor, complete with flashing lights, parachute, after burners and rockets. Offers are invited over £40,000.

The car is based in the Berkshire area





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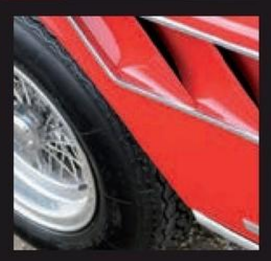


















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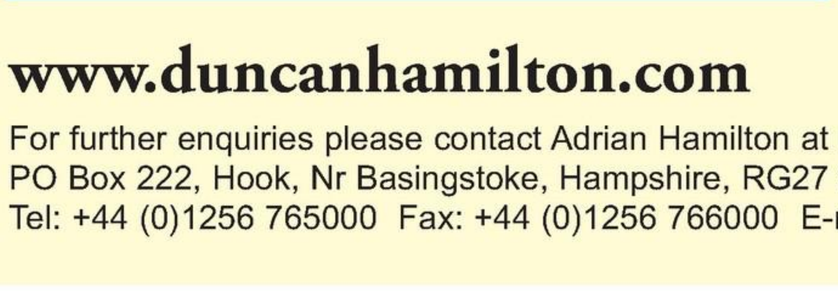
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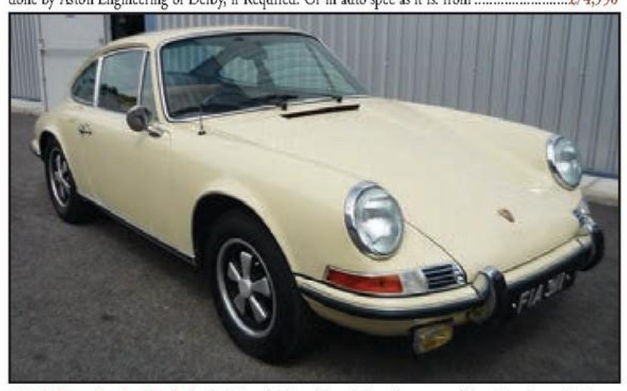
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In my office I have lots of photographs but only a few are framed and hung on the wall. One of those pictures is of "Williams" just after he had won the inaugural Monaco Grand, the cup he won that day is the cup that every year we race for in the BOC organised and VSCC hosted "Williams Trophy". The story of Williams and his racing is fascinating, born in Paris in 1903 to an English father and French mother he became a chauffeur at a young age to an Irish artist, he bought a war surplus motorcycle and began racing. William Grover used the pseudonym "Williams" as he was underage and his family wouldn't approve. Graduating to cars he was third in his Bugatti at the 1926 GP de Provence at Miramas his subsequent racing career with Bugatti was distinguished with the 1929 Monaco GP just one of the many highlights. He married the mistress of his former employer and the Grover-Williams' bred Aberdeen terriers, one of his passions outside racing; although he rarely visited England he was for King and Country so with the outbreak of the Second World War he signed up and through a number of twists of fate became a secret agent in Paris and was later executed by the enemy. If he had spent more time in England he would undoubtedly been one of the right crowd at Brooklands where my grandfather raced through the twenties and thirties as a riding mechanic initially and later as a mechanic specialising in French racing cars.

My Aunty Rene was often at Brooklands as she was growing up before singing in the music halls just before WW2. She often told stories of the small group of people that made up the Brooklands set and the motor trade in general in London between the wars. When she was a young girl, seven or eight, she had to spend the Easter holiday with my grandfather at the workshops in Brooklands. He was working on a Bugatti using some workshop space at Thompson and Taylors, Rene used to get there with him in the morning and help with cleaning the parts of the car or polishing the bodywork, at tea break the men working in the shed would give her a shilling to buy buns and she sat with them listening to the, sometimes inappropriate, gossip about the shenanigans of the drivers and the pretty young girls, or boys, that frequented the race meetings. At the end of the week the blokes clubbed together and Mavis in the office, when she was handing out the wages, gave my young aunt her very own pay packet. Over the weekend there were a lot of suggestions on what to do with her sixpence but my Nan, who we used to call "the banker" because she was so careful with money, persuaded her to open a post office account. On Monday my grandfather didn't go to Brooklands as, due to a hold up with some parts, there was no point instead he took my aunty to the local post office to deposit her money. The post-mistress, who was by all accounts very prim and proper and a little puffed up with her own importance, asked Rene how she got the money, my aunty explained the whole thing at great length. After the money was safely put away, my aunty insisted on inspecting the safe before handing over this kings ransom. The post mistress asked if Rene would be back with this weeks pay packet, Rene assured her she would then the post mistress said " and Rene will your car win the race next weekend?" to which my angelic little aunt replied "It will if the f****** pistons come"

My auntie's stories of WW2 include the time when, with my newborn father, they had to take cover while a Messerschmitt strafed the road they lived in putting bullet holes in the front door. I thought this was a tall tale until years later we were painting the front door which had been "modernised" by having a thin sheet of ply nailed to it, my father wanted to restore it so we levered off the ply… to reveal bullet holes underneath. Aunty Rene married a Scotsman who had been held prisoner by the Japanese during the war, to this day he won't have a Japanese car, television even a microwave feelings still run deep. I drove back from the Lake District last week, after a much less successful trial, on remembrance Sunday, I like to listen to radio 4 so the first thing I realised was that I shouldn't be hearing the Archers omnibus at 9 o'clock! Then the remembrance service began it was peppered with interviews, men and women whose experiences of war first hand put a poor 6 on Long Crag into perspective.

Another picture on the wall of my office is of my grandfather sitting in a Salmson just after completing a race at Brooklands in 1925, when my aunty saw this picture she said "that was just after dad got back from Paris. He used to build the cars at Billancourt then come back to race them, on that trip he was asked by London art dealer that he knew after doing some work on his car, Hugh Lane, to look up a friend in Paris who was having trouble with his Rolls-Royce a "Bill Orpen" he was an official war painter in WW1, poor man he was haunted by the job. While he was there the young chauffeur who had a war surplus motorcycle pestered him about Brooklands, and who made the best racing cars". Now I don't know if he said Salmson but I rather hope he said Bugatti. **Tim**

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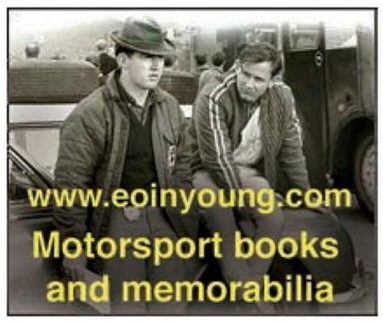
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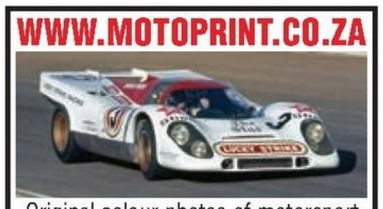
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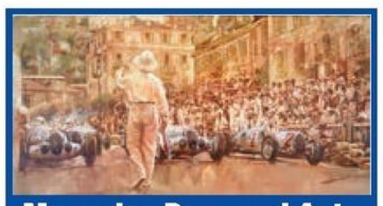


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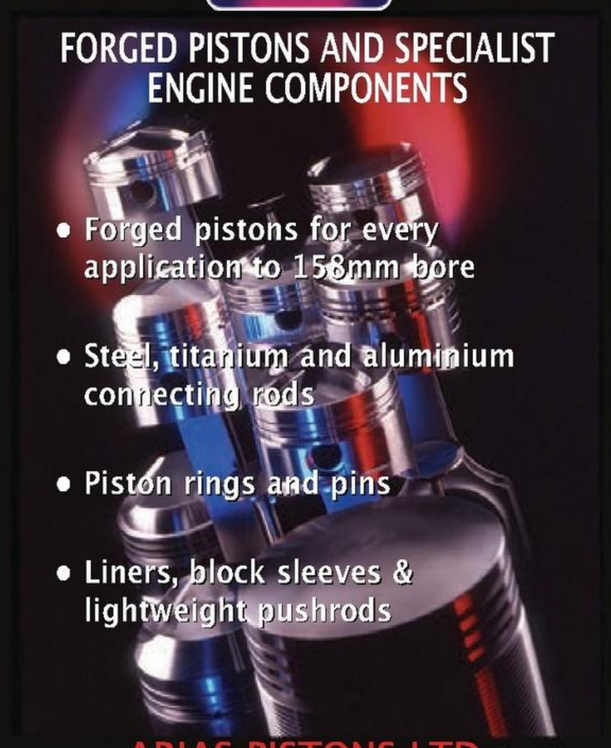
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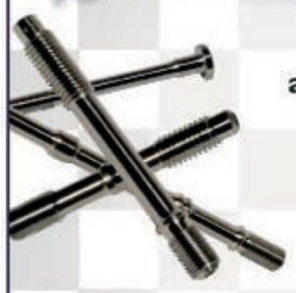
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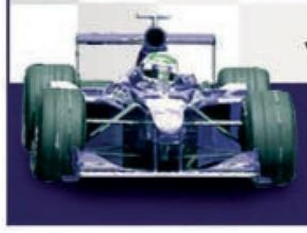
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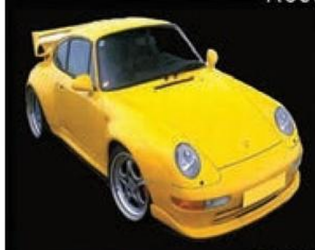
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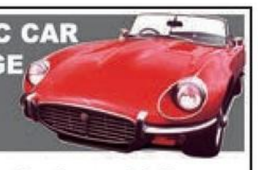
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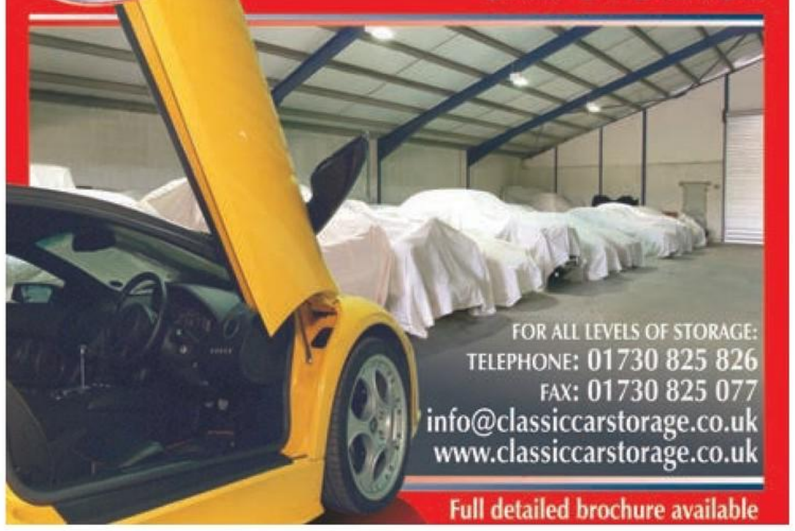


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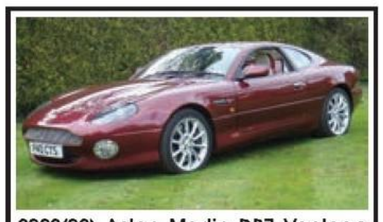
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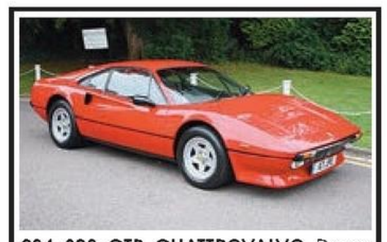
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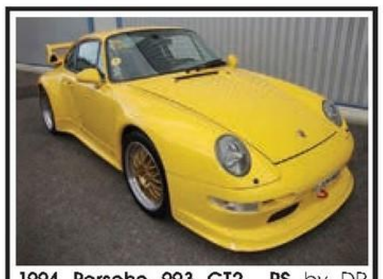
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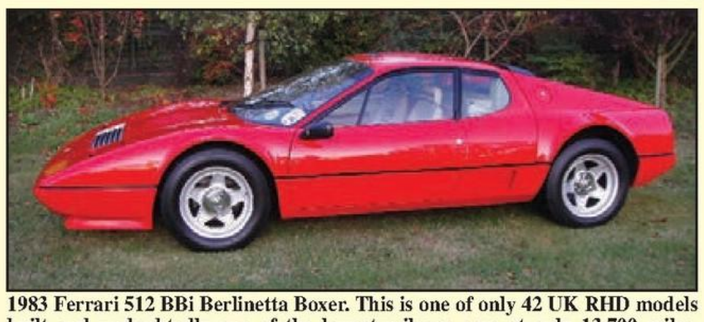
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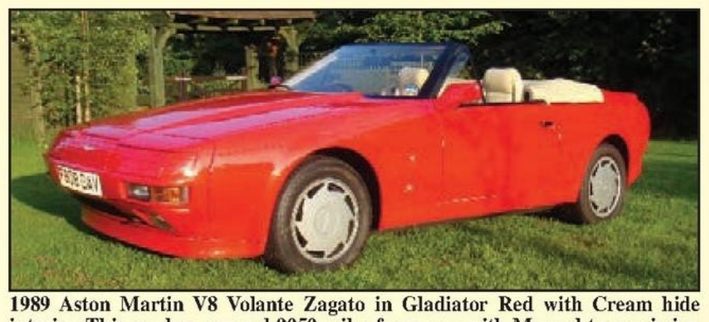
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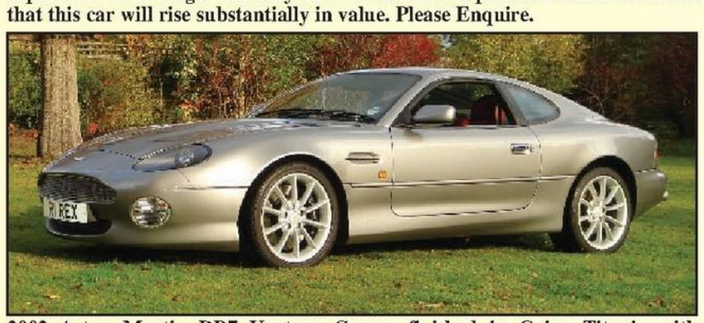
1983 Ferrari 512 BBi Berlinetta Boxer. This is one of only 42 UK RHD models built and undoubtedly one of the lowest mileage cars at only 13,700 miles. Finished in Rossa Corsa with Crema hide, the car is in the condition you would expect for the mileage. You only have to look at the prices of Dinos to realise that this car will rise substantially in value. Please Enquire.



2007(07) Jaguar XKR 4.2 litre supercharged. Finished in Indigo blue with charcoal hide interior, this is a beautiful example fitted with all usual refinements including Satellite navigation. 21,000 miles only with full Jaguar service history and sensibly priced at only £45,950



1989 Aston Martin V8 Volante Zagato in Gladiator Red with Cream hide interior. This car has covered 9050 miles from new with Manual transmission and has recently been serviced with invoices to show. Exterior paintwork is superb and mechanically, the car starts and runs fine. Complete service history from Newport Pagnell. Please enquire for full specification £79,950



2002 Aston Martin DB7 Vantage Coupe, finished in Grigo Titanio with contrasting Oxblood and Charcoal hide interior with walnut capings. A stunning example fitted with all usual refinements including Touchtronic transmission and sports exhausts. 38,000 miles only with full Aston Martin Service history and sensibly priced at £32,950



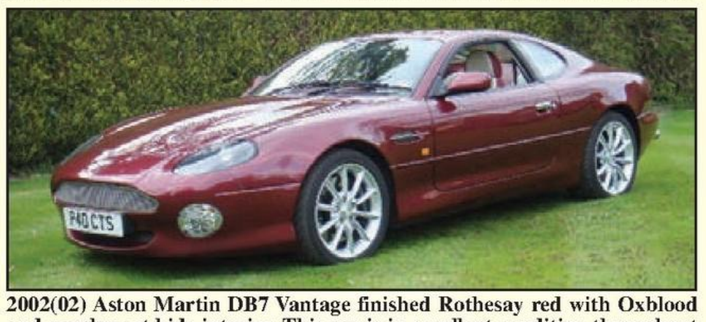
2001 (51) Aston Martin Vanquish finished in Skye sliver with contrasting Charcoal hide interior. 33,000 miles only from new and fitted with all usual refinements including 2+2 configuration, satellite navigation, 19" alloy wheels, etc. This car has always been serviced either by the factory or HWM and is in fine condition throughout. £45,950



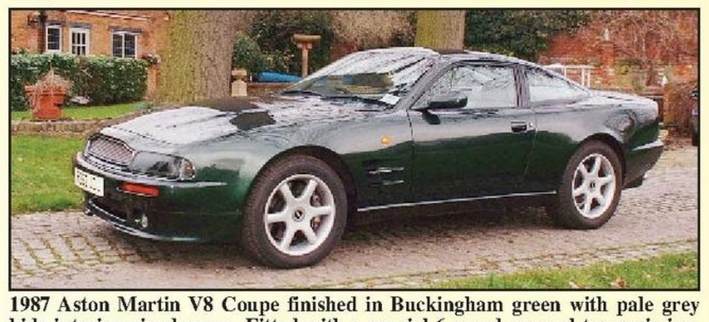
2003 Aston Martin DB7 Vantage. A superb one owner example finished in Tungsten silver with contrasting Charcoal & Ivory interior. The car has a full Aston Martin service history with JCT 600 and is fitted with electric heated seats, front and rear heated screens, alloy pedals an 18" alloy wheels. Exceptional condition £32,950



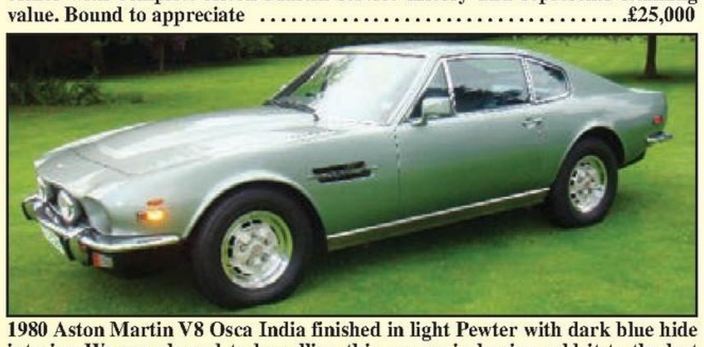
1990 Aston Martin Virage 5.3 finished in Buckingham green with contrasting parchment hide interior. Not to be confused with most Virages on the market, this one has had only 3 owners and has covered only 34,000 miles from new. It comes with complete Aston Martin service history and represents stunning value. Bound to appreciate £25,000



2002(02) Aston Martin DB7 Vantage finished Rothesay red with Oxblood and parchment hide interior. This car is in excellent condition throughout with numerous extras including touchtronic transmission, alloy pedals and mesh grills and all other usual refinements. Very sensibly priced at £27,950



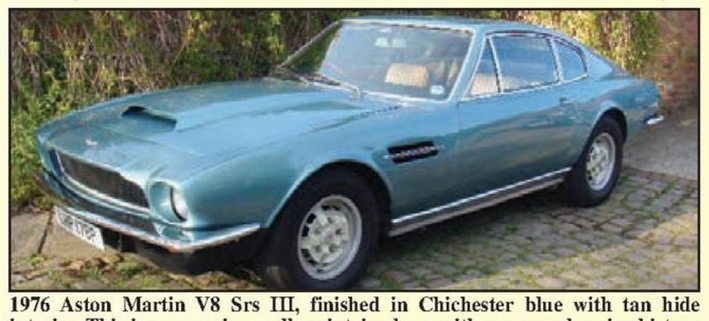
1987 Aston Martin V8 Coupe finished in Buckingham green with pale grey hide interior piped green. Fitted with a special 6 speed manual transmission, "18" , five spoke alloys, Air conditioning, red callipers, mesh grille, electric heated seats etc, this car represents extraordinary value having cost in excess of £140,000 when new £34,950



1980 Aston Martin V8 Osca India finished in light Pewter with dark blue hide interior. We are pleased to be selling this car again having sold it to the last owner 5 years ago. Since taking it in p/x, we have carried out a major service and completely rebuilt the front suspension and the car drives beautifully. Sensibly priced at .....£39,950.



1999 Aston Martin DB7 Vantage Volante finished in very rare Caithness Green with parchment and forest hide interior and a green mohair hood with matching leather tonneau cover; fitted with automatic transmission, electric heated seats, electrically operated hood and a mesh grille. This is an extremely nice example having covered 73,000 miles with Aston Martin service history £29,950



1976 Aston Martin V8 Srs III, finished in Chichester blue with tan hide interior. This is a very nice, well maintained car with a comprehensive history file including many previous MoT certificates to confirm the mileage of just 60,000. New sills have recently been fitted to this car which is offered for sale very competitively at only .....£27,950.



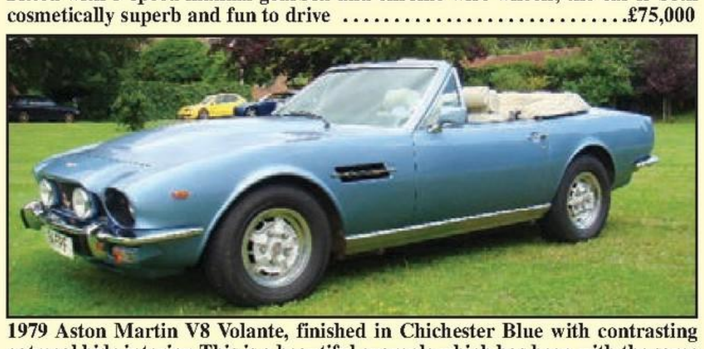
1968 Aston Martin DB6. A stunning example finished in traditional BRG with retrimmed black hide interior. This car has recently been the subject of major expenditure including a bare metal repaint and an engine upgrade to 4.2 litres. Fitted with 5 speed manual gearbox and chrome wire wheels, the car is both cosmetically superb and fun to drive £75,000



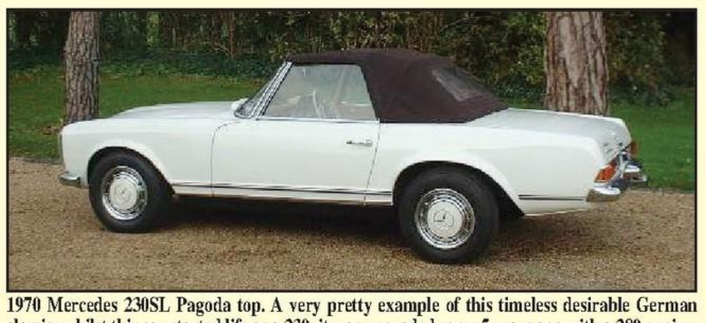
1987 Ferrari 412 injection Left hand drive. Finished in a beautiful pale bronze with tan hide interior. The car has been very well maintained with Ferrari dealers both here and in Europe. 64,000kilometers only and becoming collectable £39,950



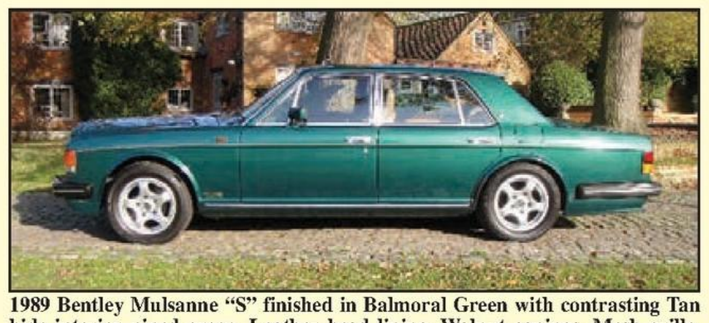
1969 Aston Martin DB6, completely rebuilt from chassis up to beyond Vantage specification. (photo of a previous restoration by us) This car is currently at the coachbuilders and can be painted and trimmed to customer's choice. When finished it will be a perfect example of the marque. Please call to discuss



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



1970 Mercedes 230SL Pagoda top. A very pretty example of this timeless desirable German classic; whilst this car started life as a 230, it was upgraded some 5 years ago with a 280 engine, greatly enhancing the power and top speed of the car. Finished in Ivory with contrasting tan leather interior and a chocolate brown soft top as well as the Pagoda hard top. This car has been sparingly used but well maintained and is competitively offered for sale at £23,950



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 £17,950

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