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Matthew Howell

Cover image Greg Pajo

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www.motorsportmagazine.com
Incorporating *Speed* and *The Brooklands Gazette*

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London SW10 0QJ, UK
www.motorsportmagazine.com

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SUBSCRIPTIONS
UK & Overseas subscriptions +44 (0) 20 7349 8472
US subscriptions www.motorsportmagazine.co.uk
Motor Sport Magazine Limited, 38 Chelsea Wharf, 15 Lots Road, London, SW10 0QJ, UK.
Motor Sport subscriptions: 38 Chelsea Wharf, 15 Lots Road, London, SW10 0QJ, UK. Subscription rates (12 issues): UK £46; USA $75; rest of world £64. Postage is included.
Motor Sport (ISSN No: 0027-2019) is published monthly by *Motor Sport* Magazine, GBR, and is distributed in the USA by SPP, 95 Aberdeen Road, Emigsville PA 17318. Periodicals postage paid at Emigsville, PA. POSTMASTER: send address changes to *Motor Sport*, PO BOX 437, Emigsville PA 17318-0437.
UK and rest of world address changes should be sent to 38 Chelsea Wharf, 15 Lots Road, London, SW10 0QJ, UK, or by e-mail to subscriptions@motorsportmagazine.co.uk
Subscription enquiries: subscriptions@motorsportmagazine.co.uk
Subscription orders: www.motorsportmagazine.co.uk
Distribution: Comag, Tavistock Road, West Drayton, UB7 7QE, UK.
Colour origination: Wyndeham Graphics and All Points Media.
Printing: Southernprint, Poole, Dorset, UK.
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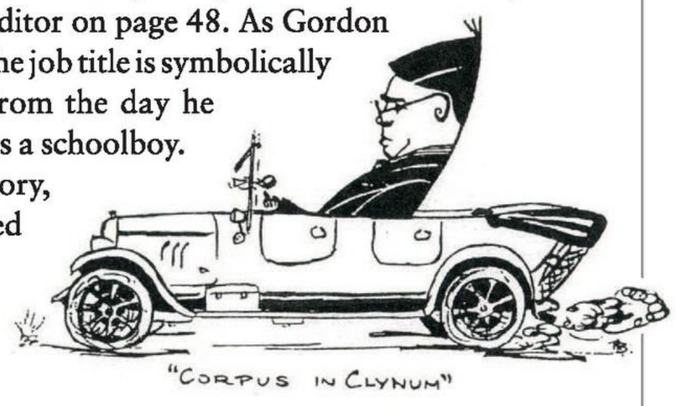
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Proud farewell to a legend

This day was inevitable. We knew WB couldn't go on forever. Still, when the message came through on the morning of July 7 the sense of shock caught us by surprise. Rocked at the passing of a 98-year-old man? Yes, really. 'End of an era' is a phrase all too readily thrown about, but what else can we say when contemplating the loss of Bill Boddy?

We pay tribute to the man we call our Founder Editor on page 48. As Gordon Cruickshank writes, he wasn't actually the first, but the job title is symbolically accurate. Bill was at the heart of this magazine from the day he picked up *The Brooklands Gazette* (as it was then) as a schoolboy. Next month, for the first time in its 87-year history, a copy of *Motor Sport* will hit the stands untouched by the man we all knew as WB.



In recent years, Bill's role has been limited to the pages he filed, without fail, every month. Day to day, nothing may seem to have changed here. But something has, and we all felt it as we signed off his final two stories, sent in from his Welsh home just days before his passing. Going on without him is a daunting prospect.

But go on we must, just as he'd expect. We can never replace him, just as we can never replace his friend Denis Jenkinson with whom he built such a formidable partnership for 40 years. But the spirit of The Bod and Jenks is something we can aspire to: their uncompromising independence, originality – and the odd moments of maddening idiosyncrasy…

At the memorial service, I was honoured to read a poem by Joyce Grenfell, a favourite of Bill's: 'Weep if you must; Parting is hell, But life goes on, So sing as well.' Thank you, WB. We'll try to stay in key.



There isn't much about Silverstone that WB would recognise in 2011. The grand, bland requirements of Bernie Ecclestone to turn every Grand Prix circuit into a characterless clone must have puzzled him. But ever practical, he'd probably have acknowledged that needs must. Silverstone had to modernise to keep the British GP, and the circuit, with its oversized pits complex, is a fine one.

But spectators paying over £130 for general admission won't care too much about that. We'd been told the place is a work in progress, and so it proved. Facilities for the fans still fall well below world-class standards, and that is hard to stomach. Reader Keith Harland sent us this photo, and was angered by his GP experience – a far cry from the opulence he could see on the other side of the track.

But the circuit hierarchy is neither deaf nor blind to such complaints. They have a GP that offered a wonderful sporting spectacle this year, on a proper circuit that encourages real motor racing – unlike what passes for a track in Valencia, for example. The atmosphere on the packed banks and in the stands is terrific at Silverstone, and there's much to be positive about. Still, a great deal of work (and financing) lies ahead – and the circuit bosses know it only too well. But the cold, hard reality is that Bernie's demands had to come first, ahead of the fans – and that's the real disgrace.

Damien Smith, Editor

CONTRIBUTORS



Gordon Cruickshank

Although Gordon has been compiling WB's life story for 10 years, the news of Bill's death was still a shock. Gordon worked with Bill for 30 years, which made composing an obituary all the harder. So much to say, so much to omit. Swapping test cars halfway to Wales, collecting Bill's films from Prescott, the endless correcting phone calls – and those great stories in the BRDC about 1930s heroes. A privilege.



Greg Pajo

Car photographers are not known for their patience, but during our epic Highland shoot Greg remained remarkably calm as first the Ferrari, then the Jaguar broke. We suspect the whisky on his breakfast porridge helped. But once all 18 cylinders were singing, Greg captured some wonderful shots to bring us just about the most spectacular road test we've done. And who says it always rains in Scotland?



Andrew Frankel

It's frustrating having to abide by embargoes. Especially if you are a 911 devotee and Porsche flew you to South Africa six months ago to see the new one and you've had to keep schtum till now… But Now It Can Be Told – the engine is in the back! Another secret was what Mercedes built for the 1939 Tripoli GP. We were going to send AF to Libya to drive it but for some reason we couldn't get a flight.



Ed Foster

Did you know you could get a parking ticket *at* the British GP? Nor did Ed. He does now. Still, at least the fine was overturned – a rare streak of luck for our man – and he was even on time for his post as one of the voices on Radio Silverstone. In fact his radio career is blooming – apart from our excellent audio and video podcasts (see our website) Ed now has a big following in South Dublin…

FORMULA 1

Under-pressure FIA adopts V6 engine rules

The battle of wills over the future Formula 1 engine rules between Jean Todt on one side and Bernie Ecclestone and the teams on the other has ended in compromise, with both the engine format and the date of its introduction changed.

Instead of introducing inline-four turbos in 2013, the sport will now switch to V6 turbo power in 2014, giving the existing V8s two more years of life. The focus on fuel consumption and an expansion of energy recovery technologies such as KERS will remain. The new 1.6-litre engines will have a 15,000rpm limit.



Even though all parties had agreed to the original rules, confirmed in December last year, teams and engine manufacturers had since had second thoughts.

Ecclestone added to the debate when he complained consistently that the engines would not sound exciting enough, although many observers regarded his vocal opposition as part of a bigger political game with Todt.

The FIA president had insisted the rules would not be changing, although he left the door open by saying he would listen to the arguments.

Justifying the change, the governing body said the move to a V6 and a higher rev limit has created a bigger challenge for engine makers to meet unchanged fuel consumption requirements.

The manufacturers are happier with the V6 formula, not least Ferrari. Chairman Luca di Montezemolo said the inline-four was of no interest to Ferrari, and while it doesn't have a V6 in its current model range, the format does have a history at Maranello. Company sources haven't ruled out a V6 turbo road car in the future.

"Clearly there has been a lot of discussion about the future of engines and it is healthy now for F1 to point forward to 2014 having all parties agreed to the new regulations," said McLaren's Martin Whitmarsh. "There was some desire to increase the number of cylinders, to increase the rpm, to stipulate a single turbo, and all those measures were about enhancing the sound.

"Everyone is aware, and we have made sure that the engineers developing these regulations are aware, that the very visceral engine notes are important to F1."

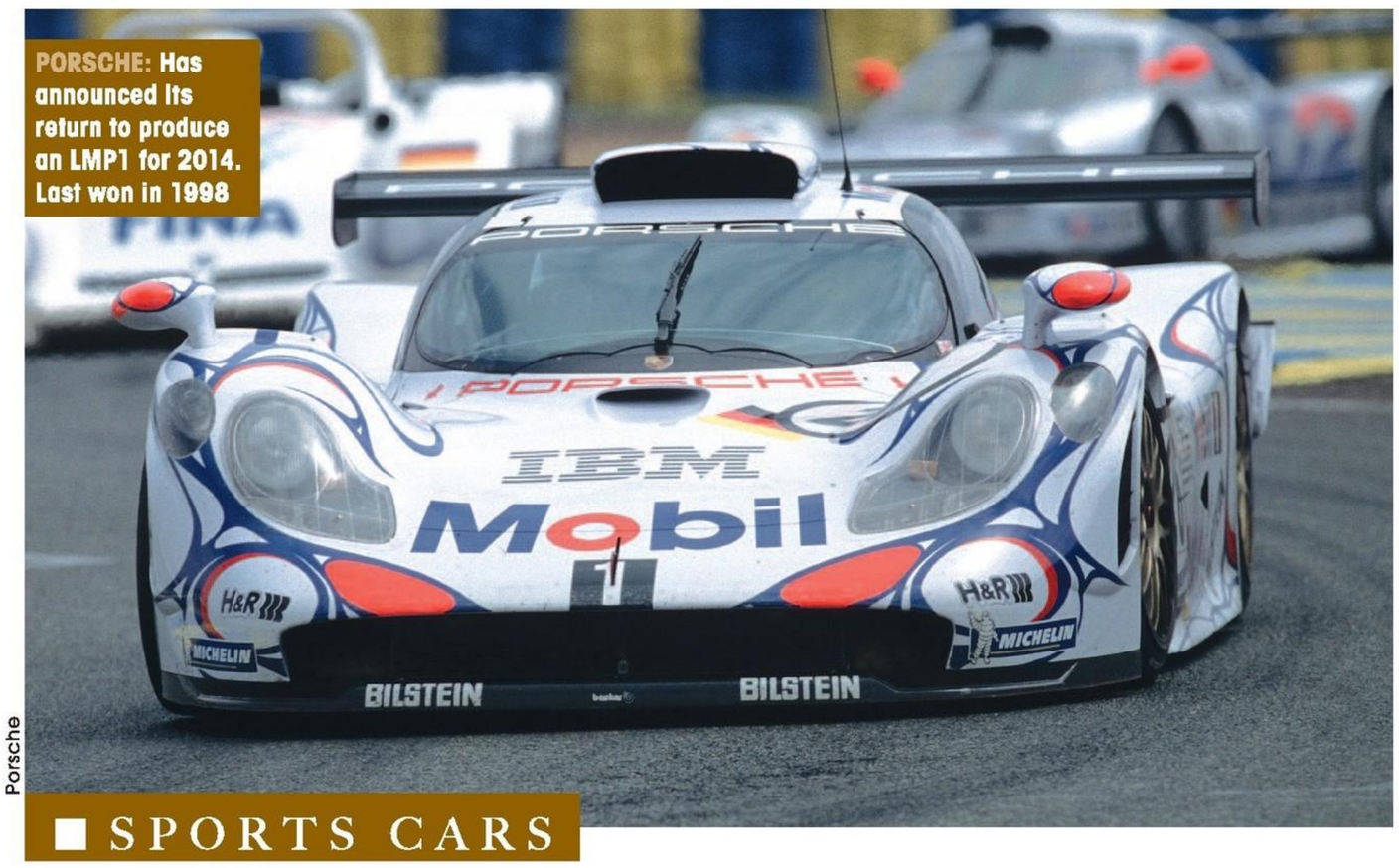
"F1 ended up making the right decision," said Red Bull's Christian Horner. "The V6 is a far better engine to install in a car. Hopefully they will sound great."

No customer teams have confirmed deals for the turbo era – indeed for many 2013 is still up for negotiation – and it remains to be seen whether Renault can still supply four teams in the new era.

As for the independent suppliers, Cosworth is down to just Virgin and HRT for 2012, but the company is adamant that it is excited about the V6 format and will be ready to compete.

Craig Pollock, who is trying to get his new PURE company off the ground, was frustrated by the delay. He insists that not only would he have had a four-cylinder ready for 2013, but that he could have readied a V6 in the same timespan.

Adam Cooper



PORSCHE: Has announced its return to produce an LMP1 for 2014. Last won in 1998

Porsche

SPORTS CARS

Car giants line up for Le Mans bids

Porsche is set to go up against four major manufacturers when it mounts an attack on outright honours at the Le Mans 24 Hours for the first time in 16 years in 2014.

Toyota and Jaguar are known to be eyeing assaults on the LMP1 category in the future. That means, with Peugeot and Audi as good as certain to say in the premier prototype division, there could be as many as five manufacturers chasing the ultimate prize in sports car racing with full-blown factory programmes when new rules come into force in 2014.

Porsche announced its return to the top flight of international sports car racing, which has been boosted with news of the FIA World Endurance Championship, at the end of June. It plans to make its first assault on overall victory at the 24 Hours since 1998 when it won with the 911 GT1-98.

The return of the Stuttgart marque, which has a total of 16 outright Le Mans wins, follows its successful LMP2 campaigns in the American Le Mans Series with Penske Racing and the RS Spyder in 2006-08. The company has talked openly about building a P1 since then and last autumn research and development boss Wolfgang Durheimer said "the time has come for a big motor sport programme at Porsche".

"MOTOR SPORT WAS ALWAYS AN ESSENTIAL PART OF THE PORSCHE BRAND. OUR SUCCESSES IN LE MANS ARE UNRIVALLED"
MATTHIAS MULLER

Porsche president Matthias Müller said on the launch of the car: "Motor sport was always an essential part of the Porsche brand, so for us it was only a matter of time before we returned as a factory to the top league of racing. Porsche's successes in Le Mans are unrivalled. We want to follow up on this with the 17th victory."

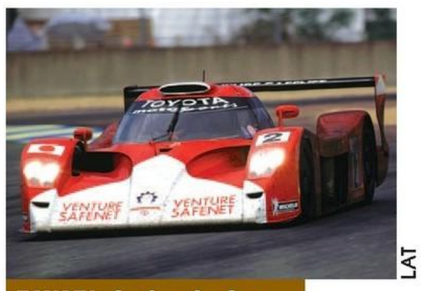
It is likely that Porsche will employ the energy-retrieval technology which it is already developing in its 911 GT3-R Hybrid Nürburgring 24 Hours contender. Motor sport boss Hartmut Kristen said this would be "a logical step" to take advantage of new rules for 2014 that will limit each car to a fixed amount of energy.

The timing of Porsche's announcement 10 days after this year's 24 Hours lends credence to the theory that Audi has been given clearance



LAT

JAGUAR: A decision to return to Le Mans for the first time since Gp C has been made in principle



LAT

TOYOTA: Is developing its hybrid technology in an LMP1 test car. Last raced with GT-One in '99



DPPI

PEUGEOT: Remains committed to sports car racing for the long-term



Audi

AUDI: Has been given all-clear to race sister marque Porsche

to compete against Porsche from 2014. It is understood that Ferdinand Piech, chairman of the Volkswagen Group's supervisory board, told Audi that it had to build a car that was at least a match for the latest Peugeot if it was to continue beyond 2013.

Audi Sport boss Wolfgang Ullrich explained that he expects the marque to remain in sports car racing for the "medium term".

"This is something we will have to decide, but basically our programme is that we are going to continue the route with the 24 Hours," he said. "Each brand is taking its own decision, though in consultation with the main VW Group board."

Toyota is known to be evaluating hybrid technology in a test vehicle built to the latest LMP1 regulations by Japanese constructor Dome (see August issue). Jaguar, meanwhile, is the latest manufacturer to emerge as a likely candidate to join the fight.

The British sports car manufacturer's Indian owner, Tata Motors, is looking closely at mounting the first Jaguar prototype campaign at La Sarthe since 1991 when the TWR squad claimed second, third and fourth with the XJR-12 Group C design. Company boss Ratan Tata and his new CEO, Carl-Peter Forster, are said to be leading the push for the marque's prototype return.

Sources suggest that a decision in favour of a prototype programme has been made in principle. The timing of the comeback is unclear, though the likelihood is that there will be no prototype Jaguars on the grid at Le Mans before the new regulations come into force.

Jaguar in the UK would not comment on the likelihood of a prototype comeback. "Our only current motor sport commitment is in the ALMS with Jaguar RSR Racing," said a spokesman, "but we are continuing to monitor developments in motor sport around the world."

Jaguar ended its long absence from Le Mans last year when Paul Gentilozzi's RSR team took the start with one of its XKR GT cars. That programme is continuing in the American Le Mans Series this season. *Gary Watkins*



LAT

■ FORMULA 1

Williams returns to Renault

Williams will renew its iconic relationship with Renault from 2012, ending its deal with Cosworth earlier than planned.

Officially the new arrangement is for the last two years of the V8 formula, but it is expected to be extended into the turbo era from 2014.

Under the new deal Williams will have a similar arrangement to fellow Renault users Red Bull, Lotus Renault and Team Lotus, although the team insists that the partnership may extend into other areas. It already has road car links with Jaguar and Porsche.

Williams was a works Renault-supported team from 1989-97 and won World Championships with Nigel Mansell (above), Alain Prost, Damon Hill and Jacques Villeneuve. The team then had two difficult years with customer Renault engines under the Supertec name before joining forces with BMW. More recently it has been a customer of Cosworth and Toyota.

Meanwhile the team has announced two more key technical appointments as it restructures its technical department in the build up to the departure of Sam Michael at the end of the year.

Jason Somerville will return to Williams to take up the role of head of aerodynamics on August 15. He previously worked on the Williams/BMW Le Mans car and then moved into the F1 team in 1999, becoming joint head of aero. He then worked for Toyota and subsequently Renault.

Mark Gillan will join as chief operations engineer from October 1. Gillan has previously worked at McLaren, Jaguar and Toyota, and more recently served as a Professor of Vehicle Engineering at the University of Surrey.

■ SPORTS CARS

New date for La Sarthe test

The Le Mans Test Day is set to move back to two weeks before the race next year.

Bosses at the Automobile Club de l'Ouest, which runs the Le Mans 24 Hours, have said they are happy to bow to pressure from the teams to return to the format run from 2004-08. The Test Day was re-instigated with an April date for this season after an economics-induced two-year absence.

ACO boss Jean-Claude Plassart said: "Everyone is saying that they want the Test Day two weeks before the race and we are happy with that. It works for the teams logistically, and with the new World Endurance Championship it could be important to help us find room for all the races."

■ FORMULA 1

Virgin gets McLaren tech help

Marussia Virgin has established a technical partnership with McLaren after splitting with Nick Wirth following the Monaco Grand Prix.

The team's original business model was built around its relationship with Wirth and his WRT design concern, and to ease its planned transition to having a single independent base it has bought the WRT facility in Banbury.



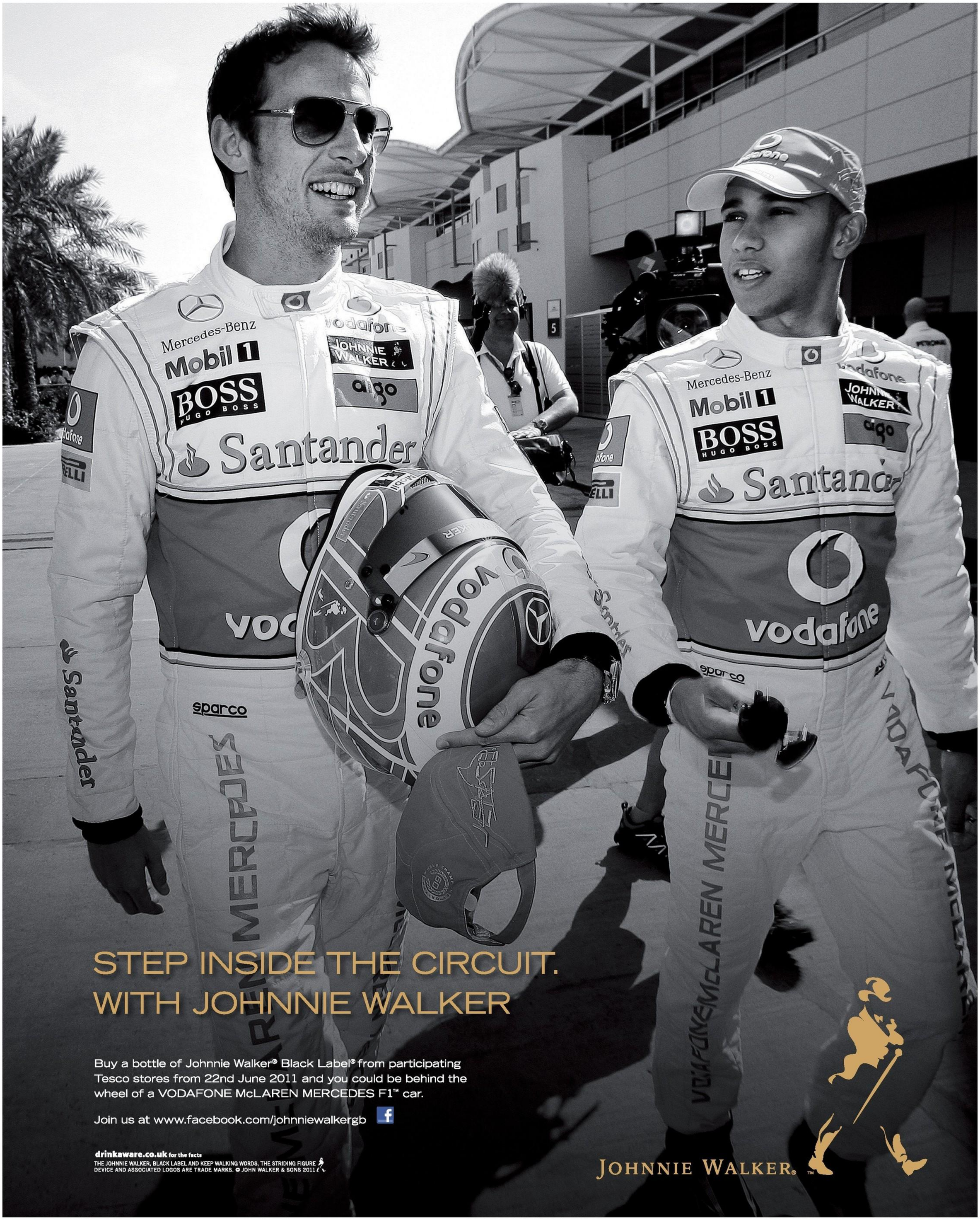
LAT

The developments are a direct result of a thorough review of the team by its consultant, Pat Symonds.

The McLaren deal is logical given that Virgin's links with the team extend back to Manor Motorsport, which runs the Virgin F1 outfit and ran Lewis Hamilton in Formula Renault in 2002.

Virgin will use McLaren facilities such as the simulator, test rigs and wind tunnel, and will also receive technical assistance within the scope of the Concorde Agreement.

McLaren already has a similar relationship with Force India, and while there is some crossover, that deal involves the supply of gearboxes and the Silverstone team has its own wind tunnel.


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SPORTS CARS

Aston prototype to race again

The troublesome Aston Martin AMR-One will race on after being given the all-clear by a team of outside consultants.

Aston Martin Racing brought in the consultants to review the car's straight-six turbocharged engine as well as the aerodynamics and chassis after its disastrous Le Mans 24 Hours laps. Their conclusions were described as "a big boost to the team" by Aston Martin's chairman David Richards, whose Prodrive organisation encompasses AMR.

"This is something I have done before on projects because sometimes you need someone else to tell you whether you are heading in the right direction or not," said Richards. "They have said that there is nothing fundamentally wrong with either the engine or the chassis; nothing that can't be put right with a bit of time and money."

Richards hinted that AMR could use the V12-engined Lola-based coupés it raced in 2009-10 in the remainder of the Intercontinental Le Mans Cup, starting at Silverstone in September.

ON OUR WEBSITE

WWW.MOTORSPORTMAGAZINE.COM

June and July were the busiest months ever on our website. Not only was there coverage of a knife-edge Le Mans and the tumultuous Indy 500 (when JR Hildebrand crashed on the last corner while leading, giving Dan Wheldon the win), Nigel Roebuck also reported on the Monaco and British GPs. These prompted a huge response from readers online, and as we write comments are still appearing daily. We shouldn't be surprised – Lewis Hamilton's on- and off-track antics during both weekends were always going to polarise opinion!

NIGEL ROEBUCK'S Q&As

Every month Nigel answers questions you submit online. In July he tackled the eternal "which driver was the greatest of all time?" conundrum.

Nigel opted for the recently retired Stirling Moss. "To me Stirling – in every way, on the track and off – was the perfect racing driver with no discernible faults," wrote Nigel. "Not only did he make it look easy (like Alain Prost), he was also the archetypal *racer*, brilliant on all types of circuit, in all types of weather, and readily able to adapt his style at a time when racing was changing very fundamentally – this was a man, after all, who won Grands Prix in cars as disparate as the Maserati 250F and the Lotus 18."

A sound argument, but that didn't stop everyone diving in with their opinions. Martin Tomlinson tried to sum up the discussion when he wrote: "It is frankly impossible to compare drivers of different eras." True, but that is why we provide unlimited space on the *Motor Sport* website to try!

AUDIO PODCASTS

Lotus reserve driver Karun Chandhok joined the podcast team in July, and while he may not be on the F1 grid this year, he is one of the most eloquent drivers in the paddock.

The Indian is well-known for his encyclopaedic knowledge of the sport, which made the hour pass with alarming speed as Nigel Roebuck, Rob Widdows and Damien Smith chatted to Chandhok about being a reserve driver, and the upcoming Indian Grand Prix.

It's well worth a listen, either on the website or on iTunes. Watch out for our August audio podcast, which is being organised as you read this.



LAT

FORMULA 1

Diffuser row finally defused

The British Grand Prix weekend was dominated by the ongoing debate over the FIA's ban on using engine mapping for the off-throttle blowing of diffusers, and against expectations, the issue came to a satisfactory conclusion.

In the face of threats of protests from some teams Charlie Whiting had tried to restrict blowing as long ago as the Spanish GP in May. However, in the end it proved impossible to police, as engine manufacturers – and specifically Renault – claimed that they could not operate their V8 engines reliably under the new conditions.

The matter was further complicated by the need to create a level playing field between those with butterfly throttles (Renault and Ferrari) and those using a barrel arrangement (Mercedes and Cosworth).

The unusual outcome is that Silverstone will be the only race of the year to run with diffuser blowing restricted to what the FIA regards as acceptable 'legal' levels. In a development without precedent, the FIA has returned to the original rule interpretation after the teams signed a document and agreed not to protest.

Even Ferrari, the team that appeared to gain most from the restrictions, agreed.

"This situation was not good for anyone," said team principal Stefano Domenicali. "We need to draw a line and look ahead, because otherwise where are we going? Even if I don't agree with the process, I think we took that action for the benefit of the sport."

The problem should disappear in 2012 as the rules will restrict exhaust designs and direct them well away from the diffuser area.



LAT

Ricciardo makes F1 debut – in rival team

Red Bull Racing reserve driver Daniel Ricciardo made his Formula 1 debut at Silverstone after being drafted into HRT to replace Narain Karthikeyan.

Seen by Red Bull as the next talent of Vettel proportions, the Australian had previously been driving for Toro Rosso in Friday morning practice sessions. Red Bull decided that it was better to get him race experience by paying for a seat at HRT rather than by dropping Sebastien Buemi or Jaime Alguersuari later in the season.

Ricciardo fared well against team-mate Tonio Liuzzi, although he started and finished last. "I think starting from the back there wasn't so much pressure of having to really muscle someone out of the way in the first few corners," he said. "I was quite relaxed, actually."

Silverstone was the first race since Austria 1977 to feature two Australians on the grid, when Alan Jones won for Shadow and Vern Schuppan finished 16th for Surtees.



HISTORICS

Le Mans cars hit Chelsea

Cars from Le Mans in the 1960s and famous team patrons will be two of the themes of the second Chelsea AutoLegends, which will be held in the grounds of the Royal Hospital Chelsea on Sunday September 4.

The event's theme is the Swinging Sixties and cars that from that era will form a central part of a display featuring 30 Le Mans racers. Ferrari will have examples of the 250LM and 275P, while several Ford GT40s will also be on show.

Team patrons of the 1950s and '60s will be celebrated with displays of the cars run by individuals such as Rob Walker, John Coombs and Colonel Ronnie Hoare. Walker remains the archetype of the private entrant, winning Grands Prix over a 10-year period. The first of these victories came when Stirling Moss won the 1958 Argentine GP racing a Cooper-Climax; the last when Jo Siffert won the 1968 British GP in Walker's Lotus 49.

Sir Stirling Moss OBE will be on hand to perform the opening ceremony in his role as event patron, and he will be joined by eight-times world motorcycle champion Phil Read.

Special displays will feature a selection of Group B rally cars from the 1980s, while tributes will be paid to the Jaguar E-type and the Mini Cooper – two icons of the '60s which are celebrating 50th birthdays this year. The *Sunday Times* Supercar Paddock will be matched by a classic bike run to the show, organised by the Ace Café.



Kelvin Fagan

Fresh start for touring cars

A new race series for historic touring cars raced up to 1963 has been launched by Julius Thurgood at the Historic Racing Drivers Club.

After a pilot race later this year Thurgood aims to run a full programme in 2012 for an era of cars that he believes has been forgotten. "For many years, I have rued the fact we no longer see the touring cars that created the variety and spectacle of the ETCC in its formative years," said Thurgood.

The common touring car cut-off date is 1966, which means that racing in this class is dominated by Lotus Cortinas, Ford Mustangs, BMWs and Ford Falcons. But Thurgood says that his 'TC63' series will bring out many cars that have been mothballed by owners.

"Nowadays, where can you see a Jaguar Mk2 running competitively?" Thurgood asks. "Or for that matter a Lancia Flavia or Flaminia coupé, Alfa Romeo 2600 or early Giulia Ti, Vauxhall VX4/90, Mercedes-Benz 300SE or even an early Ford Cortina GT?"

MGB series to mark 50 years

The 50th anniversary of the MGB will be marked in 2012 with a dedicated race series for the evergreen British sports car. One of the races will be at the club's major Silverstone race meeting in June.

The MG Car Club's plan is to run three races at its meetings for FIA Appendix K-specification cars, including some famous ex-works examples from the early 1960s.

"I think there are between 30 and 40 cars out there already," said prime mover David Saunders, who plans to enter his own car 6 DBL, the first works MGB which was raced at Sebring in 1963 by Christabel Carlisle.

Poole plans mini-Britannia

A mini version of Tour Britannia will run in North Wales on Friday October 14, based at Llandudno.

Organiser Alec Poole plans a one-day classic race and rally tour, taking in Anglesey circuit, the special stage around the Great Orme and three other asphalt rally stages, plus a regularity rally.

"We have been revved up by some of our regulars to do a mini-Britannia this year, as they can't wait 12 months for the next one," said Poole.

The full Tour Britannia is next scheduled for May 23-25, 2012.

Oz start for marathon

A plan is being hatched to run the classic London to Sydney marathon in 2014 – but in the reverse direction.

The idea of Mark Solloway of Historic Rallysport, this will be the first such event since 2004 and the first from Australia to the UK. It will be the sixth time it has been held, and the 32-day event will be a special stage rally for cars up to 1975.

"We hope to replicate the 2004 event, but running the other way," said Solloway, who has enlisted a group of experienced organisers to pull the complex rally together.



Donington Festival fixed

Although the balance of the 2011 racing calendar at Donington Park is in disarray, the date for the second running of the Donington Historic Festival has already been confirmed.

The event will run over the weekend of May 5/6 and will build on the 2011 Festival, which attracted over 300 competitors and 12,000 visitors. The 2012 date puts the event on the weekend before the Monaco Historic Grand Prix, which will impact on the race categories that can be run at the Donington Festival.

Problems over planning permission have forced Donington Park management to cancel several race meetings scheduled over the second half of 2011.

In last month's issue we implied that Chris Meek was no longer the owner of Mallory Park circuit. We are happy to confirm that Chris Meek remains the owner of Mallory Park, and apologise for any misunderstanding.

PIRELLI.CO.UK

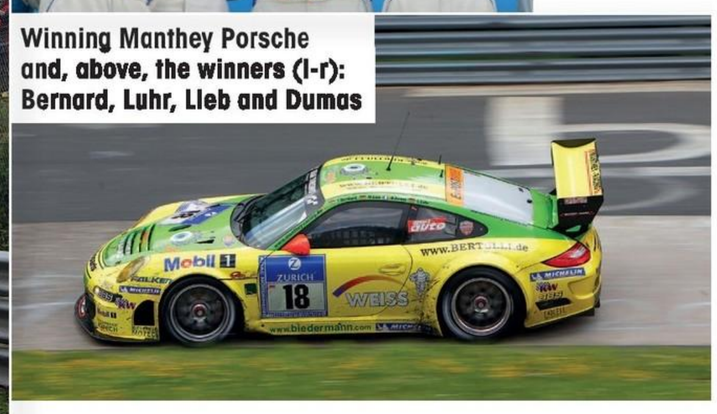




Leading Audi R8 of Marc Basseng, Marcel Fässler, Andrea Piccini and Frank Stippler



Winning Manthey Porsche and, above, the winners (l-r): Bernard, Luhr, Lieb and Dumas



Nürburgring 24 Hours





Nürburgring, Germany

SET AGAINST THE DEEP PURPLE SKY, the dense pine forests are a jagged silhouette as blazing pools of yellow light tear through the scene. As the cars flash past, the red tail lights rise and fall, zip this way and that, the darkness they plunge into enhancing the astonishing sense of speed. Campsite fires flicker in the village of tents, caravans and complex scaffolding structures that pepper the valleys and hillsides. A firework rockets to the heavens and explodes in a shower of orange, as the aroma of cut-glass German beer and barbecuing sausage prickles the nostrils. Motor racing bliss.

The Nürburgring 24 Hours doesn't have the long history of its round-the-clock cousins at Spa and Le Mans – it only dates back to 1970 – but its status is on the rise. Too many years as a glorified German club race won't quite allow us to bestow the 'blue riband classic' tag on it, but judging by the entries over the past decade that could still change.

The race takes place on the fabled Nordschleife, of course, which for a start sets it apart from anything else in the world. At the final turn of the modern Grand Prix circuit, the field darts off to the left to embark on a lap around '*Grüne Hölle*'. At over 14 miles, they'll only manage just over 150 laps in the course of 24 Hours.

Only when you decide to cycle through the Eifel forests to watch the race do you begin to understand the scale of this place, as *Motor Sport* attempted this year. A mammoth 202 cars took the start on June 25, three separate batches setting off a few minutes apart. Yes, the double-ton included a tatty SEAT Ibiza and a tired Alfa 147, but it was also graced by a bevy of proper factory-backed entries, featuring some of the world's most desirable GT supercars.

There's still a heavy German bias, but this was a true and impressive international entry. BMW, which won this race last year, returned with a team of Schnitzer-run M3 GTs; Audi was represented by its DTM Phoenix and Abt-run teams with purposeful R8 LMS GT3s; Mercedes was a contender with its stunning SLS AMG; Porsche was there (inevitably), not only with the crack Manthey 911s, but also its revolutionary hybrid racer; Aston Martin boss **Dr Ulrich Bez** loves this race, which is why he hurried through a competition debut for the new V12 Zagato; and even VW got in on the act with a team of impressively quick Golfs, with F1 old boys **Johnny Herbert** and **Mark Blundell** on the driving strength.

But it was a Ferrari that threatened to trump them all. The lone 458 Italia run by Hankook Team Farnbacher was the quickest car in the place. It started from a dominant pole position, but a fatigued wishbone thwarted the chances of a genuine upset. The 458 dropped as low as 68th, but climbed



Ekström/Schelder/Werner/Abt R8 was fifth. Above: Hankook Ferrari 458 took pole position



back to eighth position at the flag, such was its pace.

BMWs, Audis and Mercedes all took turns to lead on Saturday evening, but almost inevitably Manthey Racing's RSR asserted itself as the midnight hour approached. **Marc Lieb**, **Lucas Luhr**, **Timo Bernhard** and **Romain Dumas** led all the way from there to the 4pm finish on Sunday to claim a distance record and Manthey's fifth win in six years. Bernhard now ties with **Pedro Lamy** and **Marcel Tiemann** for the most 'Ring 24-hour wins, with five.

But the victory was far from a dead cert. It was close all the way, and BMW knew this one had slipped through its fingers. Lamy had to take the blame. On Saturday evening a slower car pushed him off on the way into Karussell; he lost control and punted into another car in the famous hairpin. As he recovered, Lamy drove the wrong way round the top of the banked corner. He lost three minutes for repairs – and a further three with the subsequent stop-go penalty. The M3 wound up second at the flag – just four and a half minutes behind the Manthey Porsche.

Audi claimed a solid class-winning 3-4-5 with its team of elegant R8s. They didn't quite have enough pace to challenge for victory, but they sure were quick in a straight line.

There were a few tears at the finish as 60-year-old **Hans-Joachim Stuck** brought his illustrious career to an end (at least, that's what he says...). Stuckie shared a Lamborghini Gallardo with his sons and stole much of the attention as he crossed the line 15th overall. He won that first Nürburgring 24 Hours back in 1970, and will always be associated with the Nordschleife. There was no better place to bow out. *Damien Smith*



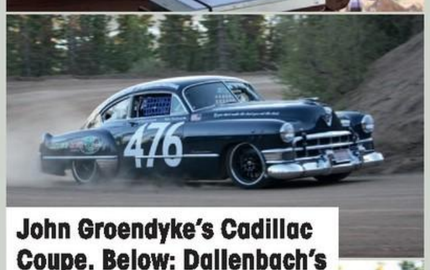
BMW wound up second after Lamy error. Car was shared with Jörg Müller/Farfus/Aizen



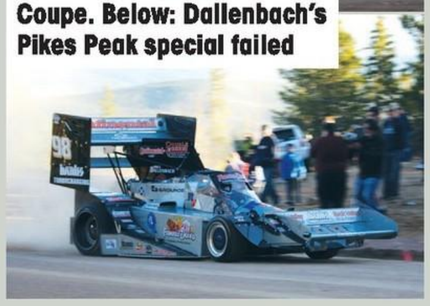
'Monster' Tajima broke 10min barrier in Suzuki SX4. Left: Rod Millen returned in Hyundai Genesis







John Groendyke's Cadillac Coupe. Below: Dallenbach's Pikes Peak special failed



Pikes Peak Hillclimb

Colorado, USA

NOBUHIRO 'MONSTER' TAJIMA finally broke the 10-minute barrier at Pikes Peak, beating his own record with a 9min 51.27sec run. The expected challenges from **Rhys Millen** and **Paul Dallenbach** did not materialise, with brake problems hampering Millen's progress in his unique Hyundai while Dallenbach's turbocharged 1300bhp Pikes Peak special failing soon after the start. Other records to fall included the Electric and Vintage divisions, as well as the outright record for motorcycles.

The reason for the sudden increase in speed was the reduction of the course's gravel sections from 6.5 to 2.5 miles. With the change came some anticipated crowd issues – the spectator turnout was greater than expected and a lack of dust and flying gravel from competitors meant people were prepared to stand closer to the track, causing particular problems for the motorcycle divisions.

Other notable runs came from **Rod Millen**, whose 1994 record stood until 2007, and **Brianne Corn**. Millen Sr returned from a 12-year absence to take his son's Hyundai Genesis to victory in the Time Attack 2wd division, while rookie Corn (Subaru) became the first woman to achieve a class win (in Time Attack 4wd) since Michèle Mouton in 1984. *Keith Mainland*

Brands Hatch Historic Superprix

Brands Hatch, Kent

THE 2011 EDITION OF THE BIGGEST historic meeting on the Brands Hatch schedule was easily the best yet, with a vast entry of 450 cars spilling out of the paddock and into the spectator car parks.

Ironically, while the HSCC's grids were packed, the headlining FIA Historic F1 field was down to just nine cars – the smallest grid in its history. A raft of no-shows, for many and varied reasons, decimated the field and was a stark reminder that the upper end of the historic race calendar is getting overcrowded.

Hideki Yamauchi starred in Historic F1 and Group C in cars from **Katsu Kubota's** fleet. Having seen neither the track nor the cars before qualifying, the 22-year-old Japanese set a blistering pace to win Historic F1 in Kubota's March 761 and set up a Group C victory for the pair in a Nissan RC90.

Much interest centred on the opening Jaguar E-type Challenge races, celebrating 50 years of the model. **Graeme Dodd** and **Jon Minshaw** took a win apiece from a 34-car field, with Dodd claiming the opener. Minshaw had a clear run to victory in the second race and only 24 hours later discovered that a broken anti-roll bar had caused his handling gremlins.

Martin Stretton (March 742) steamrollered the pair of Historic F2 races, as **Darwin Smith** (March 722) and **Andrew Smith** (March 79B) chased. **John Burton** claimed a Martini Trophy double in his Chevron B26, while **Stuart Roach** (Alexis Mk4) and **James Murray** (Lola Mk5A) scored a Lurani Trophy win apiece as **Pierre Tonetti** (Brabham BT6) twice finished between them in two barnstorming races. *Paul Lawrence*

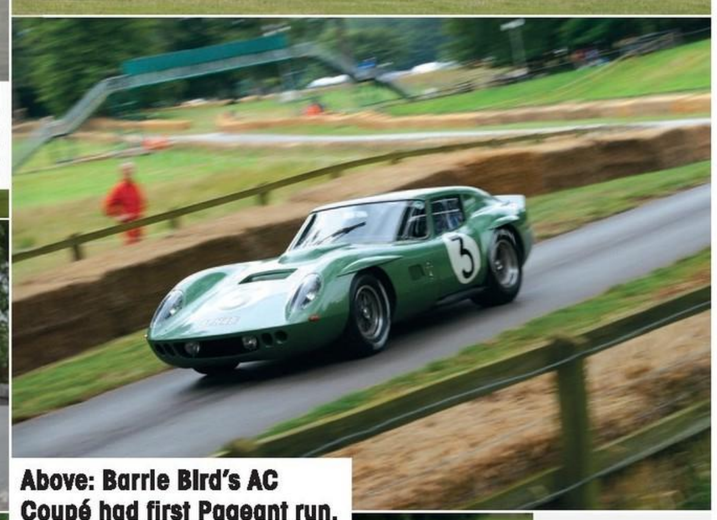


The first E-type Challenge races attracted a healthy 34-car field



Chris Williams smokes the Napier Bentley. Below: Nikki Faulkner set the pace in Lamborghini; Justin Law in Lancia Delta





Above: Barrie Bird's AC Coupé had first Pageant run. Below: Lotus Lamborghini

Cholmondeley Pageant of Power

Cholmondeley, Cheshire

FOR THE THIRD TIME IN ITS FOUR-YEAR history, bad weather did its best to wreck the Pageant of Power. But the rain could not dampen the ever-growing success and popularity of this event, which centres on the 1.2-mile speed event course in the grounds of Cholmondeley Castle in Cheshire.

The tone for the weekend was set in the first serious run on Friday afternoon. **Chris Williams** laid 75 yards of rubber off the startline when he unleashed the 24-litre Napier Bentley. This event is all about celebrating power, in all its many forms, and the aero-engined Bentley perfectly encapsulated the ethos of the Pageant of Power.

The contest for overall glory was once again fought out by the supercars, with **Nikki Faulkner** (Lamborghini LP570) backing up his 2010 victory. He ended Saturday's mainly dry runs with a two-second margin over the flying Ducati of **Darren Fry** and **Mark Higgins'** Subaru Impreza. When the rain arrived on Sunday, the results were sealed.

But the competition is only a part of the Cholmondeley story. Powerboat racing, air displays, helicopter fly-ins and classic motocross all add to this event's appeal, and despite the shocking Sunday weather visitor attendance was good. New for 2011 was a dedicated Group B rally stage, which will develop over the coming years to become a bigger part of the show. **Mick Strafford's** Chevrolet-powered Firenza, with its 'show-off' straight through exhaust pipes fitted for the occasion, made a fabulous noise that even the helicopters and motorbikes struggled to drown out.

For the second time, the enthusiasm of Tom Wheatcroft was celebrated with cars from the Donington Collection both on show and on the track. Notably, the 1961 Monaco Grand Prix-winning Lotus 18 of Stirling Moss made a rare appearance and ran without side panels, just as at Monaco, to mark the 50th anniversary of a famous victory.







Along with the 18 came two Vanwalls and a static display celebrating four-wheel-drive Formula 1 history. Never seen together away from Donington before were cars from BRM, McLaren, Lotus and Cosworth, while the Ferguson P99 completed the quintet.

Making only its second public appearance since the 1970s was 166 RUR, the first works Lotus Cortina racer. Now owned by **Kevin Kivlochan** and freshly re-prepared, the car was raced by Jack Sears at the 1963 Oulton Gold Cup and subsequently by Jim Clark and Dan Gurney. Kivlochan plans to use the car, still on its original bodyshell, albeit sparingly.

Other star cars included the restored Lindner Nocker Jaguar E-type of **Peter Neumark** and the Lotus-Lamborghini 102 of **Andrew Morris**, who turned in some spirited runs to win the single-seater class by a handsome margin.

Another Pageant debutant was the AC Coupé of **Barrie Bird**, a car rarely seen in public. The special-bodied Cobra was developed for Le Mans and ran for seven hours in 1964 before a tyre failed and it crashed out. Bird spent 12 years on the restoration and it was one of many cars to draw a constant crowd. *Paul Lawrence*

FORTHCOMING EVENTS

JUL 30-31 WTCC Oschersleben, Germany
JUL 31 F1 Hungaroring, Hungary
AUG 7 INDYCAR SERIES Lexington, Ohio
AUG 12-14 OLDTIMER GP Nürburgring
AUG 14 MOTOGP Brno, Czech Republic
AUG 14 INDYCAR SERIES Loudon, New Hampshire
AUG 18-21 WRC Rallye Deutschland
AUG 27-29 GOLD CUP Oulton Park
AUG 28 F1 Spa-Francorchamps
AUG 28 MOTOGP Indianapolis
AUG 28 INDYCAR SERIES Sonoma, Calif



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Nigel Roebuck



REFLECTIONS
– Bernie's happy; now what about Silverstone's fans?
– Alonso a hero – in González Ferrari and British GP
– 'Smokey' Yunick's Indy special graces Goodwood

When I got home from Silverstone late on Sunday night, I poured a stiff scotch and soda, and sat down to watch the Indycar race from Toronto, which was eventually won – after endless 'full-course yellows' – by Dario Franchitti. He was pleased, he said in the post-race interview, to be back in the lead of the championship, and then he mentioned in passing that at Goodwood the previous weekend he had been suffering from a terrible cold.

On the Monday after the Festival of Speed I had come down with a similar affliction, and couldn't for the life of me figure how I'd managed to pick up something like that during a sunny July weekend in Sussex. Now, although Dario had seemed fine when we chatted, I began to understand...

Men are hopeless with colds, as everyone knows, and when I set off for Silverstone on Thursday I was full to the gills of every medicament on the market, and perhaps, who knows, a little spaced out on some of the ingredients, which may have contributed to the sense of other-worldliness I felt when I arrived.

"Where *are* we?" a former British Grand Prix winner said to me on race day, and I knew what he meant. Clearly we were at a major race circuit for an important event, but much of the time over the weekend I must confess to having little sense of being at *Silverstone*.

No more than inevitable, probably. I was five years old when first I accompanied my parents to the old airfield in Northamptonshire, and my relationship with the place has been unbroken ever since.

There was a big adjustment to be made 20 years ago, when they changed the hallowed layout of the 160mph circuit –



Silverstone's £27m Wing complex has brought the track into the 21st century and helped secure its long-term Formula 1 future

stuck in new and unfamiliar corner names like Bridge and Priory and Luffield – and for many drivers that was a source of regret.

"I like the new track," said Alain Prost at the time, "and if it were anywhere else I would like it a lot – the only problem is that it's Silverstone! I wish they could have built this circuit somewhere else, and left the old one as it was, because I *loved* the old Silverstone – it wasn't like anywhere else. Very quick, and very dangerous in places, I suppose – whenever I got here I used to think maybe we were a little bit crazy to drive round it – but if you got a corner like Stowe really right…"

In time, though, the drivers acclimatised to the revised track, a wonder – particularly the reprofiled Becketts – in itself. More changes, introduced primarily for the return of MotoGP (when the Formula 1 race appeared temporarily to have been lost to Donington), were in evidence last year. But if the drivers followed a slightly different path when they set out from the pitlane, still they left from where they always had, between Woodcote and Copse.

Actually, that isn't strictly true – originally the start/finish area was between Abbey and Woodcote – but you get my gist. The paddock may have undergone updates and metamorphoses over the years, but still I could remember exactly where I asked Jimmy Clark to sign my programme at the Grand Prix in 1965, and where I'd stood, 10 years later, chatting after the International Trophy to Mark Donohue as he sluiced down his black 911 with a hose from a tap outside the gents' loo which had been there since Job was a lad.

There was no point in trying to make a quick getaway that day, and we both knew it. While Tony Blair would struggle to make my list of heroes, it was on his watch that the road system around Silverstone was transformed, and subliminally I thank him – for that, if nothing else – every time I go there.

This time around the changes to the place were of course much more profound. In May I went to the opening of 'The Wing', and found myself nonplussed by the sudden appearance of an ultra-modern facility at this most venerable of circuits. It was akin to encountering a dowager duchess in a thong, and took a little getting used to, but there was no doubting the scale and ambition of the project. Not often, after all, do you come across a building all but a quarter of a mile long.

For years Bernie Ecclestone relentlessly castigated Silverstone for its lack of facilities, and if it seemed a touch obsessive, there was no getting away from the ›››

LAT

Nigel Roebuck

fact that, in comparison with most other World Championship circuits, particularly the ultra-modern 'Tilkedromes', the place did look a touch careworn.

For those of us who had known it forever, that familiar shabbiness – as in some of the world's great hotels – was part of the attraction, of course. But it cut no ice with Mr E, and when the Donington fiasco was buried once and for all, and a new and very long-term deal done with Silverstone, outside investors finally had the confidence to plough money into wholesale change at the circuit. The Wing, we were told at the launch, had cost £27 million, and some sources put it rather higher than that.

It was unfortunate that the opening, while graced by virtually every British racing personality known to man, lacked the presence of two of the most prominent. Lewis Hamilton had more important things to do, and so, rather more significantly, did Ecclestone, for whom the whole thing had essentially been done.

Oddly enough, the effect of the Wing was to me far greater over the Grand Prix weekend than it had been at the launch. For one thing, in May I'd been able to drive down there, and the new paddock was in service as a car park, whereas in July I was required to leave the car near the old paddock, then board a bus to get down to the new. "Two to Golders Green," as someone said...

Once down there, the impression of change was overwhelming, for now the Wing was in full operation, the hub of the place, and the paddock was packed with transporters and those portable buildings we still refer to as 'motorhomes'. What's more, Messrs Ecclestone and Hamilton were both on the premises.

One felt as though one were at some new track somewhere, and that impression was amplified the following day when the cars went out. Housed in the new building is the infinitely more commodious and comfortable press room/media centre (delete to taste), but the fact that, curiously, it lacks any view of the circuit and almost completely quells the sound of screaming engines served to heighten the feeling of disorientation. Everything familiar – notably the blast down to Copse – seemed miles away. Which it was, of course.

Something that infuriated Ecclestone, in the course of his protracted battle with the Silverstone authorities over the future of the British Grand Prix, was the opening, a dozen years ago, of a new BRDC Clubhouse. While himself a Life Member, Bernie's contempt for the British Racing Drivers' Club was never very successfully disguised, and when the plush building was put up he raged that the club, while declining to fork out for the changes *he* wanted, was spending on something beneficial only to its own members.

> "We've done damn all for the paying public"

In the same way, one could – if one wished – make a case for suggesting that the Wing – all £27m of it – is also of benefit only to a small minority of those on site at Silverstone on a given day. As Jackie Stewart puts it, "What's been done is very impressive – but the whole thing is for the *paddock* and the Paddock Club. Essentially, it's for the F1 fraternity.

"In my opinion, this is an area of the sport that's been badly neglected – the spectators are the paying public, and we've done damn all for them. Of course TV is massively important, but if people are paying a *lot* of money actually to go to a race, they deserve first-class amenities..."

Imposing as the Wing undeniably is, over the race weekend plenty of people were questioning the need for it. No doubt about it, the old pits/paddock complex had been showing its age, but was it really necessary to build something as huge, lavish – and costly – as this?

Perhaps, in absolute terms, no, but in another way, yes, because that was what Bernie wanted, and what Bernie wants he tends to get. A prerequisite for a new 17-year British Grand Prix deal was that Silverstone be *transformed*, so that over time it came to fit the template for someone's idea of a 21st-century F1 circuit. Whether, in the fullness of time, such demands are made of, say, Interlagos remains to be seen.

The 2011 British Grand Prix weekend marked the beginning of a settling in period for the new Silverstone. In time we shall get used to the revised layout of the place, and cease to wonder why the start-finish area is halfway round the lap. Yes, the paddock seemed soulless and anonymous, but new paddocks always feel that way and need time to acquire a patina of familiarity.

All that will surely come in time, but it seems to me that Stewart is right: now that Ecclestone's immediate needs have been met, the focus should henceforth be on the spectator. At Silverstone they are well aware that the transformation of the place is very much a work in progress, that the Wing is only the start. Now should come the turn of he or she who ultimately pays the bills: the fan.

This year's British Grand Prix was a superb race, happily, and a large chunk of the 122,000 sell-out crowd was allowed to venture onto the track afterwards, to feel part of what was going on as Alonso, Vettel and Webber showered the champagne.

This was sanctioned by outgoing BRDC president Damon Hill, and an inspired idea it was, but the thought occurred that it wasn't yet three o'clock, and already the day – so far as action on the track was concerned – was done.

"How," said Stewart, "are we going to make going to a Grand Prix a more appealing experience? There's no one pushing for that, and there should be – but of course there's only one man who will... allow it to happen. And, as we've said so often before, the problem is that all the money from F1 goes in only one direction..."

At the age of 88, José Froilán González is the oldest Grand Prix winner alive, and one who had a particular love affair with Silverstone. On July 14 1951 González won his – and Ferrari's – first World Championship Grand Prix there, and three years later he was victorious again.

When we met a few years ago González told me he had the fondest memories of





González (12) overcame Fangio to score Ferrari's first championship win at Silverstone '51 – a victory the Argentinian (above) still recalls fondly

LAT

the place. "Compared with others at the time, Silverstone was quite a... small circuit, but it suited my driving style, and I was always fast there. I remember they used to mark the course with these big black and yellow 200-litre oil drums which were filled with sand – believe me, you didn't want to hit one! Behind the drums were the straw bales – and behind the straw bales were the people...

"That day in 1951 it turns out that I signed an autograph for Jackie Stewart – I think he was 11 or 12 – and he told me he has always kept it. Of course there were no guard rails or anything then, and it was easy for spectators to see the drivers."

Attitudes to safety were a little different, too: "We never talked about it," said González firmly. "Today, if a driver dies, it's a big tragedy, but in those days you had about a 50 per cent chance of surviving. At circuits like the Nürburgring and Spa there was no safety whatsoever. It was at the Nürburgring that my friend Onofre Marimon got killed – he went off, hit the trees, and that was it.

"In 1952 helmets were made compulsory, and that was a very big advance for safety, but I had already started to wear one. It was English – a Herbert Johnson – copied from polo helmets. I thought it was better: a linen cap was not much help in an accident..."

For the 1951 race, González travelled to England with Fangio, his fellow countryman, friend and rival, in Juan Manuel's Alfa Romeo company car. It was only the fifth *Grande Epreuve* of his career, and González took pole position in the Ferrari 375, a clear second faster than Fangio.

"I was very surprised! I think it was the first time anyone had lapped Silverstone at over 100mph. There were four cars on the front row – myself, Fangio, Farina and Ascari – and at the drivers' meeting Charles Faroux, the French guy who brought the flag down to start the race, said that anyone who jumped the start would get a one-minute penalty. We were all frightened of that, so the four of us on the front row didn't move – and all three cars on the second row went straight past us! At the first corner I was back in fifth place, but I passed Bonetto for the lead on the second lap, and Fangio got into second place. It was a fight with him all the way – I think by lap 40 we were a lap in front of everyone else...

"Juan had to stop before me – I had a lot of fuel on board, but his Alfa had much higher consumption than my Ferrari. I was 40 seconds in front, and I just kept on going. The Ferrari people were desperate – signalling every lap – for me to come in. I knew I was OK, because I still had the reserve tank and I hadn't used it – but there was no way I could tell the team! About 15 laps from the end I came in and said, 'Just put a little fuel in'. Didn't even change the tyres – they were OK, and I didn't want to do anything that could go wrong."

After two hours and 42 minutes of racing, González took the flag. "I was on Engleberts, and this was their first win in Formula 1. Two of the Ferraris were »»»

Nigel Roebuck

on Engleberts – because of the money – and two were on Pirellis – also because of the money! But we didn't get any of that, of course – it all went to Enzo! That was a day to remember – my first win.

"I went to see Ferrari in Maranello and he gave me a gold watch, engraved with the 'Prancing Horse'. Then, at the end of the season he gave me a car – a Superleggera coupé! He said, 'Pepe, I haven't any money, so go down to the factory and choose a car you like and take it home…'"

González wasn't at Silverstone this year, unfortunately, but an immaculate Ferrari 375 was. Owned by Bernie Ecclestone, it was driven by Michael Schumacher before the 2001 British Grand Prix to mark the 50th anniversary of Ferrari's first victory, and this time around – in commemoration of the 60th – Fernando Alonso took the wheel.

I remember being somewhat disappointed by Michael, who simply tooled around and seemed to be going through the motions more than anything else, but if Fernando's helmet – with temporarily useless HANS device still attached – looked similarly incongruous as he climbed aboard, it was a very different matter when he got on his way.

Alonso really entered into the spirit of the thing, and drove the 375 – surely more immaculate now than ever in its racing days – in a manner which would have delighted González. Apparently, back in Argentina, González sat in a TV studio, watching as the car hammered down the Hangar Straight, met by whoops of delight from the spectators as it drifted beautifully through Stowe…

Fernando clearly relished the experience: "I'm *amazed*," he said, "by the amount of power the car has relative to its grip in the corners." Had he felt, as did Schumacher, very exposed and vulnerable, sitting up high in the cockpit, without belts or rollover bar? "No, honestly, I didn't think about it – the main thing was to remember that the middle pedal was the *throttle*!"

He looked elated as he chatted to Bernie about the experience afterwards, and two and a half hours later more elated still, for by now he had won the British Grand Prix, and the bookends of Ferrari's 60 years at Silverstone were in place.

The weekend had been dominated, of course, by endless debate of the 'off-throttle blown diffuser' rules, which the FIA had absurdly seen fit to change at mid-season, rather than wait until the end of the year.

If you were a *competitor*, be it team principal, engineer or driver, trying to win a race it was a matter of the greatest consequence, of course, as borne out by a polite but undeniably tense exchange of views between McLaren's Martin Whitmarsh and Red Bull's Christian Horner at a press conference on Friday afternoon.

We could go into the ins and outs of the dispute, but I want you to keep reading. Suffice it to say that every team using the device – (forgive me, hot or cold blown) – seemed to have its own opinion as to what the rule should be, and every team, too, gave the impression of being hard done by.

Come qualifying, as ever the Red Bulls were the cars to beat, and Mark Webber narrowly beat Sebastian Vettel to pole position. The Ferraris of Alonso and Felipe





Unlike Schumacher 10 years earlier, Alonso didn't hold back in the 375 – and then proved just as lively in the Grand Prix, above

Massa were next up, and there was no particular surprise about that, for Fernando had lately been Red Bull's main opposition, and in Valencia had succeeded in splitting Seb and Mark.

What was a surprise, though, was his pure speed at Silverstone. For some time Ferrari's pace had been appreciably better in the race than in qualifying, but now Alonso was only a tenth away on Saturday afternoon, suggesting that perhaps he had a real shot the following day.

And so he did. When Vettel, pitting immediately in front of him, was delayed by a faulty jack, Alonso took the lead and stayed there. It's a fact that Vettel was then delayed by Hamilton, who fought ferociously to keep his second place, but up front Alonso was setting new fastest laps, and his best was more than half a second quicker than Vettel's.

Inevitably some ascribed this upturn in Maranello fortunes to the fact that at this race the 'blown diffuser' rules had been changed, to Ferrari's advantage, and while this may – who knows – have played a part, there was much more to it than that, namely a major upgrade package introduced at Silverstone including floor, rear suspension and bodywork. In revised form, both drivers said, the car had significantly more downforce than before.



LAT

But as Ferrari flourished, McLaren floundered. F1 really is that way these days – hero one weekend, zero the next – and drivers are to a great extent at the mercy of what their boffins come up with, race to race. Having talked up their chances at Silverstone, murmured about a dream 1-2 finish, Jenson Button and Lewis Hamilton were understandably both downcast at qualifying fifth and 10th respectively.

I went to the McLaren post-qualifying conference, on the top floor of the team's edifice, and felt immediate sympathy for Whitmarsh, who looked beleaguered as he sat there flanked by his drivers. Anticipating some of the questions he assumed would be coming his way, Martin spoke for six or seven minutes, going through recent events in the life of his team. "Obviously," he began, "this team – and these great drivers sitting either side of me – cannot be content. We are disappointed – that is a fact.



> "We are disappointed – that's a fact"
>
> MARTIN WHITMARSH

"We can bore everyone silly with discussion of diffusers, exhaust gases and so on, but over the last 18 months everyone's been working hard to develop exhaust-blown diffusers, and we've had lots of twists and turns and changes along the way. The fact is that during the course of this weekend there have been some changes to the rules, and we did not put on a competitive showing in qualifying."

Whitmarsh went on to say that McLaren had let Hamilton down that day, sending him out on used tyres at the beginning of Q3, reasoning that it was best to save a new set for the very end of the session, when conditions would be at their quickest. All fine and well – except that it rained towards the end of the session, and Lewis was stuck with the time he had.

"That doesn't mean the weekend is a 'give up' for us," Martin went on. "We've got two great racing drivers who are going to try their very best tomorrow. We are a great race team, we're not resting on our laurels, we've got a fantastic heritage and we're used to winning races. We're not quick enough, *but* we – will – regroup. There's not a team in the world that can recover a situation as quickly and as strongly as McLaren, as we've proved before, and that's what we're aiming to do in the course of the next few weeks."

Whitmarsh, impassioned, said much more than that, and when he finished Button joked that it had been like a Churchillian speech. Hamilton, for his part, said he thought Martin "courageous" to come out and admit that the car wasn't quick enough. "The most important thing he said," Lewis added, "is that we are a team, and we'll pull through it – we're the only team that's been able to bounce back from situations like this."

True enough, but I wasn't alone in sensing mixed messages in the room that afternoon. Having been through all those seasons with Honda, Button can perhaps cope better with a temporarily uncompetitive car than his team-mate, who has never driven anything but a McLaren and arrived in F1 with the quickest car. At one point in the conference, while Whitmarsh and Button were speaking, Hamilton fiddled with his iPhone, and whether this was simply bad manners or an attempt to convey distance between himself and the management, it was difficult to know.

Whatever, it remains plain that the relationship is... strained, let's say, and later in the weekend Lewis threw in that, oh by the way, he wouldn't be signing any new McLaren contract unless the PR demands upon him were reduced.

It's a fact, and not a new one, that McLaren drivers are required to do more of this sort of work than most others, and understandable that much of it they find onerous, but I thought of something Mario Andretti said to me long ago: "When you sign a contract, some of those zeroes

Nigel Roebuck

have nothing to do with driving, and you know it. If they're paying you telephone numbers, when they call, you answer…"

In the race, of course, Lewis was Lewis, superbly at the limit in front of a home crowd – and then understandably mortified, a dozen laps from the end, when his team informed him that he needed to save fuel if he were to make the finish. Earlier in the race Button had pulled off at the exit of pitlane, his right front wheel about to depart after a botched stop.

It was all very unlike McLaren, and unquestionably these are unsettling times. But, as I say, in contemporary F1 nothing stands still, and in the space of a fortnight you can be a hero again, as Ferrari showed at Silverstone.

What they perhaps admire most of all about Alonso is that never – not even when a disastrous strategy call costs him a World Championship – does he publicly criticise the team, or anyone within it. Come to think of it, González was like that, too.

The Goodwood Festival of Speed, it goes without saying, was as wonderful as ever, and for me it was especially so this time around, for a feature of the weekend was a celebration of 100 years of the Indianapolis 500. Part of the paddock had been designated 'Gasoline Alley', and I spent hours there, drooling over the many cars culled from the history of the 500, and vainly attempting to take photographs of them devoid of feet and legs and paraphernalia. Used to be that Friday was the time to get this done, but such is the popularity of the Festival that there is no longer such a thing as a relatively quiet day.

Front-engined roadsters, long a particular passion of mine, were there in plenty, and there were novelties too, including the Lotus turbine car – driven at



'Smokey' Yunick and Bobby Johns at Indy '64 and, below, the Hurst Floor Shifter Special at Goodwood

IMS Media



LAT

Goodwood by its owner, Parnelli Jones – with which Joe Leonard so nearly won the 500 in 1968.

Strangest of all, though, was surely the Hurst Floor Shifter Special of 1964, which was making its second appearance at Goodwood. First time around the car was accompanied by its creator, the late Henry 'Smokey' Yunick, NASCAR car builder of legend, and a man who liked occasionally to dabble in Indycars, too.

Pennsylvania-born, but based all his racing life in Daytona Beach, he didn't suffer fools, Smokey, and he didn't care to be pushed around, either. At Goodwood he sat there by the car, I remember, with his pipe going, and if he was affability itself as he signed autographs, wasn't nobody gonna tell him the paddock was 'No Smoking'. Nobody did.

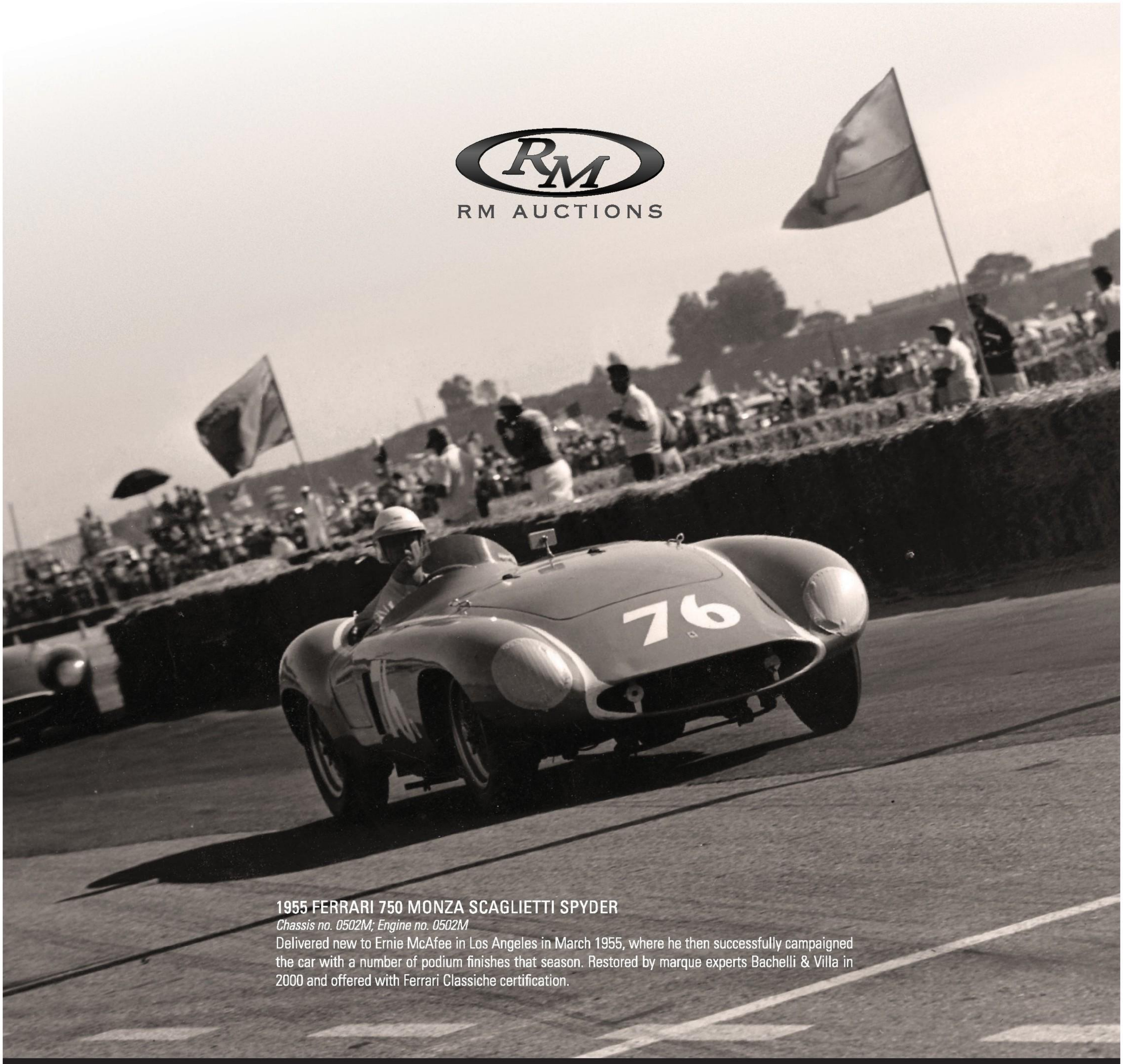
Yunick was famous for thinking outside the box. At a time when 'cheatin' was in the very DNA of stock car racing, he had his own definition of the word: it wasn't cheating, he argued, unless the rule book said you couldn't do it. In 1968, for example, NASCAR specified the maximum size of a fuel tank, but Smokey noted there was no rule as to how big the fuel *line* could be. To that end, he created a two-inch fuel line that was 11 feet long – and held five gallons. Worked a treat.

NASCAR officials, though, were suspicious that the car was apparently getting such good gas mileage, and pulled out the tank to check it. No doubt about it, the tank was of legal size, but then Smokey rather blew it by losing his temper, firing up the engine and driving the car – still without its tank – away…

It was Yunick, always regarded as an aerodynamics genius, who hit on the idea in 1962 of fitting an enormous wing to a roadster, this the Simoniz Special of Jim Rathmann. Not surprisingly, the car couldn't get out of its own way in a straight line, but it achieved cornering speeds unheard of for a roadster, and in its way swung a lamp over the future.

Even for a radical thinker, though, Smokey's creation for the 1964 Indy 500 was something else again. When you see the Hurst Floor Shifter Special in the metal, it looks for all the world as though he built a car – and then realised he had forgotten to make provision for a driver. Yunick liked to call it 'the capsule car', but when astonished onlookers saw it at the Speedway it quickly became known as 'the sidecar'. There being no space for a driver in the main body of the vehicle, a 'capsule' or 'sidecar' was bolted on to its left side, and the whole creation indeed resembles a motorbike-and-sidecar on steroids. »»»

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The original plan had been to use a turbine engine, but that was ruled out on grounds of cost, and instead the ubiquitous four-cylinder Offenhauser was installed.

Soon after Yunick's death, in 2001, his memoirs – three volumes, no less – were published, and when you read them you swiftly begin to understand why they never appeared in his lifetime. They constitute, believe me, the saltiest, most indiscreet and politically incorrect writings on the sport ever to come my way. I devoured them.

'So you're thinking,' Smokey writes at one point, 'where in the hell did you get the plan to build such a goofy car? Over Regensburg, Germany, in 1944 I was driving a B17 when I see a twin-engine very skinny fuselage plane hauling ass with a small capsule on one side, with a pilot in it. Turns out two small shapes with the same total frontal area as one single shape has less drag…



LAT

"The car was driven in perfect period overalls by Franchitti"

'Got to have a driver. I need a smaller-size hero. Bobby Johns. Right size, brave, pretty damn good driver, never really got a shot in first-class equipment, not a wall banger. Maybe not goofy enough to want it, but you never know if you don't ask, right? Answer is: "Hell, yes, I've been wanting to go to Indy my whole racing life". Fine. Come on over to the shop, so we can fit you in the capsule.'

Johns was at the time a prominent NASCAR driver, used to a solid rollcage and plenty of sheet metal around him. As such, his first impressions of the Hurst Floor Shifter Special can only be imagined.

'He ain't got a clue,' Yunick writes. 'Never sat in an open-wheel car, and when he sees how tiny this car is – and where he sits in it – I'm sure it dampened his enthusiasm some.'

When Johns began driving the car, he did indeed find it a strange experience. 'The gearshift puzzled him,' Smokey acknowledges, and no real surprise there, for there was no foot clutch and the device was operated by pressure on the gear lever, as I remember on the NSU Ro80. It took some getting used to on this extraordinary Indycar, but Johns eventually came to terms with it.

Such could not be said, however, of the 'combination brake-throttle pedal' – yes, you read that right. 'Brake and throttle,' Smokey matter-of-factly observes, 'are combined in one dual function control'. Once Johns had experienced it at the Speedway, however, it was swiftly discarded: 'It became a two pedal car…'

Before it actually took to the track, however, the Hurst Floor Shifter Special was given an official unveiling, which, according to Smokey, put half those present into a state of shock. 'I heard it whispered, "That f***** is nuts – this proves it". But there was one very important person who loved it. His name was Tony Hulman. Not a bad ally. He owned the farm. And a pretty fair racer from Europe named Colin Chapman just stared at it for hours.

'We had garages pretty close to each other, and I got to know him quite well in the next three weeks. I respected and admired his talent, but not his game of cut 'er close on "safe". He was probably one of the five best in the world, but he had an ego the size of an elephant…'

Told you the memoirs don't pull any punches: this little titbit is mild indeed.

In a way, it's ironic that Yunick should criticise Chapman for cutting it close on safety, for although he was a consummate engineer who pioneered many safety improvements on his stock cars, one's first impression of the Hurst Floor Shifter Special is that a driver would need to be brave to sit in it in the pitlane, let alone out on the Indianapolis Motor Speedway. Smokey got very angry with other drivers, saying they were trying to unsettle Johns by calling the car 'a death trap', but there was no escaping the fact that, in the event of an accident, there was but a sliver of glass-fibre between the driver and the wall.

In the course of that month of May, Indy veteran Duane Carter also tried the car, returning to the pits so visibly shaken by its… unusual handling that he apparently suggested to Yunick that the car be parked forthwith, and perhaps – with modifications – be brought back a year hence.

Johns was clearly made of stern stuff, though, and he stuck with the car, eventually getting it up to a speed in practice which looked as though it might be good enough to make the race. On the final Sunday of qualifying – 'Bump Day', as it was traditionally known – he took to the track, ran a quick enough first lap, but then got too deep into turn one, hit the brakes (which Smokey admitted were 'erratic') and went backwards into the wall, mercifully hitting with the right – driverless – side of the car first.

Happily Johns was uninjured, but that was the end of the Hurst Floor Shifter Special. Smokey repaired the damage, but the car was never seen at a race track again, and when he returned to Indianapolis three years later, it was with an Eagle – the City of Daytona Special – which he had modified and which Denny Hulme drove to fourth place.

As for Bobby Johns, he too got to know Colin Chapman during May of 1964 and clearly he made an impression of sorts, for at Indy the following year, as Jimmy Clark piloted Lotus number 82 to victory, Johns drove a sister car – number 83 – and finished seventh.

There was a pleasing symmetry, I thought, in the fact that that car, too, was at Goodwood in July, driven – in perfect 'period' Hinchman overalls – by Dario Franchitti. Which is where we came in. Ⓜ

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RACING LIFE



LAT

SIX-WHEEL APPEAL

TWO VERY ENJOYABLE DAYS AT THE GOODWOOD FESTIVAL of Speed prompted me to think of our six-wheeler, the FW08D, which Jonathan Palmer drove up the hill in 1994, I believe achieving the fastest time in that year.

The thinking behind the car was entirely logical as we worked to keep up with the turbo-powered cars of Renault, Ferrari and the BMW-engined Brabhams, but had no turbo engine ourselves. We did conduct a programme with John Judd of Engine Developments and valve gear specialist Chris Walters, which resulted in our long-stroke 3-litre Cosworths being raised from about 480 to just over 540hp, which powered Keke Rosberg in his 1982 title year. But this power level was a long way shy of the turbo.

A parallel approach was to reduce the car's frontal area, dominated by two huge rear tyres on 20in-wide rims, so we settled on using four smaller fronts on the rear, hiding one behind the other to reduce drag. This in turn meant we could bring the inner face of the rear tyres a long way outboard and run flexible skirts all the way to the back of the car, between the rear wheels, which gave us huge expansion at the back and increased downforce.

We produced a 'mule' vehicle to see if it would go round corners and if we could get it balanced. We'd tried to design it so that the exact centre of the two rear axles was where our normal single axle would be – which in turn meant that the forward axle had to be angled well forward from the output.

We took it to Croix-en-Ternois in northern France, with Jacques Laffite and Palmer driving, and discovered that it had no problems in tight corners and extremely good traction, particularly in the wet. But it was at least 100 kilos overweight and we knew we'd have to build a new gearbox and design a new rear suspension layout which would have been a major task.

We did know that it had huge potential, running near-identical times to a conventional car despite being over the weight limit.

Alan Jones had initially run the car, on the back of an FW07 chassis, at Donington at the end of 1981 – and perhaps that's why he decided to retire on the spot… Or, more likely, it was the English winters that prompted the decision!

You may recall that in 1982 FW08 was a short and stubby car with a high fuel tank behind the driver, and that's because it was designed to be the front end of the six-wheeler.

Frank Dernie was developing the car in our wind tunnel and had a specification well in advance of the mule test car. He ran the figures, downforce, drag etc in our simulation programme using the Paul Ricard circuit and the car was something like 12sec faster than the conventional car. Mind, he didn't add the 100 kilos of extra weight, he said that was my problem, so it was optimistic.

I think it would have been possible with a complete redesign to get to the weight limit but we just didn't have the resources. So you could say it was lucky for us that we never had to build a new car following the ban on six-wheelers and ground-effect aerodynamics, but also the Honda turbo engine came along.

So we never raced FW08D but Palmer gave the car its only competitive outing at that Festival of Speed and took the hillclimb record, which stood until '99 when Nick Heidfeld beat it in a McLaren-Mercedes MP4-13 with tyres straight from the blankets – and then by only a couple of seconds. The six-wheeler had so much traction it went off the line like a rocket, and – like the March six-wheeler before it – was perfectly suited to a hillclimb.

We still see radical new ideas in Formula 1, such as using exhaust gases to improve downforce, which is a complex technology. But the problem with radical or revolutionary ideas in today's F1 is that you have to be very sure of your ground as a designer; no team can afford a 'lost' year as sometimes happened in the past, in particular with Lotus under Colin Chapman. Mostly their ideas sparkled, but sometimes they failed badly.

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DISPATCHES



LAT

CARS, STARS AND STRIPES

I WONDER WHAT HE WAS THINKING ABOUT WHEN HE LOOKED out of his bedroom window just after dawn on Friday July 1. Along the landing from his private apartments slept some of the greatest racing drivers the world has seen. Down below, in the silence of early morning, hundreds of the world's most beautiful racing cars and motorcycles were yet to be roused into action.

The Earl of March and Kinrara has created something quite extraordinary. Of that there can be no doubt. By the end of Sunday July 3 a staggering 181,000 people had wandered through the grounds of Goodwood House and up into the forest. The Festival of Speed has become an annual pilgrimage for anyone who loves cars and wants to pay homage to their heroes.

Now spread over four days to encompass the Moving Motor Show (which surely should be the British Motor Show), the Festival has constantly re-invented itself. And it is this broadening of the appeal, not to mention the attention to detail, that never fails to thrill those who think they've seen it all before. The Festival has long since ceased to be an event only for those with a knowledge of, or a passion for, historic racing machinery. It is a social event, a garden party in the great traditions of Wimbledon, Ascot or Henley.

What sets Goodwood apart, however, is the wow factor, the creativity and courage that takes the event to new highs each summer. Wherever you look there is something happening. A Grand Prix car being hustled up the hill, a World Rally Car being thrown around a stage, a Vulcan bomber overhead, a motorcycle back-flipping off a jump, a rock guitarist atop Goodwood House, motor racing royalty shoulder to shoulder with the fans, and so on.

For the purist, perhaps this is too much, too far from the roots of an event that began in 1993 with just a few historic cars doing a hillclimb. For the vast majority, if the smiling faces told the story, this is what they want when they go motor racing. It's called entertainment, and it's for the family, not just for Dad and his stopwatch. When Goodwood has all its plates spinning at once there is nowhere else I'd rather be, to misquote Roy Salvadori, who in the heyday of the circuit announced: "Give me Goodwood on a summer's day and you can forget the rest of the world."

It is clear that the movers and shakers agree with him. The Formula 1 teams came to Goodwood on their way from Valencia to Silverstone, both Christian Horner and Adrian Newey drove on the hill, as did Mark Webber. Jenson Button, wearing a Hesketh T-shirt and grinning from ear to ear, drove McLaren's new road car to save wear and tear on an injured knee. The car manufacturers were out in force, building ever-bigger palaces in the park from which to sell their latest models. Jaguar, celebrating 50 years of the E-type, built an E-type sculpture made from steel pipes (Tata Steel, naturally). Enzo Ferrari might not have recognised what he once called "the most beautiful car ever made". (The Ferrari SWB Berlinetta was surely more deserving of that accolade, but I digress.) Skoda had a snarling Fabia VRS in a cage. Well, why not? And, leading by example, Lord March drove Parnelli Jones's Lotus 56 Indycar. Having been briefed by Jones himself, the ringmaster set off up the hill in this fearsome gas turbine-powered wedge, only for the track to be red-flagged. Lord March loves getting his hands on these rare cars and was frustrated at not getting the whistling red wedge to the top of his now-famous road.

"I feel like I'm in America," said the person next to me as we watched the celebration for the centenary of the Indianapolis 500. And that, of course, was the idea. But this was a moment for the true enthusiast, especially those who've been to the Brickyard, and the proceedings weren't to everyone's taste. Transporting the raw atmosphere of Indy to a Sussex park was a tough call and the Brits are too reserved to let it all hang out Indy-style. But Goodwood lets it all hang out, and we'll be back for the Revival. Ⓜ

For more on the Festival of Speed, turn to page 74



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THE HUMDRUM CONUNDRUM

MOTORCYCLE RACING HAS NEVER BEEN A WEALTHY sport. If a MotoGP team attracts five per cent of the sponsorship of a top Formula 1 team it's doing very well indeed. So we are poor, but we are happy, or at least we were.

The one thing we knew was that MotoGP will always produce racing that's more exciting than F1. There were real reasons why – bikes are much narrower than F1 cars and they don't benefit from ground effect – so overtaking wasn't usually beyond the bounds of possibility. That's why MotoGP became the last bastion of gladiatorial motor sport, with riders attacking and counter-attacking all the way to the chequered flag, the very opposite of the lacklustre parades that were F1's way for so many years.

How things have changed. Just as too much technology and too many ill-judged rules did for F1, so they have done for MotoGP. If you've been watching MotoGP for some years you will have noticed that the racing has changed. More often than not (the recent Mugello GP was a slight exception) it is now agonisingly processional with infrequent overtaking.

There are several reasons for MotoGP's transformation from breathtaking display of high-speed combat to humdrum parade of awesome technology.

The one-make tyre rule – introduced in 2009 – has contributed enormously to a homogenisation of machinery that has had a disastrous effect on the action. When only one brand of tyre is available, engineers must design motorcycles that can generate grip from those tyres. So it is inevitable that all the bikes will work in a similar way and go round the race track in a similar way. That's why it has become very difficult for riders to find an advantage.

"Ten years ago, you had four or five corners in a lap where you could overtake; now it's one, maximum two," says Valentino Rossi. The type of tyre supplied by Bridgestone and the current 800cc engine regulations – introduced in 2007 – must also take their share of the blame. The 800s have crucially less torque than the old 990s, and Bridgestone's slicks have astonishing edge grip which allows for only one fast way round the corners. In the past, some riders won races with corner speed – big, wide, cornering arcs – while others used a point-and-squirt technique – stop the bike, wrench it sideways and get on the throttle early, relying on torque to fire them off the corner. Those two styles allowed thrilling and frequent overtaking moves. Now there is only one fast line.

Then there's the old bogey of electronics. Traction control is now so effective that riders come off the corners at pretty much the same speed, so it's tricky to set up a pass into the next corner.

The decision to do away with qualifying tyres hasn't helped either, since riders usually qualify at their race pace and – thanks to launch control – enter the first corner more or less in the same position. And the bikes are now so good that they can run the same pace all the way to the chequered flag, so there's no juggling of positions as bikes enter and exit their sweet spots.

In other words, the machinery is too good. It might be anathema to engineers, but MotoGP technology needs to be reined in, just as F1 technology is. Unfortunately this isn't as easy as it sounds. For some years MotoGP regulations have been contrived by the factories, which is a bit like allowing bankers to write the tax laws.

There are glimmers of hope on the horizon. MotoGP rights holder Dorna – aware that boring racing equals fewer TV viewers equals reduced income – is quietly removing itself from the factories' headlock. Its decision to allow street-based engines from 2012 – resisted by the manufacturers – means that it is no longer entirely reliant on the factories to fill the grid. Also, the company recently appointed its own Director of Technology who can concoct new rules that will benefit the sport, not just the factories.

Of course, Dorna denies that it has even thought about wresting power from the factories, but it would say that, wouldn't it? Ⓜ

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Gordon Kirby

THE US SCENE



Ralph Barrera/American Statesman

KEEPING AUSTIN ON TRACK

OUTSIDE THE THRIVING CITY OF AUSTIN IN TEXAS'S southern 'Hill Country' Tavo Hellmund's dream of the Circuit of the Americas is fast taking shape. Hellmund (above) plans to revive Formula 1 in America at his new track next year and amiably refutes any scepticism for his bold new venture. When you meet Hellmund you can't help being drawn in by his energy and enthusiasm for what he is convinced will be a permanent and attractive new home for the United States Grand Prix. He also believes the circuit will prove a challenging track.

"Kevin Schwantz and I designed the track with Hermann Tilke," he says. "We're building a track that's as close to an old throwback as you can do by today's FIA standards. I think it will be one of the nicest road courses in the American hemisphere.

"I'm old school. I wish we didn't have to have all the necessary FIA run-off areas and stuff. I'm not a martyr. I'm into safety. I raced cars for 20 years and I don't want anyone to get hurt. But I also think there's very little penalty today with the run-off areas. You're not giving a driver the incentive of when it's right or wrong to put his foot down and that's a mistake for the sport."

Hellmund admits that many of the circuit's details will be unfinished by next year's race. "There are a lot of things we're not going to have finished by the first Grand Prix. I'd be misleading people by saying that we're going to have everything perfect.

"I think and hope the fans understand that there will be some components that aren't exactly ironed out. There are some things that will have to wait until 2013. It'll probably be 2014 or '15 before we have everything exactly the way we want. But we feel that by next year we'll still have one heck of a place to come and watch a sporting event. It will be good value for money."

Hellmund also says concerns about circuit access have been overblown. "I've been to most Grands Prix and I would say that, other than a street circuit, our access is probably better than anyone's. We've got a $17 million toll road one mile away and we have access from all directions – north, east, west and south."

Recent disputes about funding were finally resolved in July, securing state finance for an F1 race for 10 years, though there's a good chance that the US GP may be moved back from its June 17 date next year to November. That would not only help the hectic construction schedule but also bring more pleasant weather than the 35-degree heat that envelopes most of Texas in June and July.

Hellmund has a multi-year deal to run a MotoGP round and perhaps more surprisingly the Australian V8 Supercar series. "From our standpoint this isn't about an F1 facility," he says. "It just happens to be one of the crown jewels that we have. We want to attract touring car fans and sports car fans. We plan to have four or five big events and use the facility year-round. We say internally that we're not building a race track, we're building a destination. We want people to come to enjoy it."

He plans to stage a wide range of events, particularly music related. "We're obviously going to have a significant musical component. I've been involved in promoting events in the music industry, and obviously Austin and the music industry go together. So we'll have a lot of live outdoor music through the year."

Hellmund is sure Austin will have plenty of appeal for race fans. "Austin used to be a cool, sleepy college town but today it's leading the recovery of the United States," he declares. "There's just six per cent unemployment in Austin and more money per capita than any city in the United States.

"Geographically, it's really pretty. We're in the Hill Country with rivers and lakes, and Austin has one of the coolest nightlife and music scenes in the US. I've been around F1 racing a long time and Austin is absolutely what the teams and fans will eat up."

It will be a great thing for American racing if Hellmund's optimism proves well-founded.

Letters

BILL FOUNDED THE BROOKLANDS Society in 1968 and wrote for its publications from their inception until his column in the current *Gazette*. He, along with others such as Kenneth Evans, was fundamental in saving the site from dereliction, leading today to the thriving museum. But he was more than that, not always outgoing in public, but if you met him in his warm Welsh kitchen he was a wonderful host, speaking quietly in a wonderfully informed and authoritative manner on every motoring and aeronautical topic under the sun. You heard the stories he hadn't written!

We will miss him, and the Society sends their sincere condolences to the family.

Graham Skillen, Chairman, Brooklands Society

BILL BODDY WAS ONE OF THOSE RARE people who became a legend in their own lifetime. Apart from *Motor Sport*, with which he will always be associated, his other abiding interest was in Brooklands.

He founded the Brooklands Society over 40 years ago to preserve the history and what remained of Hugh Locke-King's remarkable pioneer track after racing ended in 1939, and he continued to write for the Society's *Gazette* until the present issue.

Founding the Society eventually led to the formation of the present Brooklands Museum and the preservation for posterity of the Clubhouse, Test Hill and many other features.

The Society will mourn the loss of WB and its condolences go to his family.

James de la Mare, Hon Secretary, The Brooklands Society

NEWS OF THE DEATH OF BILL BODDY IS the end of an era. He was largely responsible for the founding of the 750 Motor Club way back in 1939 and was appointed president about 30 years ago. He always took a keen interest in all 750 club activities and last attended our National Austin Seven Rally at Beaulieu when he was 80.

His *Motor Sport* was compulsive reading for any enthusiast. He indeed was the archetypal motor history guru. Our thoughts go out to his daughter Nondus, who more recently has attended 750 events on his behalf.

Ken Cooke , Hon Vice-President, 750 Motor Club

WB WAS THE LAST LINK THAT THE Vintage Sports-Car Club had to its beginnings. From the very start he was an inspiration to the Club, supporting us whenever necessary.



Bill Boddy: an appreciation

When the sad passing of our Founder Editor Bill Boddy MBE was announced on the *Motor Sport* website, the response was both immediate and overwhelming. So this month, instead of our usual correspondence, we bring you a selection of those tributes, both from people who knew and worked with WB and those who simply admired or were inspired by him. We felt it worth the break with tradition – we hope you understand and appreciate the sentiments expressed herewith.

His articles succeeded in saving numerous aged cars long before the war. One of the cars he managed to save was the Grand Prix Itala – the very epitome of the Club in so many ways.

He wasn't too fond of bureaucracy and many of us remember his Boxing Night Informal Runs from Staines to Cornwall in the late '50s with great affection.

Bill Boddy was a true enthusiast and will long be remembered by all in the aged car world.

WB died peacefully at his Welsh home, with Nondus at his side.

If you want to find an epitaph for Bill Boddy, look no further than *Motor Sport*.

Roger Collings, VSCC

WE HERE AT THE PRE-WAR AUSTIN Seven Club, of which Bill was an honorary member, are deeply saddened by the news. Bill was a staunch follower of the Seven and wrote the book *The Austin Seven*. Some years ago he was thrilled when we asked his permission to republish it.

I personally treasure the correspondence I had with him at the time, his annotated typewritten letters – most of which, at the end, apologised for the errors, stating 'sorry, no typist available today'!

Thanks Bill, the motoring world is now a sadder place.

Chris Garner, Austin Seven Club archivist

I WOULD LIKE TO EXPRESS MY MOST sincere condolences to Bill's family and friends. I was his assistant at 'MS' for a few months in 1968 and he was very supportive and helpful, especially when I told him that – pardoning his presence – I just couldn't stand the place and would be leaving as soon as I could…

His knowledge, work ethic and utter dedication to getting it right, doing it properly and encouraging others to keep to the path of motoring righteousness was unrivalled. He always seemed rather like a querulous schoolboy, ready to make a statement and challenge anyone else to tell him he was wrong. But he could be very funny, and extremely perceptive. His MBE was wonderfully well merited, yet it seemed to embarrass him deeply. His contribution to motoring in general and especially to the old-car movement in this country was immense.

He's in a more comfy place now, and he and Jenks are probably already locked in argument over the way it used to be… God speed Bod. Thanks for all the gen.

Doug Nye, MS Special Contributor

AN ASTOUNDING AND OUTSTANDING contribution to all things motoring. We will not see his like again. My condolences to his family and friends, including the hundreds of thousands whom he never met but who hung on his every word.

Paul Fearnley, former MS editor

IT WAS SAD TO HEAR THE NEWS OF WB. His road test of the E-type Jaguar back in 1962 still sticks in my mind. When I worked for *Motor Sport* in the '70s I was asked to deliver urgent press proofs to his home in Llandrindod Wells, a four-hour journey from the original office in City Road. Those were days, before electronic technology!

John Deverell »»

LETTERS TO THE EDITOR

Write to: Motor Sport, 38 Chelsea Wharf, 15 Lots Road, London SW10 0QJ
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Letters

THE MEMORY OF BILL WILL STAY WITH me always. During my time in the VSCC office he was a great support, as he had been ever since I first met him at the VSCC Heston Driving Tests in 1959 when he showed interest in our little Aston Martin. Anne and I offer our condolences to his family and close friends.
Neil Murray

FROM ALL OF US (READERS AND listeners) at F1B, we offer our most heartfelt condolences. As an avid promoter and consumer of your magazine, I am left bereft of the presence of WB and that will surely be felt for years to come. He was a singular man in a world where passionless duplicity rules.
Todd McCandless, F1 Blog

BILL WAS AN ORIGINAL SOURCE OF knowledge on so many old car issues. He personally helped me with the Leyland Eight story. It was he who cycled 50 miles to Lewes to see the remnants of the Leyland Thomas No2 being dismantled for scrap, too late to be saved, but for perhaps the steering wheel.

So much of the UK has changed since his first published words. Our old car movement present and future owes him a huge debt.
David Haywood

I FEEL SUCH A GREAT SENSE OF LOSS – Bill Boddy has been part of my life for 50 years, since I started reading *Motor Sport* in my doctor's waiting room at the age of 11.

I would like to recount a personal memory. It was a Sunday afternoon at the Weston-super-Mare seafront sprint in the late 1980s and I was standing in the press tent after watching Roger Collings blast that lovely Mercedes 60hp up the road. I had just signed in as M Hannon, *South West Counties Newspapers* when I realised that the name above mine in the VSCC book was W Boddy, *Motor Sport*. And there he was standing beside me! It has been one of the great sadnesses of my life that I – normally never lost for words – just stood there and couldn't think of anything appropriate to say. I wanted to thank him for all the pleasure, etc, etc, but I guess he might have been embarrassed. And then the moment was gone. Thanks, WB.
Michael Hannon

I'VE BEEN READING *MOTOR SPORT* since the early '50s, and remember the thrill when WB published one of my letters when I was aged 16 in 1954. He and Jenks were my inspiration and I've kept in touch with WB throughout my own career as a motoring historian. Rarely did a month pass without a phone call from "Bod Hall" with either an obscure enquiry, or the answer to one of mine, or kind words about something I had written. I had come to believe that he was immortal and the news of his death has brought great sadness.

Bill was a one-off, we won't see his like again.
Mike Worthington-Williams

MOTOR SPORT HAS BEEN A DRIVING force behind my passion and career, and WB has been a big part of that. At 14 I was given my first subscription to MS by my parents, which has continued for 15 years. Now running my own business concentrating on historic cars and motor sport I can truly say that this publication and the words of WB have inspired me.

I have always enjoyed the articles and road tests of all the contributors, but the recollections of Bill Boddy have been of particular fascination. His depth of knowledge and experience were second to none, and it is very sad to know that we will no longer be able to enjoy the musings of this great man.
Gregg May

I BEGAN READING *MOTOR SPORT* IN 1956 and haven't missed an issue since. The Bod's inimitable style and determination to speak his mind always made for riveting reading. His seemingly unlimited knowledge, stories of the early days and tales of iconic figures in motoring and motor sport will never be equalled.

I first met Bill years ago at a VSCC event at Oulton Park, and he was as entertaining and outspoken in person as in print! As Doug Nye says, he and Jenks are probably having a great debate in another place now – sharing Jenks' one plate, one cup, one bowl, etc. What a loss!
John Dickinson, Vancouver

KEEP IN TOUCH

The *Motor Sport* website is fast becoming one of *the* places to discuss motor racing past, present and future. Don't miss the opportunity to comment on blogs, video and audio podcasts, and read Nigel Roebuck's newsletter and the editor's monthly letter. To get involved in the discussion simply log on to www.motorsportmagazine.com and tell our writers exactly what you think! Also, don't forget that if you have any images which would be suitable for our You Were There feature in the magazine, please send them to the office (address on p44).

I WAS VERY SORRY TO HEAR THAT BILL has died – he has been such an influence on my motoring life one hoped he would go on forever. I experienced first-hand his kindness and depth of knowledge when visiting his house to have my three copies of the *History of Brooklands* autographed nearly 40 years ago. In more recent years he was supportive of my modest efforts to record motoring history, especially that of MG cars for which he seemed to have much affection.
Malcolm Green

IT'S DIFFICULT TO IMAGINE READING *Motor Sport* without coming to WB's words. Fitting he talked about the VSCC in the August issue. Probably why my Lancia refused to start today. Condolences from all at Retro-Speed.
Peter Baker

WB'S SECTION AT THE BACK OF *MOTOR Sport* was always one of the first I read.

I was fortunate to have been in the presence of both Jenks and WB on a few occasions. I remember Jenks and his Triton at Loton Park hillclimb, where he was surrounded by willing helpers when trying to fix something. My memories of WB are of the New Year's Day vintage gatherings at The Verzons, where he was often seen wearing his old Ford Rally jacket while taking photos and making notes about the more interesting cars on display. How privileged I now consider myself, having witnessed these two great enthusiasts doing what they enjoyed.
Paul Leyser

BILL BODDY HAS BEEN AN INSPIRATION since my school days in the '40s. "Beware of the motorist who wears a flat cap and string-backed gloves!" He represented all that was good in the old car world and continually challenged the manufacturers of new shoddily-built cars. His years with Jenks produced the best motor racing journalism at the time – and probably since.

A long life well lived, rest in peace.
Michael Sharp

ALONG WITH JENKS, WB MADE perhaps the greatest contribution to ensuring that motoring and motor racing are the pursuit of so many today. His accuracy and grasp of detail was unrivalled. I have 60-plus years worth of back issues to delve into when in pursuit of the most obscure fact or figure.

Entertaining, informative and inspirational. He is irreplaceable.
Jonathan Layzell



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Bill Boddy
1913 - 2011

With the death of our Founder Editor, a remarkable chapter comes to a close. This magazine and the world of motoring owe a huge debt to the man known as 'WB'

BY GORDON CRUICKSHANK

Bill Boddy was the heart and the voice of *Motor Sport*. Surely no writer has been part of a magazine for so long – from 1924 until this month. For all of its life and for most of his, WB was wedded to *Motor Sport*, first as a passionate schoolboy reader and letter-writer, then a freelance contributor, and then as its Editor and the architect of its eccentric and outspoken character. His death brings to an end a career of unparalleled achievement and longevity – an astonishing 81 years. Those of us who knew him will remember a figure who was strident in print, shy in public, and scurrilously amusing among friends.

Excited from childhood by obsolete cars, Bill made *Motor Sport* a haven for those who loved the old, the forgotten and the bizarre in motoring history, and arguably did more than any other single person to foster the vintage car hobby. He founded the 750MC, helped inspire the VSCC and the 500cc movement, and became the undisputed all-time expert on Brooklands, the world's first motor racing circuit, where he spent some of the happiest times of his life. In founding the Brooklands Society, publishing his definitive Brooklands book, and writing constantly about the Track (always giving it that religious capital T), he fanned the interest which led to the derelict circuit being saved from destruction, and later to the founding of the Brooklands Museum. We do not know of anyone alive today who drove the Track while it was still complete; how fitting it would be if Bill Boddy proved to have been the last to do so.

Though we latterly called him Founder Editor, nine or ten men had sat in the Editor's rickety chair before him. But if the title had a meaning, it was that he, along with Denis Jenkinson, changed the character of the publication from polite reportage to arguably, in the Sixties, Europe's most influential motor magazine. Forthright, sometimes fiery, rarely even-handed, *Motor Sport* could, and did, damn a Grand Prix driver or a new road car if Boddy or Jenks thought they deserved it. At a time when others pulled punches to protect their advertising revenue, WB was immensely proud of 'The Bishop Ban', when he was the only journalist to criticise the Austin A70, causing BMC to withdraw all advertising and test cars from *Motor Sport*. But in person Bill, arriving at the office in his tweed jacket with sandwiches and flask of Bovril, hardly looked the fearless crusader.

Charles Best



BILL BODDY: A TRIBUTE

Born in 1913 in Wandsworth, London, he was brought up by his mother after his father was killed during the fighting in 1917. His passion for cars began as a schoolboy at Belmont College, where the young WB devoured motor magazines. Discovering the new *Brooklands Gazette* (which would become *Motor Sport*) he was hooked, and has read or written for every single issue since – including this one, which contains his final column. In the 1920s WB bombarded the motor mags with correcting letters – *The Autocar's* Rodney Walkerley later recalled that he would hide when told "that schoolboy is here again". Boddy constantly won *Motor Sport*'s quizzes, scooped up brochures from car showrooms, and, aged 14, organised a 100mph test run in a 36/220 Mercedes-Benz from a bemused salesman.

After his mother signed him up as an apprentice at a Clapham garage, he would take notes on the work and write it up afterwards, but soon realised he preferred the writing. Having been overwhelmed in 1926 by the sight of the empty Track he prevailed on his mother to take him back, and was captivated for ever. Once he saw his first race in 1927 the Track, always open and always busy, became irresistible. After his mother died, when he was 17, he took a job in a shop where he alleviated the boredom by going absent, pleading illness; unfortunately his boss also went to Brooklands that day and spotted him. Thereafter he turned to freelance journalism to survive, and his first published article was in *Motor Sport*; the subject – what else but Brooklands history.

That first story, in March 1930, carried no byline, but soon WB was a regular contributor to the motoring titles, often defending the much-criticised, ageing Track in print and already concerned about safeguarding motoring history. In 1932 he suggested a club for vintage sports cars; the VSCC was founded a year later, with Bill a crucial supporter ever since, and indeed the last link to its origins.

In 1933 his perfect job arrived when he was asked to write the car side of *Brooklands – Track and Air.* He wasn't paid, but that didn't matter – he was based at the Track, his own heaven on earth. Being rather innocent, it took him a while to realise why people giggled when he emerged from the paper's office: during WWI it had been a mortuary.

Despite being unable to drive he wrote his first road tests here; he would instruct the magazine's owner, Capt Holmes, from the passenger seat and describe the results. He also rode with any driver who would take him round the Track, revelling in 130mph laps alongside Forrest Lycett in his 8-litre Bentley, or a spin in the ex-Birkin Maserati 8CM, and in 1934 persuaded Holmes to organise an exhibition of early racing cars, a seminal event for the old-car world. It was only in 1935 that he passed his test and began to buy cars, his first a short-lived £5 ABC, beginning a string of low-powered bargains which carried him erratically around the country.

When his magazine was absorbed by another WB briefly became advertising manager, but was so shy that he would only ring clients when the typist left the room. He was soon sacked and again went freelance, writing for *Motor Sport*, *Speed* and others such as *Blackwood's Magazine*. Then the Brooklands gods intervened in the short and irascible form of Wesley J Tee. *Motor Sport* was in debt to the printer, where Tee was MD, and spotting that he could cash the copper picture blocks for more than the debt, he bought it for £20. Finding that WB already wrote most of it, in 1937 he fired the Editor and put Boddy in charge. Born not of far-seeing judgement but short-term expediency, this edgy partnership was to see *Motor Sport* burgeon from a clubby journal to a major international voice.

WJT would only allow initials for authors in case they were poached by rivals, so instead WB would sneak his name into picture captions or write to himself on the Letters page to further an argument. But these tactics became irrelevant as the initials 'WB' quickly became more recognisable than his name. Only in 1990 did the words 'Editor: Bill Boddy' finally appear on a *Motor Sport* masthead, and within a year he had become 'Founder Editor', as we introduced a hands-on Editor at the office.

It all nearly came to a halt in 1939, when WJT intended to close the paper, but WB persuaded him that he could fill pages somehow, so the September *Motor Sport* was a four-page emergency issue announcing it would continue. And so it did all through the war, WB re-using old picture blocks and running it by telephone for £2 a week. Readers, many in the forces, obliged with unpaid contributions, and as there was no racing and very little motoring, history predominated, which suited The Bod. Without seeing pages, he could not sub copy; instead the type-setters famously would shrink the print size to cram a story in. Allocated a journalist's petrol ration, WB even managed the occasional wartime road test: he tried out a prototype Lagonda V12 while British and German fighters battled overhead.

In 1944 he married Winifred Holbrook, who also became absorbed into motoring, helping form and run the Sunbeam (later S-T-D) Register from 1950. She became Life President in 1981. Their three daughters, known as Dee, Flip and Nondus, grew up well used to travelling in vintage and test cars to motoring events around the country.

WB claimed that he went to join up at Woolwich, but got talking about Alfas to the recruiting officer who then forgot to sign him up. Instead he drove ambulances for the ARP before in 1941 joining the Ministry of Aircraft Production at Farnborough and later Harrogate to write technical manuals for the RAF. Arriving one day at Hawker's, he was told he owed them £1m, as the Hurricane manuals were late and the 'planes would not be paid for without them.

His transport between aerodromes, a Lancia Lambda, Gwynne 8 or 12/50 Alvis, was sniffed at by senior officers, but entirely suited to his circle, a bohemian motoring set centred round Holly Birkett and Tom Lush of Allard's, his best friend.

When the war finished Mr Tee confirmed WB as Editor, who told him, "I can't promise it will be the best motoring magazine, but it will be different". That promise he certainly kept. *Motor Sport* was the only British racing title through the '40s, and even the arrival of *Autosport* in 1950 did not detract from its authority.

During his time at MAP, WB worked with Denis Jenkinson, short, scruffy and racing-obsessed, and equally passionate for the sport. It was natural that after the war he should invite



At a VSCC meeting, WB talks to John Eason-Gibson (right) and DSJ, his friend and collaborator on the magazine







WB's road tests were the ones which counted. He made several End-to-End runs (below), tackled the UK's steepest passes (above) and took test cars on some epic tours across Europe



All Images LAT

Jenks to write for him, forming the most famous and least conventional partnership in the business. According to WB, Jenks said, "You're the writer, Bod, I'm an engineer," before giving him a lecture on good journalism. A like-minded team devoted to every type of racing and car history, they quartered the country, attending the smallest events, chasing rumours of old racers and buying ruins of ancient cars.

WB never did a five-day week, arguing that his salary was too small. Instead he intermittently drove into London from Fleet in Hampshire, near Jenks, by Austin 7 or Delauney-Belleville, or exchanged proofs by post with whichever harassed Assistant Ed was absorbing the flak at the office. Office days decreased after 1963 when Bill and Winifred moved to a large ancient house near Llandrindod Wells, chosen for its large barn. WB planned to fill this with cars, install Jenks rent-free to look after them, and call it the Mid-Wales Motor Museum. But, as he told me wryly, "then Jenks met Robbie Hewitt, and she had something I didn't have".

Gradually the combination of DSJ's blunt race reporting and WB's supremely personal car tests made *Motor Sport* a powerful voice, and by the early '60s a huge seller and the only place to sell interesting cars. Neither Bod nor Jenks ever worried about pleasing readers, racers or advertisers, and to his credit, WJT left them to it. Jenks' unabashed jibes at a poor race performance and WB's veiled sarcasm spiced up the passion they shared. As the Continental Correspondent, Jenks roamed Europe at will, taking in Grands Prix, road races and workshops, sending a monthly digest back to WB which went into the mag. When I joined, Jenks wrote to me, "*Motor Sport* is not written for the readers. It is a private diary between Bod and Jenks."

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Yet, close as they were, theirs was not a social friendship. Jenks was at home in a pub with other enthusiasts; WB would rather be at some gathering of obscure light cars on a soggy Welsh hillside, which doomed many early dates with young ladies. Always in awe of titles and wealth, he loved to write about wealthy aristocrats such as Count Zborowski and Earl Howe, while his childhood heroes, particularly Parry Thomas, appeared constantly in the magazine. Ironically, although he saw the great names of the 1930s race, he was too shy to approach the flamboyant ones like Birkin and Barnato. His quiet nature even got him accidentally into the Blackshirts. He was friendly with two Bugatti-owning brothers whose Mosley-loving mother bullied him into paying the membership shilling (his only connection with the movement, of course).

If Bill sometimes came across as stiff with strangers at first it was because he was essentially reticent. Yet when off-duty, with people he knew, he relaxed and became The Bod, funny and talkative, with a fund of scandalous stories about racing figures, usually followed by "you mustn't print that" even when they'd been dead for 40 years. A favourite was his tale of Earl Howe strolling the paddock and finding Freddie Dixon's feet sticking out under a car. "Hello, Freddie," calls Howe. "F*** off," replies Freddie. Scandalised acolyte informs Freddie who it is. "Well, F*** off, Your Lordship." Bill would relate this with a face of schoolboy innocence that doubled the laughter.

WB's relationship with the Old Man was double-edged: while they often argued (WB resigned several times), WJT knew that the Bod, his most valuable resource, was so devoted to his subject that he wasn't going to quibble too much over conditions or pay. In 1950 WB decided to expand his income by starting his own magazine, *Vintage and Thoroughbred Car,* and ran this secretly (as he thought) from the *Motor Sport* offices; in fact Mr Tee knew about it but let him continue, confident it would fail, and it did. Lord Montagu bought it and it later turned into *Veteran and Vintage,* beginning a long-lasting association between WB and the Montagu, later National, Motor Museum.

With poor pay as his excuse, WB never shied from writing for rival car magazines, and for years did road tests for the top-shelf magazine *Mayfair*, saying "at least I keep two pages of it clean". He also wrote endlessly for vintage journals, especially on his particular passions, Austin 7s and VWs, which he drove and repeatedly praised in print. Then there were the books. When Brooklands closed for the war, WB nipped in and collected the Track records, crucial to his definitive *History of Brooklands* of 1957. He also wrote many other works on motor racing, circuits, sports cars and specials, becoming the voice of *Motor Sport* on air and later the first port of call for anyone making a TV documentary about motor racing history.

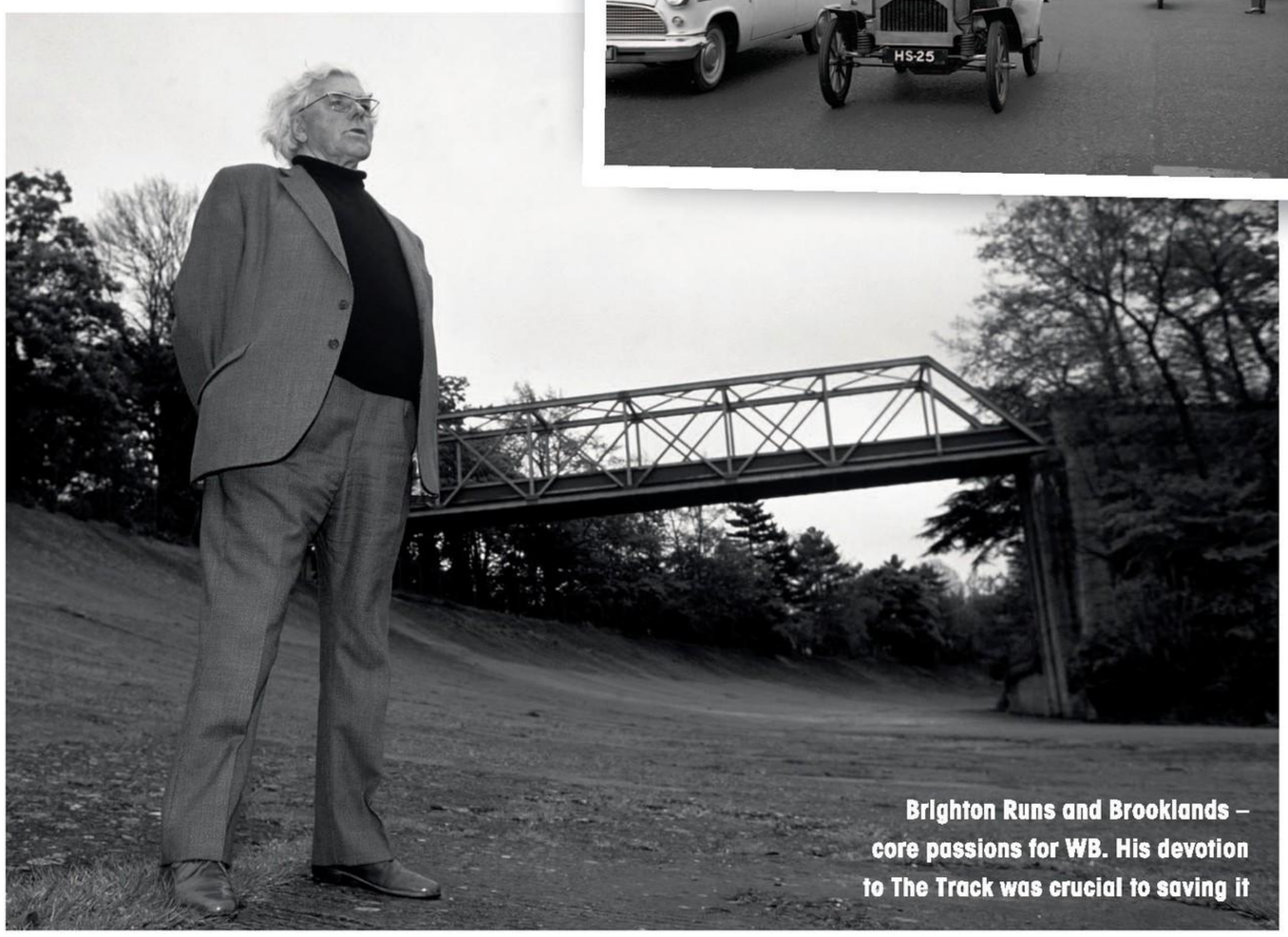
> "The British lion is being held down by his tail and beaten to his knees"

Behind his battered typewriter WB took courage from knowing that Mr Tee would back him against anyone he upset in the magazine. At a time when the only damning meted out by the weekly car titles was faint praise, WB gave *Motor Sport* a reputation for fearless opinion. He modelled this critical style on C G Grey, outspoken editor of *The Aeroplane*, and the title 'Matters of Moment' for our Editorial was taken from Grey's magazine. WB himself hated confrontation; when displeased with me he didn't tell me off but wrote lengthy letters to WJT. At our monthly meetings he would be friendly before and after, but in the stuffy little boardroom would relate the catalogue of my crimes (usually that I had cut his words to fit) to WJT, who would back him absolutely. Afterwards the Old Man would call me into his office and explain that he had to be seen to support the Editor, but was on my side really.



Boddy was not interested in travel unless motor racing was involved, and indeed the ever-patient Winifred told me that the only non-motoring holiday they had ever had together was their honeymoon. In later years Bill claimed not to like flying in airliners, although he was immensely knowledgeable about aircraft too, and wrote with relish of his flights over Brooklands, or to races abroad in the 1950s and '60s, often in small aircraft piloted by Michael Tee, the photographer son of WJT. He and Michael also undertook many an epic car tour to museums and factories across the Continent, even racing a private plane from Cannes to Calais long before *Top Gear* thought of it.

With Mr Tee geeing him up, Boddy campaigned against compulsory belting up (because he was claustrophobic) and the 70mph limit, writing "We thought all those millions of our money spent on these elaborate roads was to foster speed. The British lion is being held down by his tail and beaten to his knees, and will soon be crawling on his belly." He invented the word 'mimser' for lethargic motorists, warning "beware of drivers with string-backed gloves". But he also took a refreshingly ➤➤➤



Brighton Runs and Brooklands – core passions for WB. His devotion to The Track was crucial to saving it

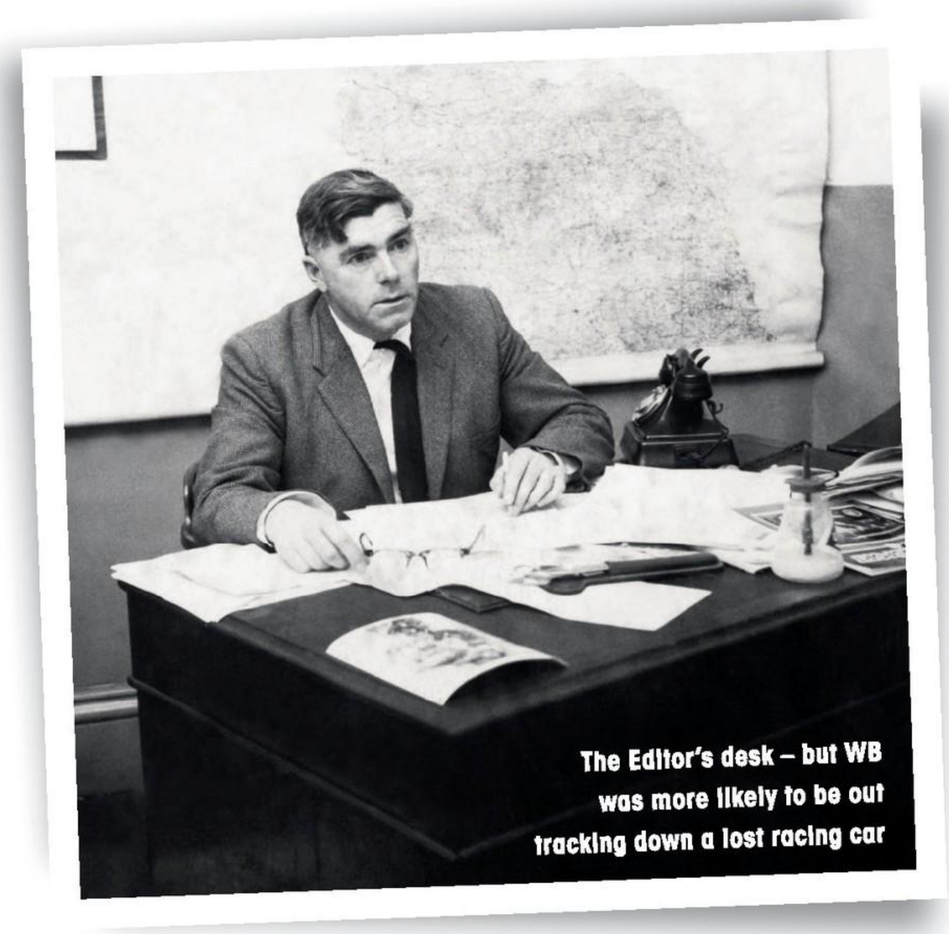
modern line on women racing drivers, often reminding readers of their achievements and praising the best of them as the equal of males.

In earlier years WB drove vintage cars every day, but after Mr Tee bought him a Morgan Plus 4 in the Fifties he had a series of increasingly up-to-date company vehicles including one of the first Minis, as well as a parade of test cars. With his interest in light cars, WB championed the Mini, Citroën 2CV and VW Beetle more than the exotics, which he tended to leave to Jenks. He was in any case not a sporting driver; he competed in trials, hillclimbs and rallies, but, barring one journalists-only event, never raced. Yet he was closely involved with the racing establishment: he met the German aces off the aeroplane at Croydon before the 1937 Donington GP, was the first person to drive up Prescott hillclimb, and advised on the first post-war race in Britain and on the establishment of Goodwood circuit. A staunch supporter of the Brighton Run, he either drove or rode in an astonishing 39 of them from 1936 on, and for years our January cover would be of a heavily padded Bill looking stern and cold on a puttering veteran car. Naturally he also drove scores of famous racing cars, including the Napier-Railton (he went to its press launch in 1933) and the Birkin single-seater Bentley.

His road tests were cheerfully subjective: damn the acceleration figures, would the Editorial Rolleiflex fit in the glove-box? Could the Motoring Dog hop aboard easily? Much of the test might be about where he had been: tracking down a 90-year-old chauffeur, or an extinct hillclimb, or on one of several Land's End to John O'Groats runs. Yet his opinions carried much weight, and his criticism was feared. Only in his seventies did he stop testing, and that through insurance difficulties, not disinterest.

Perhaps the most exotic car he owned was an Alfonso Hispano-Suiza, which often caught fire; the rest were a changing collection of mainly light cars, of which few ran at any one time – WB never claimed to be a mechanic and relied on Jenks, Tom Lush or other friends to keep him rolling. But the 1922 Talbot-Darracq, 1924 Calthorpe and Gould replica A7 Ulster gave him a lot of pleasure, while Winifred used her Sunbeam tourer for Sunbeam Register trips. An ancient FN was the family transport for some years, the family riding inside with WB exposed to the elements like any chauffeur. And for a long time the bins went down to the gate in a 1925 Cluley, its only duty. Bill and Winifred hosted many VSCC Light Car events at the Hall, setting up trials sections on their land and then providing teas afterwards, and even at 89 WB was still collecting, driving a 'new' Sunbeam 16 back from Devon to use as a tow-car for the Talbot. As his travelling decreased Bill's range of events retracted, but as an honorary member of so many motor clubs he remained absorbed by their events, especially Austin Seven gatherings where for many years he was a guest of honour and judge.

A particular fan of the diminutive Austin, he was one of the founding spirits of the 750MC in 1939, a club where Chapman, Costin, Duckworth and McLaren among many others honed their talents, while by supporting the 500cc movement he added his own push to Britain's Grand Prix revolution.



The Editor's desk – but WB was more likely to be out tracking down a lost racing car

"I would have much preferred to race cars or to build specials"

In the 1960s, old cars formed only a small part of his writings, but by the '80s his whole output was historical. The flow was unwavering, though, filing copy for *Motor Sport* every month right to the end, as well as articles for other vintage titles and many letters to magazines (including his own) correcting historical slips, and revising his Brooklands book at the age of 90. He claimed his compulsion to keep writing was because early on he was paid by the word, but really it was a combination of nostalgia and insatiable curiosity, always hoping that readers would add information to solve some ancient, minor, motoring mystery. And he hated being edited; any words you cut would be back next month, expanded into a new article – a journalistic fission which guaranteed he never ran out of subjects. How glad I was when we trained him to use a fax machine, ending daily hours of galley corrections by phone, but it didn't improve the dreadful quality of his typewritten copy, with its additions typed in between lines and sideways up the page, plus handwritten insertions, sometimes on the back of the sheet. A nightmare to decipher (his record sentence had 19 clauses), but he was driven not only to get it right, but to pass on as much of his deep knowledge as he could cram into a page. And despite the untidiness of the copy he sent, both grammar and punctuation would be perfect.

In 1997 Bill's lifetime dedication to his subject was recognised with the MBE for services to sports journalism, adding to many in his own field, including the Tom Wheatcroft Trophy which pleased him as Tom had for years been an ally in saving important cars. After Winifred died in 1997 WB continued to live alone at the Hall in one or two chilly rooms, the rest packed with automobilia, brochures, pamphlets, advertisements, badges, spark plugs and parts of interesting cars, as well as thousands of photographs, hundreds of review books, and a treasured piece of Brooklands concrete. Latterly his worsening health and mobility prevented any travel, though his mind remained sharp to the end.

It's ironic that writing was never WB's ambition. Much influenced by Sammy Davis of *The Autocar*, after reading his book *Motor Racing* at the age of 18, WB would like to have followed Davis's competition footsteps. He wrote in 2003 "I would have much preferred to race cars or build specials, though I would never have made a real racer. Lack of finance ended race dreams; as for special-building, I was too lazy, or hard up, for this". Perhaps he didn't build cars, but it's due to WB that so much vintage and veteran machinery survives in Britain. He may have been no loss to racing, but it was the car world's gain when Bill Boddy found his métier, and he was lucky to be able to enjoy right to the end what he called his "almost unbearable fascination with the sport".

He may be gone, but Bill Boddy's memorial is on the printed page, in the bound volumes of the years when his efforts made *Motor Sport*'s slogan valid. Thanks to WB, it really became "the authoritative voice of the sport"; and that voice was the voice of Bill Boddy. Ⓜ



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Such a perfect

Hang the day job. One throwaway line and a fantasy comes to life for Jaguar's design chief Ian Callum – the Ferrari that fires him and the E-type that inspires him, set loose on the sweeping roads he's loved since childhood

BY GORDON CRUICKSHANK


day

"Jaguar today announced…" said the newsreader from the hotel TV, and I looked up. Flashguns popped over the seductively gorgeous C-X75. "All Jaguar's top names attended…" But I knew that wasn't quite true, because one of the firm's top names was with me in the north of Scotland, getting ready for dinner.

He should have been there. Ian Callum is head of Jaguar design and the man responsible for the supercar's elegant flanks. He would have been there, until he discovered that the launch clashed with a date we'd made. A date with another beautiful supercar, a car which inspired the young Callum's sketching fingers from way back. A 250 Short Wheelbase Ferrari. No, I'll rephrase that. It's *the* 250SWB. The Moss car. The TT car. Whichever you choose, those dark blue curves and white noseband instantly brand themselves on the mental plasma screen. I look out of the window, across Ullapool to Loch Broom where a fishing boat is stitching orange beads across blue and sparkling water. Between me and that boat, those same blue flanks glint in the evening sun.

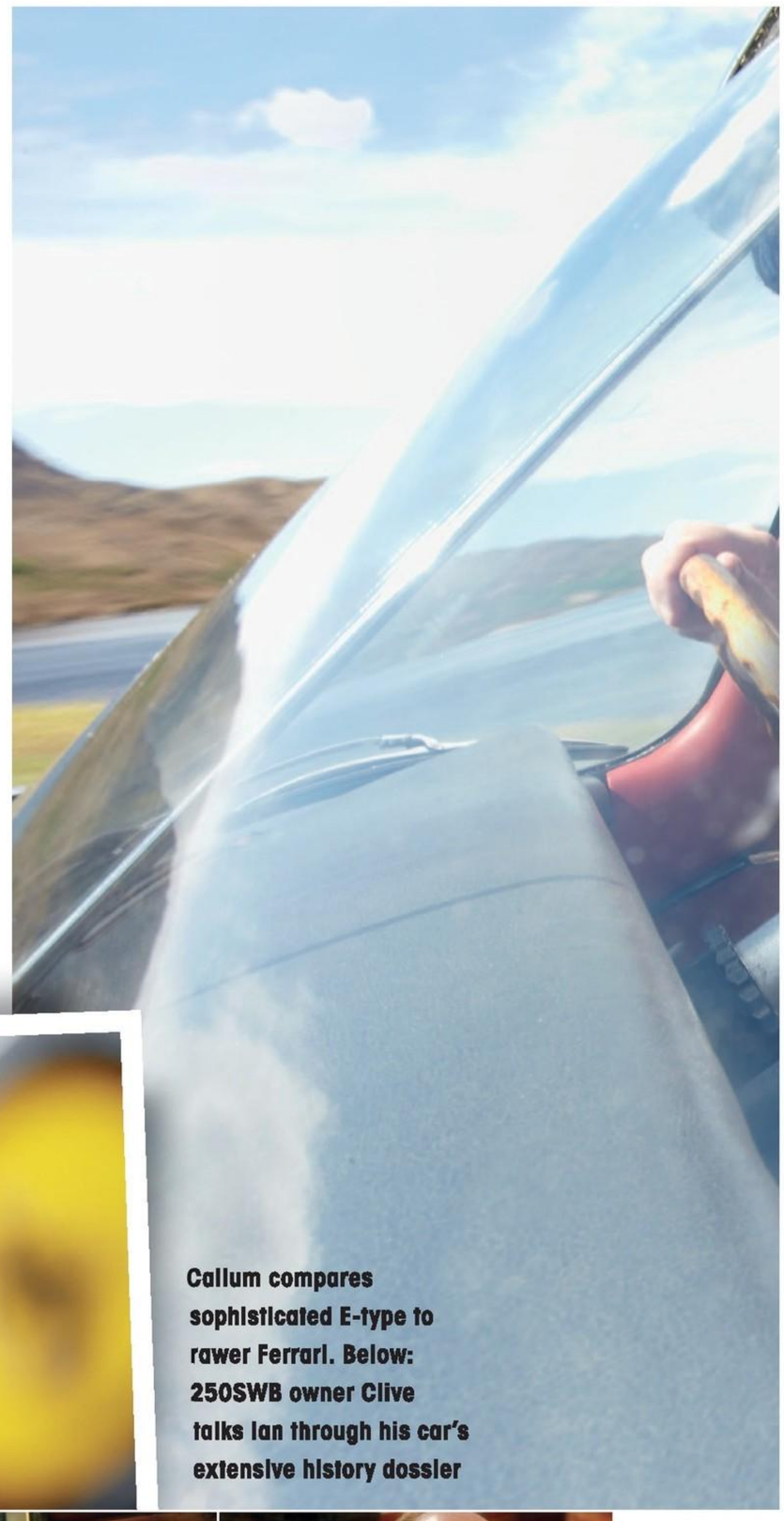
It's Frankel's fault. In his Twenty Questions to Ian Callum, he asked – one car, one road. Which? Callum answered "SWB Ferrari round Ullapool". As soon as the magazine came out I took a call from Clive Beecham, guardian of the Moss car. "Would Ian like to take it up there?" Obviously it was a daft idea to go all that way. And obviously we had to do it. But there had to be a Jaguar angle to excuse Callum's absence from duty, so in this E-type anniversary year we elected to compare it with the car which attempted to push the SWB off the podium – the Lightweight E.

Despite his Ferrari's historical importance, Clive Beecham is not shy of it. It's a car, and cars are for driving. I've seen him driving it up Baker Street in rush-hour traffic. This time he even suggests we drive it to Ullapool. In the end time dictates we truck it to Inverness, where Callum joins us, arriving in a bright red XKR with vast black rims. It was Callum who tore up the retro brief at Jaguar and struck out in a bold new path with the confident XF, and he doesn't want his creations to fade into the background.

Rain soaks us as the Ferrari rolls down the lorry ramp. I'm worried, so I can't imagine how Ian feels. Shortly he's about to take over one of the crown jewels of our sport, on soaking roads, with the owner alongside. On racing Dunlops. Tick-tick-tick-whaaap! It fires without hesitation and Ian slides first into the passenger seat. He's smiling already. I'll be leading them to Ullapool, so I call to Clive if I should keep the pace down for the tyres or up for the throaty V12. He gesticulates a clear 'up!'. This may be hard work.

It's drying when we pull up in a layby and Ian slides into the other seat in this road-going racer's spare, compact cabin. Gleaming in the afternoon light, the road ahead snakes into the mountains. But it's busy. Ullapool may be tiny, but dozens of heavy artics plough in and out to collect its sea harvest, so Ian's first experience of this Sixties supercar is joining a spray-clouded 50mph stream of traffic. But this man has driven a C-type in the Mille Miglia, has a wild hot rod in his own garage. He can't be scared.

We wait for a slot, 12 cylinders wail and the curvaceous blue rump of the Ferrari squirts up the road. I don't think I need to worry. I've told Ian and Clive not to wait for me, and they don't. Over my own six cylinders I hear the Ferrari's gearchanges, revs spinning higher as Ian gets to grips, the car's elegant haunches dwindling ahead as he extends his lead.











Callum compares sophisticated E-type to rawer Ferrari. Below: 250SWB owner Clive talks Ian through his car's extensive history dossier

The harbourside at Ullapool has barely changed in years. The boats are bigger, and the lorries, but it remains a fishing port in the crook of a sheltered arm of the Atlantic. Craggy green mountains define the view on all sides, but some of us are simply enjoying the sight of a Ferrari parked in a row of hatchbacks. A Primera brakes suddenly and reverses for a better look, occupants pointing, and a German pair on a bike circle in the road to confirm what they're seeing.

This far north the day lasts an extra hour or more; the evening light is rich and gold, and snapper Pajo cracks the whip. The E-type arrives tomorrow, but the Ferrari is just sitting there… As if anyone needs an excuse for another blast. Up here, even the main roads resemble the Nürburgring, with sweeping, open bends, stomach-tingling crests and plunging dips, and barely a junction for miles. This time Ian is straight on it, and with pictures in the bag I let him off the leash. When we reassemble at the Royal Hotel for dinner there is a light in his eye.

"This is my favourite car ever," he smiles. "Actually it took me a week to realise which SWB it was. Even the thrill of watching it unload – like seeing your favourite film star in the flesh!"

That's the car. Why this place? "We holidayed in Ullapool when I was a kid, and I used to dream about driving a car on these roads. We stayed in a caravan and looked up at the Royal as we passed, thinking 'that's where the rich people go…' " It's been a fair step to the private jet Jaguar offered so he could try to fit C-X75 and Ullapool into the same day. In this unassuming hotel bar he doesn't stand out; no pointed shoes or designer black, just crew-neck and jeans. No one would know he is a star of the design world.

"I was nervous," he concedes about his wet start, "but I started to feel part of it surprisingly quickly, about 10 miles in, once Clive had



All Images Greg Pajo

persuaded me to take it past 6200. Which took some bravery! From there to 7000 it transforms itself. It's not about acceleration or outright power – I drive an XKR every day – but it's a light car so it feels fast. And that pure mechanical noise – that wasn't produced in the sound studio! The fascinating thing is that you're confronted with what at first seems its rudimentary nature; the question is, can you get control of this mass of metal? Then you grow into it."

"On that last stretch Ian really got it," Clive says enthusiastically. "Everything came together, the road, the scenery, the noise..." He not only loves this car, he loves to see it driven properly.

"You'd have to drive a modern car twice as fast to get the same buzz," Ian concludes. And he came up here in a car packing 510bhp.

After breakfast Clive and Ian look through Clive's five volumes of history on his car. Despite the sunshine and the lure of these roads they're in no hurry because a) the E-type is delayed with a hot-starting problem, and b) the SWB is up on the ramp in the Ullapool Garage. It's developed an unhealthy clonk which turns out to be a broken shock absorber mount. Though this could scupper the entire exercise, Clive seems blithely unworried. "I expect they can weld it. It may be a historic car but it's just metal, after all."

He has assembled every report, photo, letter or reference he can find into a dossier MI5 would be proud of. Rob Walker's original order for the car, letters from Ferrari claiming 300bhp (clearly Moss was a special customer and nothing was too good for him), a frosty note to Walker from Ronnie Hoare about a noise fine, Ken Gregory calling it "the old berlinetta", entry passes from Nassau Speed Week, the eye-watering photo of the '62 TT when it crashed into Clark's Zagato Aston 2VEV *and* Surtees' GTO.

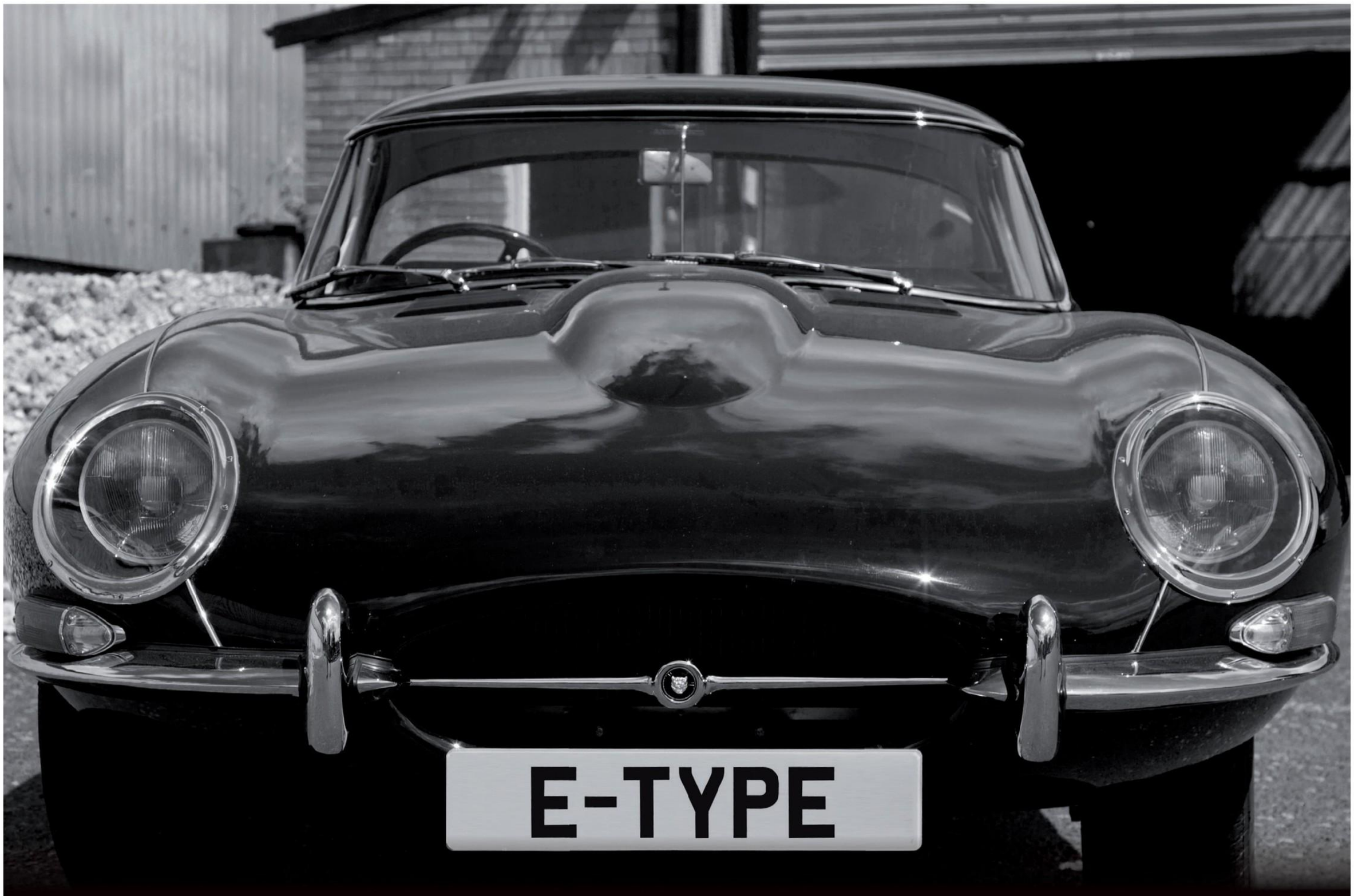
And race reports which chart this exceptional machine's glory days and the inevitable slide to obscurity of an out-of-date racing car: in 1961 the finest GT Walker could buy for the finest driver, contesting Le Mans under Moss and Hill (DNF), winning the TT and a string of other races; being sold to BRP for Innes Ireland with less success, then to Chris Kerrison who had the Goodwood smash which left the body in tatters. He fitted a new body, but of a much lower Drogo profile to emulate the GTOs, and in this form it raced on, coming eighth in the '63 Nürburgring 1000Kms before subsiding to speed trials, drag racing and even the Pomeroy Trophy, when the Hon Pat Lindsay took FTD.

After several more new homes Clive Beecham obtained it in 1983 and quickly restored a berlinetta body to it, the muscular shape we have come all this way to admire. The apposite number plate was a present from his brother. And remarkably, the Ferrari wearing it has been repaired within the hour thanks to Rob and Robin at the garage, and is sitting in the sun awaiting its erstwhile rival.

Gurgling sidedraughts announce the E-type's arrival and we pile outside. It's been wrested away from a private tour, meaning a 6am start from Aberdeenshire. Maybe that's why it's not happy. This was almost Jaguar's last throw as it attempted to catch Ferrari on the race track. After the fallow patch which followed the C- and D-type glories, patriots expected the new E to plant the Union flag on top of the Le Mans podium, but there was a fundamental division in attitude between the two companies. Sir William Lyons wanted to offer a well-priced, sophisticated grand tourer, promoted by racing; Enzo was driven primarily to race and win, funded by the wealthy buyers who could afford his road-going racers. Simple, strong and powerful, his cars were always going to allow more development than the advanced but inflexible E with its central monocoque and non-adjustable independent rear suspension. Victory in the E-type's first race, Oulton Park in 1961, was a flattery which deceived, as Ferrari already had in its arsenal a sleeker, more powerful 250, the illustrious GTO.

Today we see the Lightweight as the acme of what Browns Road could do in the Sixties, and as our battleship grey example pulls up we can't help but gaze at the bumperless purity of Malcolm Sayer's profile, sharpened by the trademark kick of boot vents and those D-type Dunlop alloys. It's mean, it's gorgeous, and it wasn't quick enough.

Perhaps that's unfair. With their alloy hulls and panels, alloy block and stripped interiors, the Lightweights undercut the GTO on the scales, and the best of them, with their wide-angle D-type heads and fuel injection, outstripped Ferrari's optimistic dyno readings. Yet victories were sparse and hard won, by privateers instead of a works team, and Ferrari was hardly troubled. While Bill Heynes and Lofty England at Jaguar knew what they needed to win races, even Le Mans – the still-born G-type should have been their 200mph mid-engined rival to Maranello's prototypes – Jaguar's business was building road cars. There was a saloon range to develop, the E-type ruled in the King's Road, and Jaguar was not prepared to play Ferrari's homologation games. Plans for a run of low-drag coupé Es dwindled to a reality of one, while Lightweights totalled a mere dozen. »»



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E-type felt familiar to devoted Jag man Callum, though weight shed on semi-Lightweight opens up performance

A baker's dozen, actually, because this one ticking gently in the car park is, if you like, the 13th real one of the 12 built. Sir Hugh Ropner, a keen Jaguar customer, wanted a fast road car, so the factory took a steel tub and applied to it most of the Lightweight attributes, except for its iron block and triple Webers. The current owner has cherished the car for 30 years, but since we arranged this shoot his health has deteriorated and he now feels he must give it up – very reluctantly. If the tougher steel and iron elements have helped it remain impressively unchanged over the years, it's those huge Webers which are delaying us today. It won't restart, so Robin appears with his toolbox to bale us out again. This small local garage has handled several million pounds worth of machinery already this morning – but as Clive says, it's only metal.

A blare from the E-type exhaust tells us we're rolling again, and we head north from the town, plunging through a fast right to the gleaming white sands and aquamarine water of Loch Kanaird with the steely Atlantic surging between craggy headlands, and on up the strath. There's barely a car on this sinuous, surging ribbon and the sight and sound of two competition cars eating up the road overlooked by stern grey hills stirs the blood. Callum is in the SWB, confident, precise and rapid, the pursuing E looking sleeker in its muted grey livery. Whistling past signboards with resonant names like Stronchrubie and Inchnadamph we see Loch Assynt glinting blue ahead of us, with Ardvreck Castle crumbling into its tiny island by the shore, and our convoy stops for a driver change. Ian slides through the E's tiny door and straps in. He's driven many an E-type before, so this won't feel as different as the SWB. There's some irritating photography to get out of the way, burbling in a frustrated third gear behind my car, but finally he gets to let loose, and these empty hillsides echo to the Jaguar's bark counterpointed by the choral V12. Music I hope the hill sheep appreciate.

A short break back at Loch Assynt – partly because the Jag won't restart until it cools down – gives us time to debate the two cars, leaning on the fence in the sun while seagulls squabble above the loch.

"The E felt very familiar at first, like a normal E," says Ian. "It didn't feel different until I got it wound up. The weight loss makes a real difference – it really opens up as you get quicker. I'd got used to the stiff sidewalls on the Ferrari so this felt looser on its road tyres, but the performance is impressive. I'd be hard-pushed to say which car was quicker. But compared to this the Ferrari feels more like a C-type, even though they're similar eras."

A Dutch VW pulls into our layby, the occupants pointing at the cars, and at Ian. Maybe they recognise him.

> "The sight and sound of both cars eating up the road stirs the blood"

"Oh no," comes the reply in his soft south Scots accent. "I don't think of myself as famous. I just love cars. And Jaguars are probably my first passion." This from the man who while at Aston Martin designed the DB7 and the Vanquish, a car which for me has the same muscularity and tension as the SWB. He talks about early Jaguars, about the SS1's unfeasibly long bonnet hiding a modest Standard motor.

"William Lyons was always about style until Bill Heynes built him some good engines. Lyons always exaggerated something, went off-centre, and we try to do that too. New design must always advance."

This is why the XF took Jaguar in a new direction – Ian is gratified to find that both Clive and I run XFs – and the recent XJ took that further – radically further. How did he feel as millions watched his car transport the Middletons to Westminster Abbey?

"Oh boy," he grins, innate modesty showing a tiny chink, "didn't I feel good?"

He climbs back into the tight cabin of the E. "There's an authentic rawness about this. And the colour is fantastic, very distinctive. We're looking at a similar grey for the XK, in fact." This time it fires up, and both cars take off to consume more of these tempting roads. »»»



The Ferrari Moss drove – raw and urgent in a way a modern car can never be. Below: both cars kept garage staff busy

I'm frustrated that photographer Pajo won't let me send them on my planned route around the Drumbeg loop from Lochinver. It's one of the UK's great drives, a scenic clifftop switchback dropping to snow-white sands and soaring to precipitous heights where the roaring Atlantic has bitten hungry chunks from the land, with a backdrop of green seas and rugged cliffs and an infield of tiny lochans sparkling with wild waterlilies. Names straight from Tolkien add to the drama – Stoer, Edrachillis, and a mountain called Quinag. But it's all single-track, so we wouldn't be able to get photos of the cars together…







It doesn't matter. There are no boring roads in this area. Whatever direction we take, we'll be tackling sweeping, empty blacktop. No wonder Ian loves driving here. No wonder I can hear the Ferrari's revs soaring, snapping back and soaring again as Ian leads our convoy off.

Miles later, but never enough, we sit on the Ullapool quayside smelling salt air and fish boxes and watching the Stornoway ferry tie up. "What a contrast," says Ian. "Driving this gorgeous Ferrari in my favourite part of the world, instead of immersed in the corporate world doing my duty. For the company I love, of course." And he means that. How does he feel about skipping the C-X75 launch? "I feel like a naughty schoolboy playing truant! But today was important for me personally. That announcement today will carry on regardless; a momentous occasion, but I can still enjoy it 500 miles away. I've had my moment of enjoyment for that car in Paris [at the concept's launch]."

Callum gazes at the blue SWB across the road. "As a designer I get a thrill from how a car looks. I've no car snobbery; for example I admire the current Kias." He's not embarrassed to criticise his peers either: he thinks the Veyron "bug-like", the MP4-12C McLaren "bland", and modern Lamborghinis "brittle", though he admires much else about them. On the day when we learn that some lucky people will be able to buy Callum's voluptuous new supercar he perhaps has every right to be frank.

> "I sketched the 250SWB repeatedly through college"

"I sketched the 250SWB repeatedly through college," he continues. "We sometimes play Fantasy Garage at work and other things come and go, but this one always stays." He turns to the owner. "I must do you a sketch of it, Clive."

Drawing is one of Callum's relaxations. He draws boats and architecture, but his real love is landscape painting, in the style of racing artist Dexter Brown. "I've done a car in the same style, too." Which car? This SWB…

As a fan of Jim Clark, Callum is moved to have driven a car Jimmy often raced against. Not to mention the Moss connection.

"Did Stirling have a special bond with this car?" he asks the owner. Clive has the answer: a photo of Moss and 1SWB inscribed in bold felt tip 'Clive, you have the best GT car ever! Ciao, SM'.

And what was it like to sit where Moss sat, and see what he saw in 1961?

"You feel so in touch with it." Callum says. "The clutch is far lighter than the C-type I drove on the Mille Miglia, and the steering is vague at low speed on these racing tyres, but the faster you go the better it gets. I'd love to try the Lightweight on racers.

"The SWB cabin feels the perfect size, and I love the wrap-round screen – it's like being inside a crash helmet. It's short and steep, not a long one like today's cars. Thanks to people like me… Of course the mechanical part appeals to me too; you can identify subtleties in an ›››

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old car – tyres, steering, shocks etc – and feel what's happening under your hands and feet. A modern car feels soft and spongy in comparison. But I enjoy contrast. I have a hot rod and I love to step into that from my XKR. I get something out of all of them."

Conversation turns to wider things. Still cars, of course. Ian is tickled by stories of Ken Gregory hammering the SWB from Maranello to England just in time for the British Empire Trophy. Clive relates the tale of Kerrison smuggling a girl over the Italian border in the Ferrari's boot – and in his pursuit of historical completeness he has tracked down the lady and plans soon to give her a ride in the car. Among the occupants of the Beecham garage is an Alfa Giulia GT – my first car and it's in Ian's fantasy garage too. It's not all about power or rarity.

"Such a sweet car," Callum says. "So compact. You just couldn't build it today when we need crumple zones and airbag space."

It's soon clear that Clive is a serial Ferrari man. Enzo even gave him a signed copy of *Pilote che Gente* (which almost made up for having his Daytona stolen on the way home) while Ian is impressed to learn that he used to co-own the magnificent Ferrari transporter.

Nowadays Callum is a supremely busy man, and while he could happily stay here for the weekend, or the summer, he needs to get going.

"I've had a ball," he says. "Driving two of the world's most beautiful cars in my favourite part of the world… My dad would be so proud I chose Ullapool for my special day. And these roads are wonderful – I love being able to straightline the corners." »»



It's true: with no hedges or walls in these parts a driver can see right through the next bend, and probably the two after that. The racing line is also the safe line, and the surface is smooth as Silverstone. Both these cars, the finest grand tourers of their time, were designed for the open road and there are few roads more open than these. It's been the perfect combination, and if we haven't tested them to the ultimate, we have made a fantasy come true and learned about two differing approaches to racing: the sophisticated long-limbed E-type attempting to throw off its blazer, undo its cufflinks, roll up its shirtsleeves and square up to the sturdy, stocky Italian bred for the job. In the end it didn't matter; when the SWB stopped winning Ferrari simply sold them off and built a lower, lighter, faster car. That was Ferrari's raison d'etre; it wasn't Jaguar's. It has taken the historic resurgence for the Lightweights to receive the development they needed to corral the Prancing Horse.

As he gathers his goods, Callum has more urgent mileage to look forward to. He and Clive will shortly head back in the Ferrari to Inverness – another sweeping, scenic route. A shame it's a 60mph limit... In contrast, the E's carbs are leaking fuel, so it's going home on a flatbed.

Ian pauses. "There was a moment by the loch when I was sitting in the Lightweight E looking out through that screen at the SWB standing there – I just wanted to look at it all day. And here it was, all the way up here in Scotland with me! The planets had come together. A perfect moment. Then in that pure highland silence the Ferrari started up, a gorgeous metallic sound..."



I don't ask the question, but Ian answers it. "If I had to drive one home it would be the Ferrari. I loved the E, but the Ferrari was always my choice – as much for that V12 as for the shape. It's restored my faith in the marque; recent Ferraris had lost the romanticism for me."

The two men squash their bags around the spare wheel and enormous Le Mans fuel tank behind the seats and settle inside.

"A wonderful day," says Callum from the captain's seat. "I've got an XKR to drive home, and that will be fascinating. It will feel soft as a limousine, and that will irritate me for a while – I'll want it to feel harder, more real. But I'll be driving with great caution. I've had my thrills. Now I can get back to my mundane everyday life." Quick laugh. "Which includes designing a supercar!"

The V12 fires, echoing from the grey stone walls as Ian takes a last look around this small port which may or may not have noticed two of the great Sixties road cars parked on the front.

"I wonder," he says thoughtfully, "if in 50 years time someone will drive a C-X75 along this quayside and up onto those roads for their dream drive. Some kid who's walking along this pavement right now..."

I can hear the V12 singing long after the car is out of sight. Ⓜ

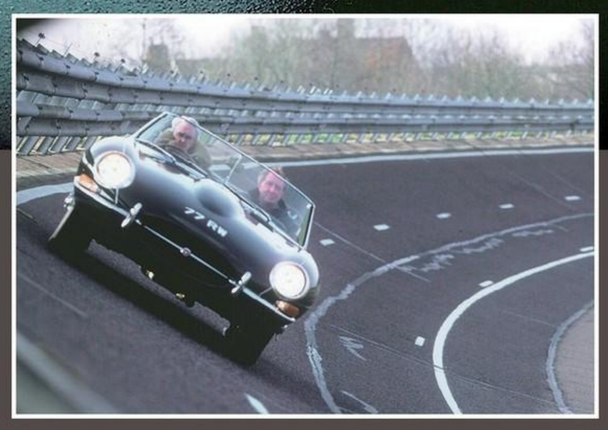
With thanks to Clive Beecham, John Foster, Incarnation, and Rob, Robin, Amy and Cathy at Ullapool Garage

They were rivals in the '60s, but Jaguar and Ferrari were in harmony on the roads around Ullapool

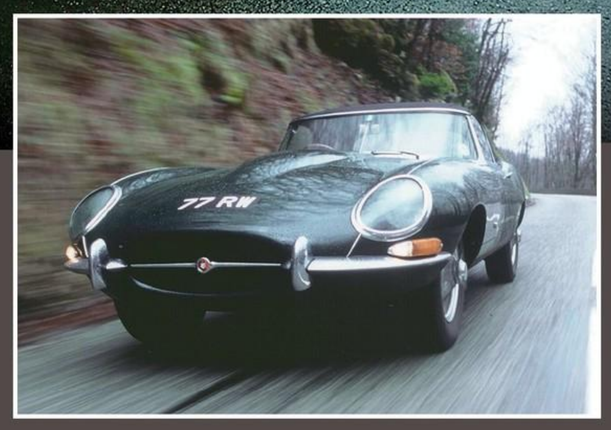
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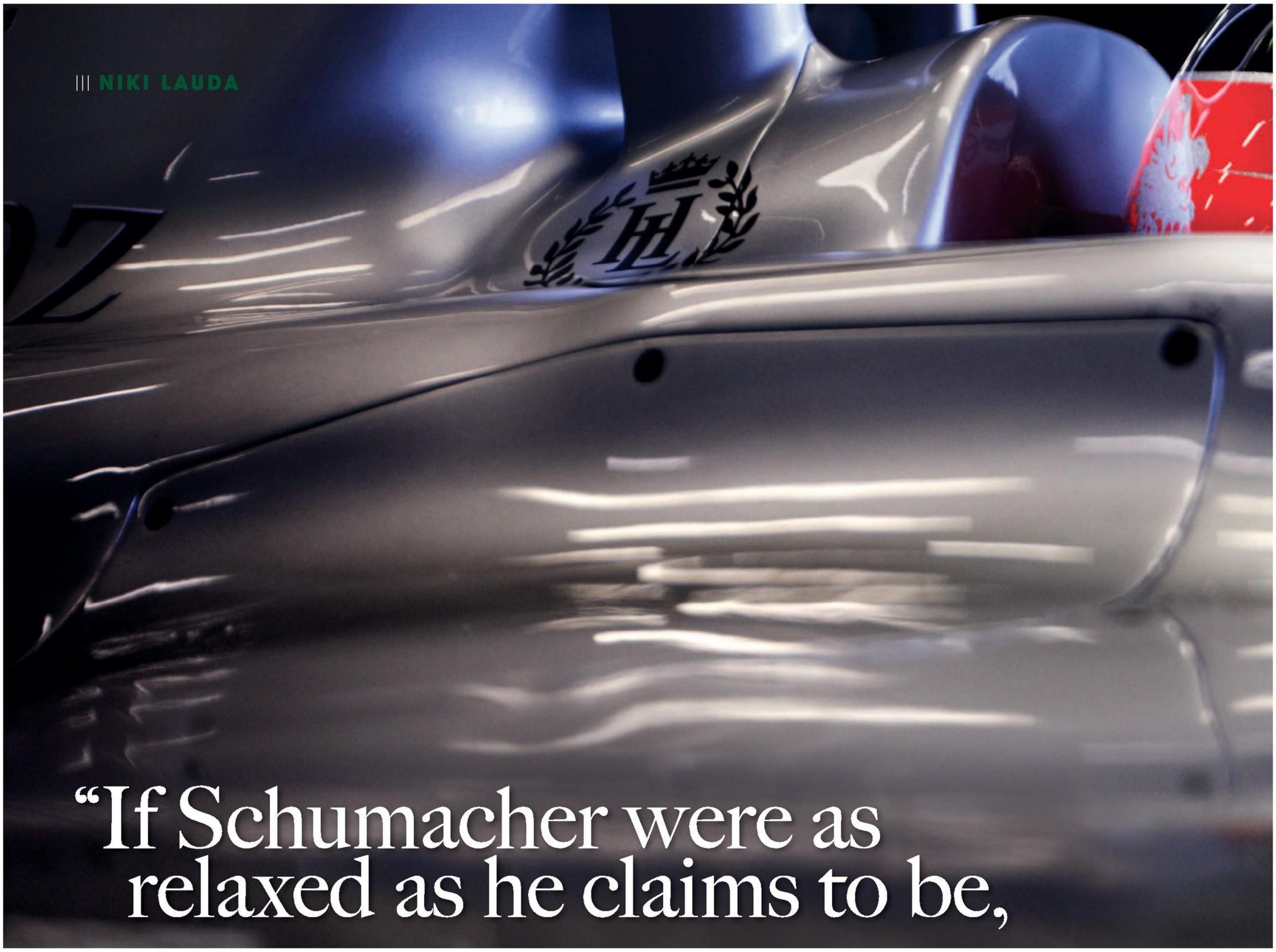
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Mercedes should

Niki Lauda, the subject of Hollywood's latest take on motor racing, is a man who's never minced his words. So his thoughts on F1 2011 proved typically refreshing

BY NIGEL ROEBUCK

Motor racing at the movies is much in vogue just now. Endless plaudits have come the way of *Senna*, of course, but two more in the pipeline will be feature films, rather than documentaries, one about the saga of Mike Hawthorn and Peter Collins, the other to do with the 1976 Grand Prix season – in other words, James Hunt and Niki Lauda.

"These are serious people involved," says Lauda. "Ron Howard is directing the movie, and Peter Morgan – who did the script for *The Queen* – is writing it. It was Morgan who had the idea to make a movie out of the '76 season, and I'm supposed to tell them how it was. Of course I want it to be accurate, but the people doing it have great reputations, and I must say the attention they're giving it is enormous..."

Assuredly Lauda will 'tell them how it was'. I have known Niki for more years than either of us wishes to remember, and in all that time I don't believe I have ever heard him utter the words 'no comment'. The answer to your question may not always be the one you were anticipating, but it will be the truth, as Lauda sees it, and most probably unvarnished.

He was always that way. Read *For The Record* – emphatically one of my Desert Island



tell him to retire!”

Books – and you will know what I mean. You will also learn more about the *real* life of a Grand Prix driver than from any other book of my experience. It doesn't matter that it speaks of an era very different from this one: essential truths never change. In Montréal, and then Silverstone, we talked through one or two of them.

“I don't think,” says Lauda, “that I ever changed through my racing career. I always wanted to stay in my own personality, which was absolutely ‘feet on the ground’.”

No disputing that. Niki's directness, if you're unaccustomed to it, can be disconcerting. I remember a moment, not long after the



Gary Gold

Nürburgring accident in 1976, in which he suffered terrible burns, when he was asked by a remarkably insensitive American female journalist how difficult it had been to face the world again. “Maybe difficult for you,” he replied immediately, “but for me not at all – I can't see me...”

Then there was the time, again in reference to that day at the 'Ring, when someone suggested that as the red flag had been shown, and the German Grand Prix later restarted as a completely new event, in effect the first race had never happened. Lauda's perspective was different: “Well, if it never happened,” he said, “what happened to my f****** ear?” ›››

You could call it acute pragmatism, I suppose, laced with the black humour for which Niki has such relish. Were he a Formula 1 driver in 2011, his team would need a legion of PRs to keep an eye on him, but it wouldn't be long before they ran up the white flag. In his role as TV commentator, Lauda continues to attend every Grand Prix, and his opinions are expressed as trenchantly as ever.

We began by talking about the 'new' F1, in which we have seen more overtaking in 2011 than in the dozen seasons which went before. As a concept – the sport is called motor *racing*, after all – this has been generally welcomed, but some of the means by which it has been achieved have not been met with universal approval. I have come across very few former drivers – and not too many current ones – with a good word for the controversial DRS (Drag Reduction System).

From the beginning Lauda expressed his distaste for it, and his view hasn't softened. DRS, I suggested, seems to have found more favour with the PlayStation generation than with folk of a certain age like you and me…

He made a face. "Well, it's *not* because we're old and stupid! Why do you need this ridiculous wing to help you overtake? It's the *principle* I hate – it manipulates everything, and the worst thing is that the FIA decides where and when the green light comes on, so people can overtake. Are we driving these cars – or are we computers who simply overtake when someone tells us we are allowed to? The principle is *wrong*.

"Why interfere in the basics of racing? For all sorts of reasons – tyre wear, driving effort, outbraking – people overtake, so why disturb this? The FIA should never have agreed to this bullshit. Now everyone comes to me and says, 'Oh, look how much overtaking we have'; I say, 'Listen, you would get maybe two or three fewer moves without this wing rubbish – now we have much more overtaking anyway, because of the tyre wear'. So what I say is, 'Leave the sport alone – if you manipulate everything, it's false, and to be false is no good'.

"What makes it even more ridiculous is that in practice and qualifying you're allowed to use this DRS thing *everywhere* – but in the race you can only use it where the FIA decides. This is Formula 1, not touring cars or something…

"I hope it's all finished by next year, because it's making F1 a joke, but if these idiots want to keep it, there's nothing I can do. I'm sure that if I asked all the drivers to tell me *honestly* what they thought, they would say, 'Get rid of this rubbish!' And they're *driving* these cars – excuse me, Mr Todt, but you're not driving them, so you should at least listen to the guys who are…"

Not keen, then, on balance. During pre-season testing, I said, Fernando Alonso made the point that there's a button you have to press for DRS, another for KERS and so on – and none has anything to do with fundamental driving skill.

"Correct. He's absolutely right. They're distracting, and they do things which have nothing to do with braking late and driving quick through a corner."

DRS is Lauda's pet hate, but he looks upon KERS rather more benignly. Yes, like the opening rear wing it provides an instant performance boost, but Niki, while doubting that F1 can ever be fundamentally 'green', makes the point that at least KERS goes into the future, into hybrid cars.

"The thing is, it's something from the engine manufacturers – Mercedes, Renault, whatever – that can help justify their staying in F1. They can tell their shareholders that they're developing systems which can help in road cars – there's a link there. And in fact all the development Mercedes did on KERS has ended up – in a different way – in the S Class, so at least there's some benefit and on that basis I agree with it."

Lauda agrees, too, with the building of tyres of deliberately limited life. In a way though, I ventured, it could be argued that this was a manipulation, too.

"Yes, it's true, but the tyres last year – the last year of Bridgestone – were *so* hard, like stone. I always hated tyres like that, which we had with Goodyear at one time, but of course making stone tyres is the easiest way for a manufacturer to compete in racing – because nothing will happen to them. They go on forever…

"So now there is the change to Pirelli, and of course they have to go through a learning curve. At some circuits it's a bit like the old days of Bridgestone, and at others it's the opposite – where you have three or four tyre changes in a race. I basically like the way it is this year: Pirelli's 'on-the-edge' tyres have helped with the unpredictable aspect of racing which is so essential – overtaking, who knows how many pitstops, and so on. And I think that's good – so long as we don't go over three pitstops, and I admit I'm thinking from the point of view of





Too many buttons on the steering wheels? Lauda thinks so, while Vettel (left) is admirably focused on the job

television. If you have three, the public can still follow what's happening – any more than that and it becomes so confusing that you lose track."

When we talked in Canada the next engine for F1 was expected to be a four-cylinder turbo, and Lauda was contemptuous of it. "Biggest joke ever. Now everyone but Todt hates the idea – but why did the stupid teams agree to it in the first place? I mean, *what* were they thinking about? Why would you want to spend countless millions on development of something that no one will want to listen to? Why not leave the engines alone? The current engine now has KERS, after all – it's the right compromise between a Ferrari and a Smart! But then Todt takes over at the FIA, and everything has to be different…"

Soon after our Montréal conversation it was agreed that the engine for 2014 would indeed be a 1.6-litre turbo, but now a V6. "Better than a four-cylinder," shrugged Lauda at Silverstone, "but that's about all you can say. I still don't understand it – why spend a lot of money to change something that works so well?

"Formula 1 is ridiculous in so many ways. Best example: Bahrain. For how many months did we have this stupid discussion? They should have said to the Bahrainis, 'If your problems are solved, next year welcome back'. Instead of that, there had to be this move to push it back into this year's calendar. It was typical F1, with all this useless discussion for weeks and weeks – and then in the end it's over and it's nobody's fault! No one in F1 *ever* admits something is their fault, and therefore they never learn. No one can understand how a big sport like this is successful – and yet so unprofessional…"

On to the drivers. "Vettel crashed in Friday practice in Turkey and Montréal, but apart from those two mistakes I think he's driven incredibly well. Hamilton… well, he's always there, because most of the time the guy takes chances like nobody believes, and sometimes he gets away with them. He's such a racer that he makes these mistakes – what he did in Monte Carlo I thought made him look like a beginner, but if he gets his act together, if he stays within the limits… I have to say that for me Vettel is better: he is aggressive – he *bites*, there's no question, but he does everything right.

"Something I find interesting: look at Vettel, and you see a normal grown-up kid – the way he looks, the way he behaves. For me Hamilton is the opposite: every day there's a different hairstyle, a different beard, the earrings… I don't want to criticise anybody – Hamilton's Hamilton like Beckham's Beckham, and honestly I don't care about all that stuff – but I was always one who wanted to keep his feet on the ground. I took chances and risks, and won and lost, whatever, but I did not change my personality because I was suddenly famous.

"I'm not that type – I didn't want to show off – and Vettel is the same, I think. He doesn't change, he keeps on going, and he performs like hell. Hamilton performs like hell too – but he also has changes going on, and I hope he won't get a conflict one day because – in my experience – if you stay as you are and you don't pretend to be something else there's no risk: good or bad, that's what you are. If you suddenly divert and you like things that have more show, it's OK as long as you can keep the two apart – this is the glamour world that I want to live in, and this is my racing. But I think he has to watch this parallel development. There are people who can handle it, no question, but for me it would be too much effort!

"Hamilton has the speed, for sure – but to be World Champion a second time I think he has to come back a bit in his aggression, and *finish races*. That's what he did in Valencia – and what he didn't do in Montréal. When you are an aggressive driver you go through gaps which are not there – but the most important thing is how many you get through, and how many you don't. And this year he has sometimes been failing in his judgement as to whether the gap will open or not. Otherwise there's nothing to complain about – I like the way he drives. His biggest problem at the moment is the car itself – it doesn't show consistent

> "Formula 1 is ridiculous in so many ways. Best example: Bahrain"



Niki favours Pirelli's limited-tyres, but says Hamilton (left) needs to be mindful of his work/lifestyle balance

performance, and that's frustrating. People have said that his best season in Formula 1 was his first, and that's probably true, but you have to take into account that the car was fantastic then, and now it isn't…

"Alonso is the most experienced of the top guys, and the most complete driver in F1. For me Fernando is doing a perfect job. Having said that, he's a very tough cookie which I like in a racing driver, but I hope it doesn't lead him sometimes into being too tough – both on himself and the team. In Italy you have to be very careful not to lose… the heart of the Italians – I never cared about that, but in the end the media there can have a *lot* of influence. I think maybe Fernando should ease up a bit as he gets older – which is hard because people are born as they are, but if he would do that, I think he would do himself a favour.

"When Schumacher went there, it was completely unexpected to have a German driving for Ferrari, and nobody liked it, but in the end – because of his performance – even the most stupid Italian found something in this German driver! Schumacher only made it there because he won so much.

"I have always been a big supporter of Michael's comeback – because I did it, and I know what it's all about. Last year we understood he needed time to get used to these different cars, plus the handicap of not being able to test and all the rest of it. I felt that this year was the last chance for the comeback to happen properly if it was going to – and this year is the same as last…

> "People say Lewis's best season in F1 was his first. But the car was fantastic then – now it isn't"

"I think that, generally speaking, his racing ego is still there – we've seen it several times, like the pass of Hamilton on the first lap at Monaco. But it doesn't help when your ground speed is not enough, and that's his real problem. Rosberg drives the same car, after all, but generally Schumacher just can't get it going and time is running against him, as I know myself. I won the championship in 1984, which was something, so then the thing was to see if I could keep up with [Alain] Prost, my McLaren team-mate, in '85. When I realised that I could *not*, I gave him a hard time at Zandvoort – and retired.

"I think every sportsman – if he wants to perform as well as Schumacher did in the past – has to be honest with himself. He has kept saying that he needs more time, blah, blah, blah, and he presents himself as the relaxed guy who's really enjoying it – but inside he's not relaxed at all, because no *top* racing driver enjoys being beaten. If he really were as relaxed as he claims to be, then Mercedes should tell him to retire!

"You don't do Formula 1 for fun. In the end he has to ask himself, 'Can I do it or not?' I honestly don't think it will work out for Michael now: when you want to go quicker, you try everything – and when you've tried everything and you still don't make it, that's it. I'm sure he's still trying, but one day he will realise that he can't make it, and then he will take a decision."

I have often thought, I said, that after a season like he had last year, if he were not Michael Schumacher…

"…He would not be here, sure. In the race at Montréal he was sensational – mixed conditions, all his experience, these things happen – and then in Valencia he was not bad. Here at Silverstone he's back to normal."

And what of Rosberg? Recently, when asked to name his top three drivers, Hamilton chose Alonso, Vettel – and Nico. Niki wasn't surprised.

"I fully agree with that. In the past no one could really judge Nico because of the competition he had within his team. I always rated him highly as one of the top guys, in the right car at the right time, and with Mercedes he proves this to me at every race – there are problems with the car and everyone knows that, but he makes fewer mistakes than Michael and his performance undermines Schumacher's performance, there's no doubt about that. Nico is doing a top, top job, no question…"



Vettel has stayed down to earth – like Lauda did. Right: Schumacher's comeback hasn't worked. Inset: Niki chatted to Nigel in Montréal, and again at Silverstone



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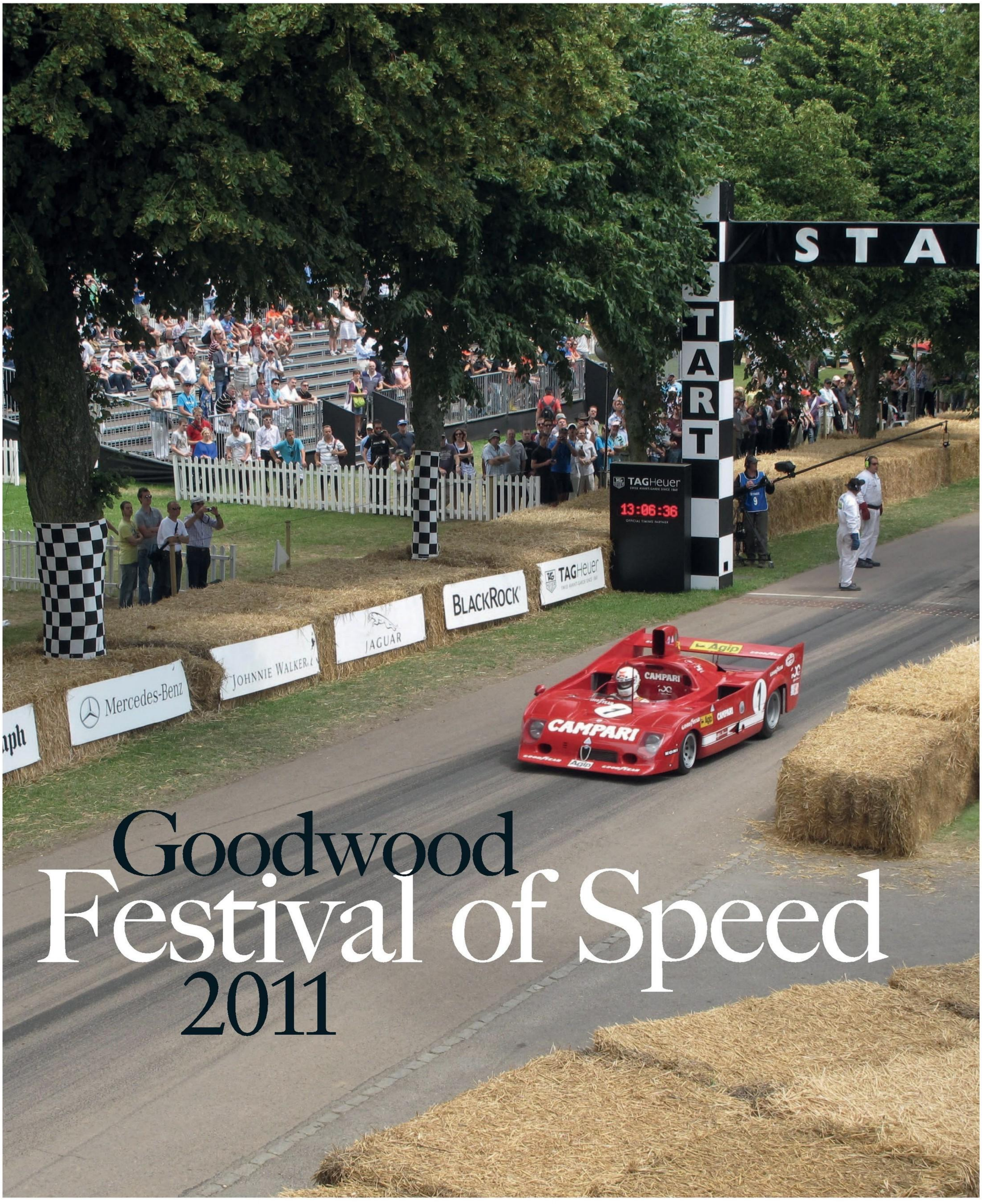
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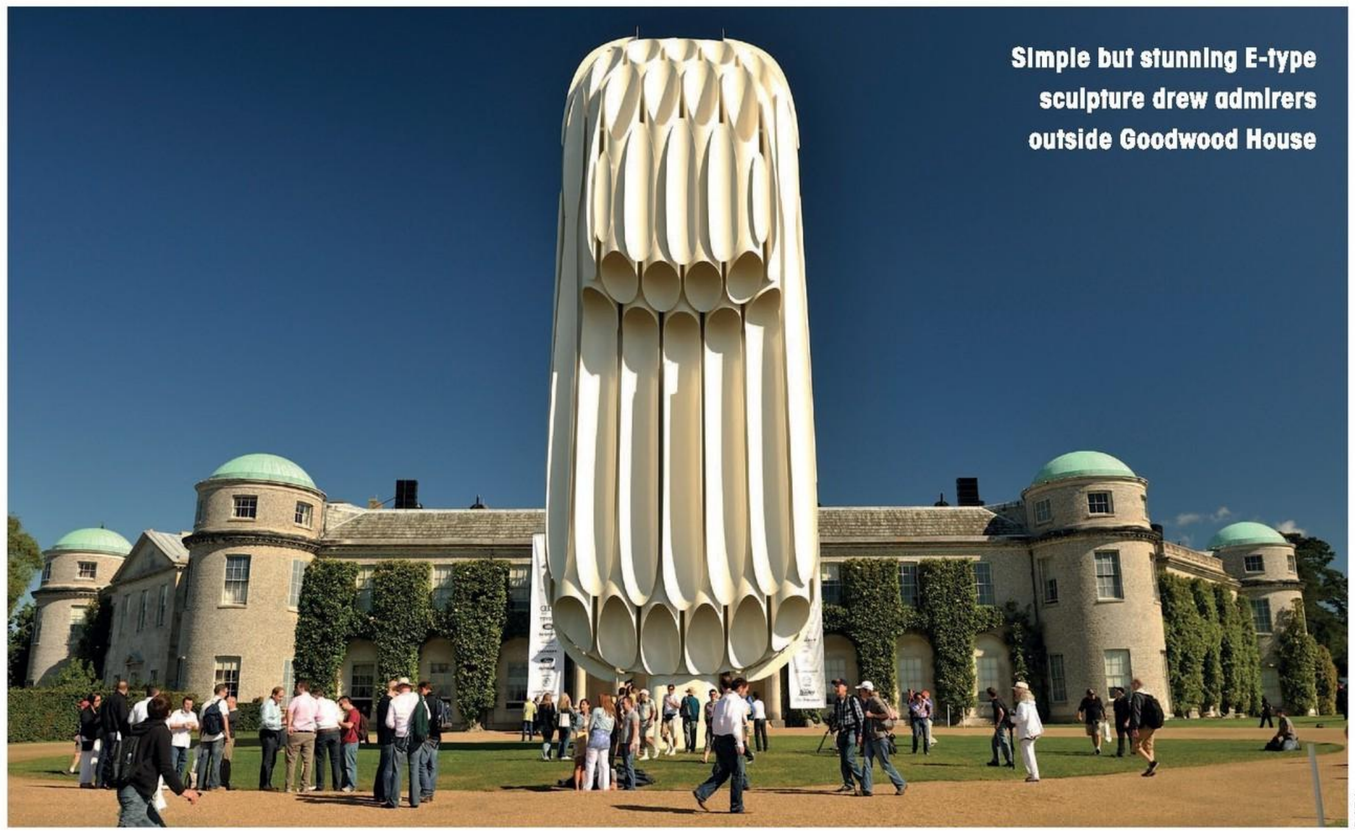
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Goodwood Festival of Speed 2011



www.skyvista.co.uk



Simple but stunning E-type sculpture drew admirers outside Goodwood House

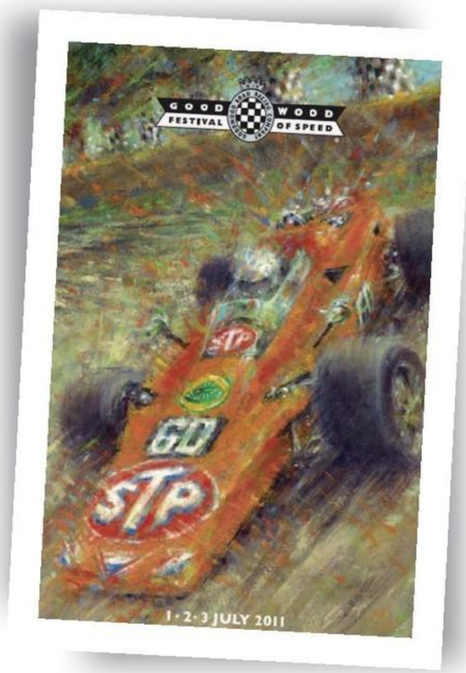
MPICs

This year's Racing Revolutions theme allowed Lord March to fill Goodwood Park with some of history's most significant racing cars, which between them spanned a century

BY ROB WIDDOWS

Is there any better place on earth to see and hear the history of motor racing? If there is, let me know, and I'll be there.

Every year the Goodwood Festival of Speed has a theme and for 2011 it was 'Racing Revolutions – quantum leaps that shaped the sport', a framework that allowed the ever-inventive Goodwood folk to walk us through all the significant moments, from sheet metal to carbon fibre. Perhaps the theme could have been shortened to 'From Flintstone to Ecclestone'.



The resulting show brought to Sussex a truly sensational collection of cars and motorcycles, some of which we had seen before, and many we never thought we'd see. It is the sheer breadth of the entry that makes the Festival mandatory for the genuine motor sport enthusiast. And quantum leaps mean weird wings, left-field takes on downforce and blue-sky thinking on powertrains.

Take the Marmon Wasp, emerging from the Indianapolis Hall of Fame into the Sussex sunshine for everyone to see. This was the first single-seater racing car to have a rear-view mirror, a small revolution in 1911 but a significant one nonetheless, and 100 years on mirrors are simply smaller and more aerodynamically efficient.

In 1912 Robert Peugeot sanctioned research into a new four-cylinder engine with twin overhead camshafts, four valves per cylinder and higher revs to produce more power. The Peugeot L45 used this revolutionary engine to win the Indy 500 in 1913, a huge leap forward for racing engines back then.

Power, of course, was never enough. People talked about streamlining rather than aerodynamics and the low-drag E-type Jaguar looks as slippery now as it did half a century ago. At Goodwood Jaguar wowed the huge crowd with a superb collection of its racing cars, from the legendary E-type to the Walkinshaw Le Mans winners.

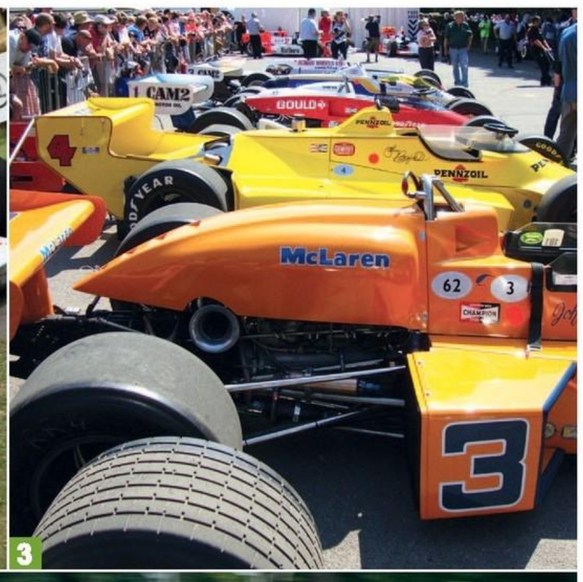
Once competition cars had more power and lower drag they had to be stopped, disc brakes replacing the drums, and now carbon brakes that stop Formula 1 machines on a sixpence. All this was at Goodwood this year, from the Jaguar C-type to the F1 cars of 2010, in another illustration of Racing Revolutions. »»»



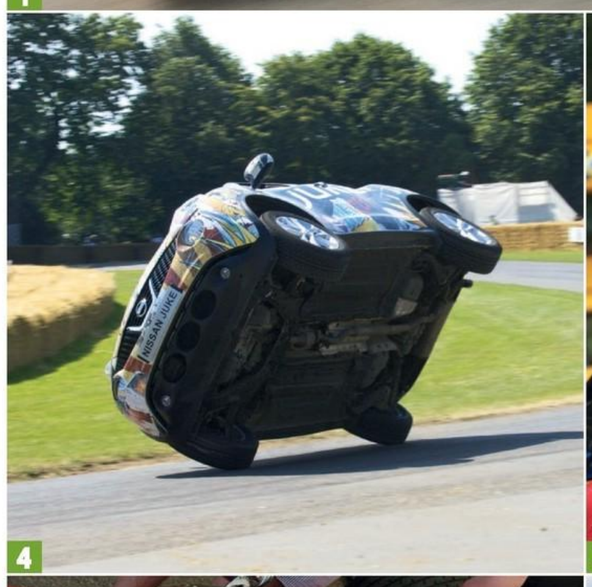
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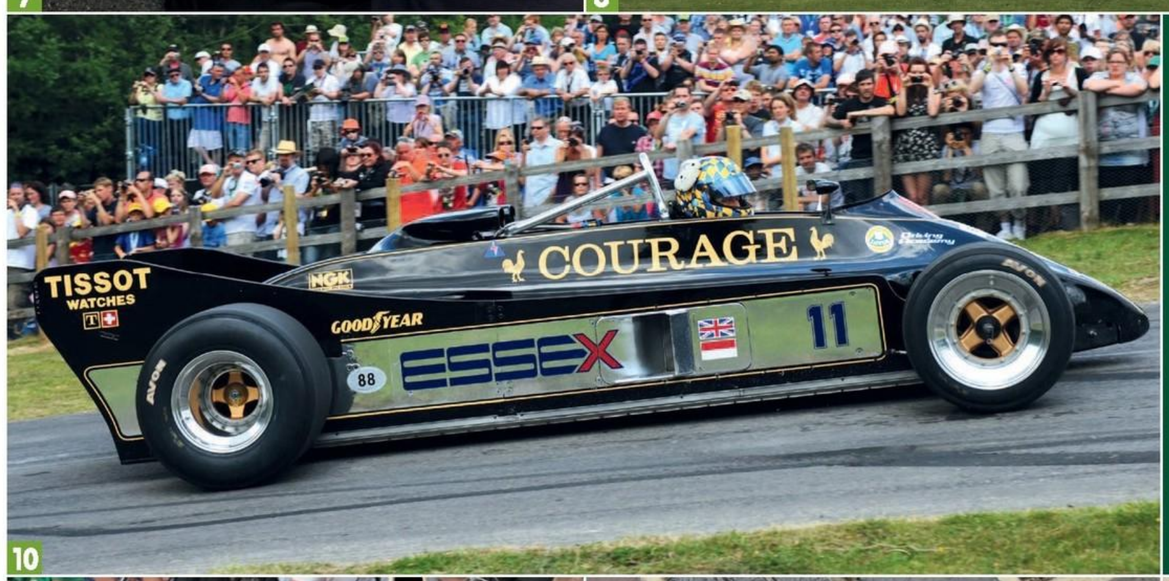
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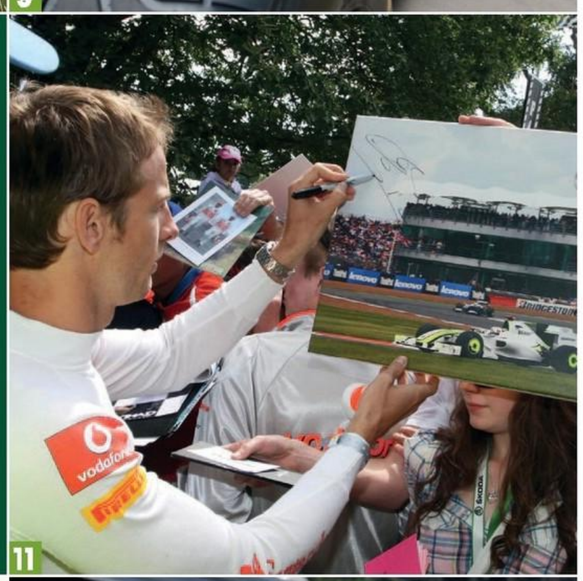


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[1] René Arnoux in Renault 'teapot'. [2] Lewis Hamilton in McLaren MP4. [3] Indycar classics. [4] Nissan Juke's two-wheeled hill ascent. [5] Mark Webber in Benetton B193. [6] Revolutionary Peugeot L45. [7] Christian Horner in March 711. [8] E-type parade honoured car's 50th. [9] Ferrari reserve driver Marc Gené. [10] Dan Collins set FTD in Lotus 88. [11] Jenson Button meets and greets. [12] Ferrari 312B3. [13] Track had own 'Brickyard'. [14] Brian May played. [15] Rear-engined Cooper T54.



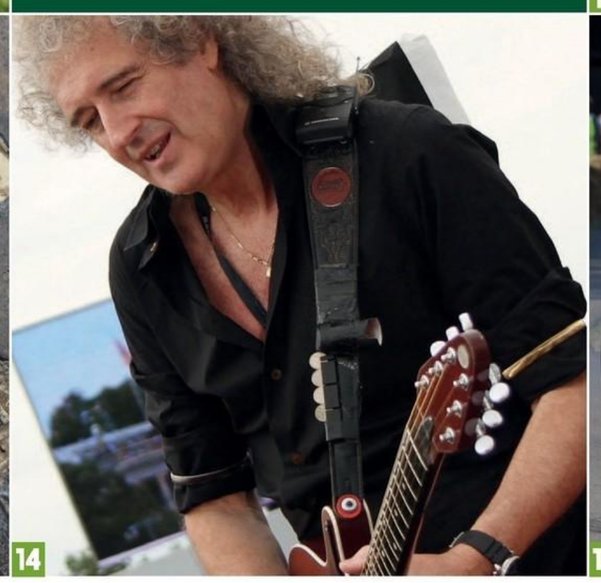
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The Alfa Romeo 159 always attracts a crowd in the Festival paddock, partly because of its beauty but also because its supercharger pushed Juan Manuel Fangio to his first World Championship 60 years ago. Supercharging became popular in the 1920s, but by the end of the '50s it was on its way out and in the late '70s Renault brought turbochargers to F1. On the Goodwood hill we saw the famous yellow 'teapot' or – as Renault prefers to say – the RS01 driven by the ever-popular René Arnoux.

A quantum leap that changed the shape of the sport, and the shape of the cars, was carbon fibre. We take it for granted now, but in the Festival paddock we were able to take another look at the earliest examples of monocoques made from the exotic material that John Barnard researched with Hercules and Rolls-Royce back in 1981. Also of great interest was the Arrows A10B from '88, designed by a young chap called Ross Brawn whose talent had been recognised by Jackie Oliver. The A10B was the team's most successful car.

A well-known quantum leap that changed the sport was moving the engine from the front to the rear of the car. Auto Union famously tried this in the 1930s, but it was Cooper which changed the look of single-seater racing cars forever, starting with its 500cc cars in 1946 and then winning the World Championship in 1959 with the Climax engine in the back of the T51. Two years later the Americans were startled to see Jack Brabham's rear-engined T54 at the Brickyard – the start of another revolution.

In Goodwood's Sunday afternoon 'shoot-out' for the fastest 20 cars it was Dan Collins who triumphed in the twin-chassis Lotus-Cosworth 88B, a brilliant racing revolution from Colin Chapman that was quickly abolished back in 1981. A great idea abolished like many before and many since. In racing everything changes but nothing changes. Today it's diffusers and exhaust gases, tomorrow... who knows.

Leaving the Festival on Sunday night somebody remarked that this was yet another great show but that Michael Schumacher, a man who shaped the sport for nigh-on a decade, had yet to make an appearance in Goodwood Park. If you were Schumacher would you have chosen 2011 to take your bow? Probably not.

Finally, writing of Racing Revolutions, it could be said that the Earl of March and his Goodwood Road Racing Company have changed forever the shape of historic motor racing events. We can only speculate as to what he has up his sleeve to keep on improving the two events that he has brought to the calendar. Let's hope the Grand Prix teams hang on to their laptops so that we can enjoy the cars of today in decades to come.

For now, however, we should just rejoice that so much of the sport's heritage survives to entertain us each summer.

INSIGHT

WE WOULDN'T HAVE MISSED IT...

The Festival of Speed provides enough standout moments to suit every taste. These were Rob Widdows' favourite bits









« GORGEOUS COLLECTION OF RED Alfa Romeos in the Cathedral paddock, from Alfetta to that wonderful V8-engined Tipo 33 Targa Florio winner. Red racing Alfas, just ooze history and passion. Thanks Doug Nye, for guiding me round them.

» LOTUS 25 ON THE HILL. NEVER FAILS to stir so many great memories, and I will always savour watching Jim Clark racing this car. Such a neat, compact and tidy racing car. A great year for Lotus, thanks to Clive Chapman.

« WATCHING THE PARNELLI JONES crew trying to start the Johnny Lightning Special Indycar, spraying fuel into the big Ford motor to coax it into action. And then the noise of the V8 as it coughed, then barked into life. Even better without earplugs.

» JUMPING JACK FLASH, IT'S A GAS, OR Goodwood Active Sports. Guys doing tricks on pedal bikes and motorcycles. Never seen a motorcycle fly so high. Robbie Maddison is clearly mad.

« SITTING ON THE CARTIER LAWN, mesmerised by so many beautiful cars. Had I been a judge, I would have picked a lovely 1935 Auburn 851 Speedster. Great car for sunny weekends out in the countryside.

» VULCAN ON HEAT. WHEN THE Vulcan bomber climbs, the engines crackling into re-heat, you can only stand stock still and stare. And three shows by the Red Arrows: visual and aural happiness.









LAT, MPics, Adam Beresford, Matt Sills & John Colley



Fostering an international network of classic car fans

Pebble Beach, Goodwood, Monaco – not just places on the map for classic car enthusiasts. Historic cars, roaring engines, chrome glinting in the sunlight, the smell of gasoline in the air – this is what draws thousands of visitors, passionate classic car drivers and Credit Suisse customers.

Many Credit Suisse clients and co-workers share a common, fascinating passion: they are enthralled with the history of automotive technology from its earliest origins to the present day, and are themselves classic car owners.

Therefore, it was only natural that Credit Suisse would create its own Classic Car Program – a forum that not only gives customers an opportunity to drive, but also to network and meet motor sport pioneers like Alain de Cadenet. The result is a growing community that is based on the fascination for classic cars but also on personal friendships that have long since gone beyond mere 'car talk'.

De Cadenet says: "With its Classic Car Program, Credit Suisse offers classic car fans a unique opportunity for sharing their passion with other enthusiasts in the classic scene and experiencing some unforgettable moments with them."

PARTNERING WITH THE MOST FAMOUS CLASSIC CAR EVENTS WORLDWIDE

As part of its Classic Car Program, Credit Suisse supports three of the most famous international classic events, such as the Concours d'Elegance in Pebble Beach (August 21).

Every year on the third Sunday in August, the most famous event of its type in the world attracts more than 200 valuable collector cars to the grounds of the Pebble Beach Golf Club at Monterey, California. The invitation alone is a definite feather in the cap and a prize can seriously enhance a vehicle's value. Credit Suisse's guests can enjoy the Concours, and are also invited to an exclusive tour to Carmel along the famous Highway 1.

Another unmissable diary date for a classic car enthusiast is the Goodwood Revival weekend (September 16-18), which Credit Suisse has co-sponsored since 2009. This annual classic of the vintage car scene attracts over 100,000 motor sport and classic car enthusiasts – for the most part dressed in period costumes – to the Goodwood Motor Circuit in the south of England to marvel at the heroes of



the golden age of motor sport from the period 1948 to 1966, and to become a part of this extraordinary spectacle.

In addition to an exclusive hospitality lounge looking right onto the racing circuit, Credit Suisse will offer its guests guided tours through the paddock. Guests can look forward to being accompanied by famous drivers who will not just acquaint them with their vehicles, but will also entertain them with gripping episodes from their careers.

In addition, Credit Suisse will be marking the Goodwood Revival with the 'Motoring Bugle', which visitors will find distributed in numerous locations throughout the event.

The Grand Prix de Monaco Historique, held every two years on the world-famous Formula 1 racing circuit, is yet another highlight in which Credit Suisse plays an important role: the Credit Suisse Drivers' Club has rapidly established itself as the place to be for drivers, old-timer aficionados and guests.

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The Credit Suisse Classic Car Program

Owning a classic car and experiencing the fascination of automotive history is something special. But experiencing it up close and personal within an international network of classic car fans, alongside the pioneers and idols of historic motor sport, is a genuine highlight for any classic fan.

The Credit Suisse Classic Car Program creates a forum for this, and the ever-expanding network of classic car enthusiasts throughout the world is testimony to a quite extraordinary fan club.

Since 2004, the Classic Car Program has been the author of its own success. In just a few short years, Credit Suisse has transformed customers and co-workers who share a fascinating passion into genuine fans. Their very own rallies, sponsorship of outstanding classic events, and its own collection of historic vehicles underline Credit Suisse's commitment to the classic car scene.

CLASSIC CAR COLLECTION OF ITS OWN

Credit Suisse's deep involvement with the international classic car scene is documented by its own vintage car collection. Three Porsche 356s and an Austin-Healey Sprite Mk1 feature regularly in the Classic Car Program and are driven by Credit Suisse customers and employees at beautiful rallies.



EXCLUSIVE CLASSIC CAR RALLIES

In addition to sponsoring international classic events at Goodwood, Monaco and Pebble Beach, Credit Suisse organises two of its own classic car rallies every year, inviting around 30 international teams to special locations in each case.

Whether tricky mountain trials in the Swiss Alps, sun-soaked coastal roads on the French Riviera or narrow village lanes in the Italian provinces, there is something to cater to every taste. For example, in May the spring rally Chiantigiana Classica was staged in the stunning environs of Florence. The sun was shining on all three rally days and a most prestigious collection of classic cars was to be seen in Tuscany. The classic car owners enjoyed a great time, both on the road and at gorgeous venues. They witnessed many unforgettable moments and funny stories, making it easy for them to foster their personal network.



Further information on the Credit Suisse Classic Car Program can be found at: www.credit-suisse.com/classiccars


Small point,
well made
16

When one Grand Prix changed rules to favour Italy's voiturettes, dominant Mercedes had an answer. Its 'mini' Silver Arrow only raced once – and it has a perfect record

BY ANDREW FRANKEL

Of all the things I expected Mercedes-Benz to insist upon before it let me drive one of only two W165 Grand Prix cars in existence, and the only one that actually works, I can safely say 'you must not drive it too slowly' was not one of them.

But Gert Straub, the man who looks after Mercedes' unapproachable collection of priceless racing machinery, was quite insistent. "If you let the engine fall below 4000rpm, the plugs oil, the engine stops and we have to start again."

Come again? "*Ja*, also if you drive too slowly the engine will get too hot. Drive as you feel you should in the corners but put your foot down on the straight. Use 7500rpm." This is not the kind of pre-flight briefing I'd been expecting at all, and here's why.

The W165 is certainly the rarest and perhaps the most enigmatic of all the Silver Arrows. I'll delve into the reason for its being in a moment, but for now it's enough to know that although four chassis numbers were issued, only two ever raced, and only in one race – the 1939 Tripoli Grand Prix. Hermann Lang won in this very car, followed by the great Rudi Caracciola in its sister which now sits on permanent exhibition in Mercedes' extraordinary Stuttgart museum. It seems that a third car was built up as a streamliner, but if it exists today, its whereabouts are unknown.



After Tripoli the W165s did run again, not in anger but to experiment with some developments, including a two-stage supercharger and Mercedes carburettor in place of the single-stage blower and Solex carb that ran at Tripoli. But that's it. Mercedes says that everything actually inside the engine today was in the engine in 1939. And I can spin it to 7500rpm, which is to me an unimaginable velocity for even a newly-built pre-war motor. Sure, this one has been apart and its every component crack-tested and x-rayed, but ›››

Matthew Howell



then they were all put back right where they were. And they're still there now.

So what exactly is this once-raced, never crashed, terrifyingly original and unimaginably valuable racing car in front of me? The evolution of 1930s Mercedes Grand Prix machinery is not difficult to fathom if you know where it all began. It started in 1934 with the ugly but effective W25, which enjoyed two successful seasons before reaching the end of its development and being mugged by a combination of Bernd Rosemeyer and his V16 Auto Union in 1936. Suitably stung, Mercedes' response was the legendary W125 of 1937 which, in ultimate form, developed 646bhp from its straight eight, 5.7-litre supercharged motor.

The W125 soon became a victim of its own outstanding success and a 3-litre formula was mandated for the 1938 season. Out went the W125, in came the lower, sleeker W154 with its 3-litre V12 engine which raced in 1938 and '39, with different bodywork in the latter season, causing the car to be known perhaps mistakenly as the W163 after its M163 engine designation. Either way their dominance was enough to make others wonder why they bothered turning up.

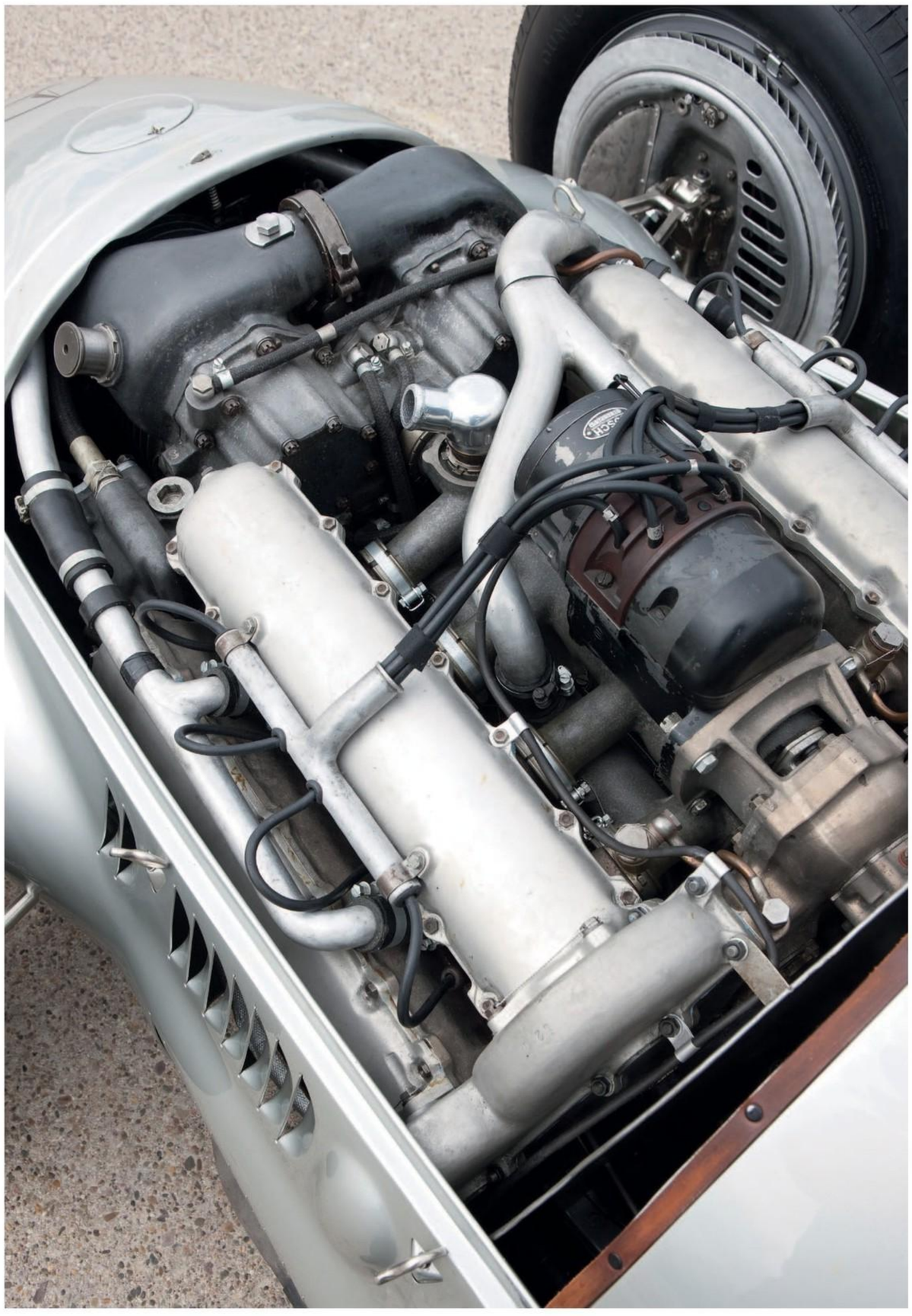
Understandably, more than a few constituents of the European racing community became cheesed off by the overwhelming superiority of the German teams in general and Mercedes in particular. But only the Italians decided to do something about it.

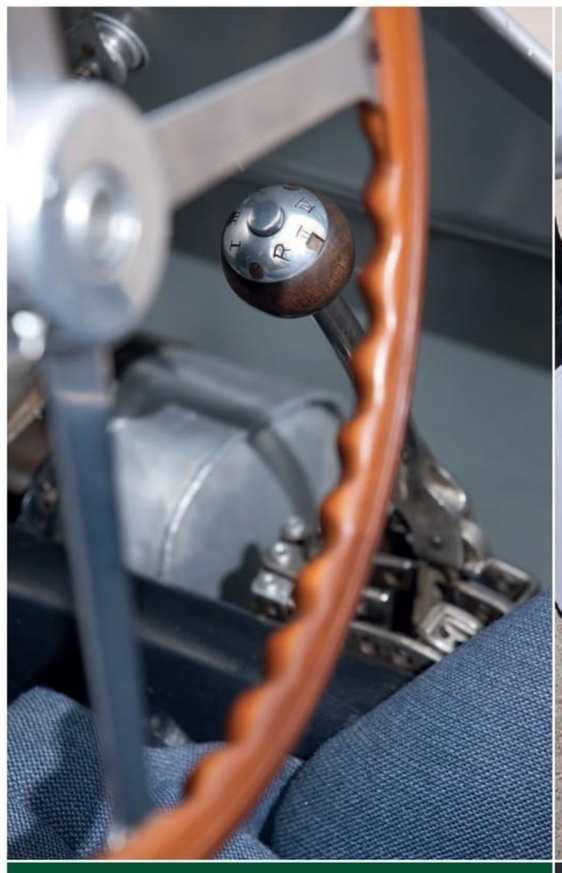
Hard to imagine though it is in its currently beleaguered state, Tripoli in 1939 was an Italian-owned playboy's paradise and its Grand Prix a rival for Monaco for its glamour and prestige. But Mercedes had won it in both 1937 and 1938, and the Italian authorities thought they could survive very happily without the hat-trick. Which is why they announced a mere eight months before the race that it was to be run to voiturette rules, which meant engines of no more than 1.5 litres. Italy, thanks to Maserati and Alfa Romeo, had plenty such cars. Mercedes had none. This was one show the Germans were not going to steal.

But just occasionally a rule change has precisely the opposite effect to that intended. Sometimes all you need is a manufacturer who knows that just because something has not been done before, that does not mean it cannot be done. There is no better example than Porsche's decision to meet the new 1969 sports car rules by designing a handy little racing car called the 917 and then presenting the newly mandated 25 examples, apparently complete, to the authorities for inspection.

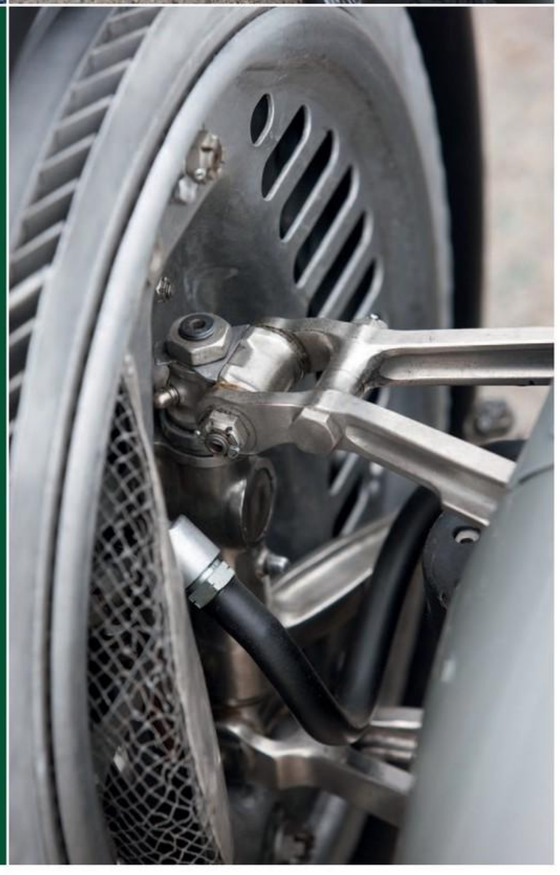
Thirty years earlier, a similar sense of purpose gripped Mercedes-Benz. True, it didn't have an eligible car, so it would simply build one. By the time work started six months remained until the race: an all-new racing car usually took three times as long to design, build and test. But then usually the race team didn't work day and night, seven days a week. They did this time.

The gasps in the paddock at the Melhalla circuit when Alfred Neubauer and his entourage disembarked would have been worth hearing. The cars being unloaded looked for all the









Clockwise from far left: Frankel experiences sensory overload in the W165 at Mercedes' Stuttgart test track; V8 motor is surprisingly powerful for its age and unwilling to play below 4000rpm; unique configuration of five-speed gearbox proved challenging, almost as much as getting our 6ft 4in driver in the little W165; suspension is a mix of double wishbones at the front and advanced de Dion rear axle

world like W154s that had shrunk in the wash. But while they looked like W154s and followed the W154 architectural engineering principles, they were not W154s nor even loosely based upon them. They were completely new cars in every regard, from their chassis and bodywork to their engine and gearbox.

The engine was a designed-from-scratch 1.5-litre V8, the first bent eight in Mercedes history, eschewing the straight-eight approach used by both the W25 and W125 in years gone by and the 158 Alfas that would provide the main opposition in Tripoli. Shorter, stiffer and easier to package within an abbreviated wheelbase, it boasted four overhead camshafts and four valves per cylinder – much like the V8s Mercedes makes for Grand Prix racing today. And this was 72 years ago. Supercharged and running on a heady mix of methanol, ether and nitro-methanol, it developed 275hp at 8000rpm. Its power was fed rearward to a state-of-the-art five-speed transaxle gearbox.

The chassis was the same simple ladder frame affair used by almost all race cars of the era, the suspension a combination of double wishbones at the front to maximise wheel control and an advanced de Dion rear axle to reduce unsprung weight.

The story of the race itself is easily told. In qualifying on the ultra-quick circuit, pole position went to Luigi Villoresi's streamlined Maserati 4CL, with Lang half a second back and Caracciola 0.8sec further behind. The fastest Alfa belonged to the doughty Giuseppe Farina, though he could not get within two seconds even of Caracciola.

Peculiarly the start of the race would be determined not only by lights as usual, but also by the drop of Marshal Balbo's flag. Ever his own man, Lang took the lights as his cue to start, everyone else electing to wait for the Governor of Italian North Africa's signal.

But this was only one reason why Lang came past the packed grandstands alone at the end of the first lap. Villoresi had broken his gearbox on the line, while Farina had got the jump on Caracciola, the 158 Alfetta then holding up the W165 around the course. After five laps Lang's advantage was 20 seconds. Two laps later Farina gave up the impossible fight to keep the Mercedes at bay and that was that. At the flag Lang was three minutes clear of his team-mate, who led the best-placed Italian car, Emilio Villoresi's works Alfetta, by a further four. The next best-placed car was almost a quarter of an hour behind. Lang's average speed for the race was over 122mph.

Caracciola it seems was not happy: not only had he been beaten by Lang who'd started life as a mere mechanic and was looked down upon by his more aristocratic team-mates, but he suspected Neubauer of loading the dice in the younger man's favour through tyre choice and the mechanical specification of the cars. In his autobiography, the race is not even mentioned.

However, it was not the end of Caracciola's association with the cars. After the war, »»

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Lang (16) leads in Tripoli, with Farina (44) closing on Caracciola (24). Villoresi's broken 4CL (38) is left behind. Left: Lang won by 3min

Daimler Benz

which he had sat out in Switzerland, he tried to take them to the 1946 Indianapolis 500 and was on the point of exporting them from the country when permission was denied. He went anyway, and in qualifying was hit on the head by a bird, knocked unconscious, hit the wall, was thrown from the car and hit his head again on the track. He said it took two years to recover fully; others have said that he was never the same again.

Either way, neither Caracciola nor anyone else raced the W165s again.

In fact, apart from the odd demo run and the aforementioned development work, until now they've barely been driven.



Which is why it seems so odd to see Lang's car sitting on a concrete test track in Stuttgart, awaiting my instructions. It looks tiny and my fear that I won't fit my 6ft 4in frame into it is both real and justified. The mechanics who fuss and fret over it look doubtful too. Pre-war German racing drivers tended to be short, stocky types with massively powerful upper bodies and barrel chests, built for wrestling twitchy racing cars for hours at a time. Long legs were not part of the job description. The steering wheel is an impossible obstacle to negotiate. Unless they have another, I'll not be driving today.

Happily they do. "We keep the big wheel for people we don't like," says Straub. He's joking. Or at least I think he is. Either way a smaller-rimmed wheel is produced and attached with me in situ. The wheel is closer to my body than any other I can recall and I have to hold my knees high under the dashboard, but I'm in and I can drive. If only someone will tell me how.

On paper it's actually very simple. You flick on the magneto, wait for someone to plug in the external starter, fire her up, select a gear and go. In reality, this is probably the hardest car I've ever tried to handle.

From cold it has to be gently persuaded into life and left to idle until the water temperature reaches around 70deg C. Then you shut it down, change to cooler plugs and once it starts again you do not hang about. If you do the plugs will oil up in an instant and you'll have to start the entire procedure again.

The problems are many. There's not much to look at because instrumentation extends only to a large and simple rev-counter flanked by temperature gauges for oil and water. There's not even an oil pressure dial, which suggests confidence in the product. But there is so much to remember.

Most obviously the pedals are around the wrong way, with the accelerator in the middle and the brake to the right. This I can cope with because I've driven others with the same configuration. The gearbox, however, is unique. What's most confusing is that first and fifth are exactly where you'd expect them to be: top left and top right respectively, just as they are on a Ford Fiesta. But it's first and not fifth that sits in a plane of its own, so you have to not only pull back but across to get second and then just push forward for third, then back and across for fourth and forward into fifth.

> "This is probably the hardest racing car I have ever tried to handle"

Imagine you're in top gear, hurtling into the braking area of a straight at the 170mph the W165 will reach with ease. You want fourth, so you pull the lever back and across into the central plane. And select second. And distribute the W165's priceless innards all over the track.

There's more. This race engine really is only happy at maximum effort. Low revs, part throttle and progressive response are all phrases belonging to somebody else's lexicon. Foot to the floor and balls to the wall are the only terms that interest the W165. Ridiculous as it sounds, just persuading it to continue to function at reduced pace for some of the photos you see here count among the very hardest things I have done in a car.

But soon the formalities are over, all the secret Mercedes prototypes have scuttled into their hiding places and, for a few laps at least, the track is mine.

Just venturing out feels like a real adventure. I won't even hazard a guess at the car's value because it cannot be realistically determined. But that's not what's bothering me. It's the history – the one thing no amount of money can put back. Damage this and you damage the heritage of a marque with a race history so long and successful it must be regarded as the most important in the world.

Thoughts crowd my mind as the deafening blast of the exhausts and the intoxicating aroma of the super-volatile brew it drinks seek to cloud it, too. Mercifully some of my many other worries are unfounded: the steering is light and precise, the massive drum brakes powerful and progressive – astonishingly so for a pre-war device.

The track opens up in front of my tiny but effective windshield. I push my foot down, the W165 coughs, thinks about it, decides »»»

against it, dies, changes it mind, coughs and then, in an instant, goes.

By any standard most people might understand, including those of modern supercars, the acceleration is incredible and even alarming at first. But when you consider the car hurling you down the road is 72 years old and is powered by an engine displacing a mere 1.5 litres, it is scarcely believable.

The gearing is extremely high, first seeming to run to at least 60mph before the cross gate change to second whereupon, lungs suitably cleared, it responds no longer with a cough but something closer to a battle cry. The noise is fascinating, complex and brutal, the howl of the V8 largely drowned by the shriek of the supercharger.

"The W165 was very quick, accurate and enormous fun to drive"

This is a concrete track, designed mainly to optimise the suspension systems of modern saloons, not provide septuagenarian Grand Prix cars with a little light exercise, and the bumps make me bounce around in the seat, the ridges blurring my vision.

Improbably some banking appears. Somehow I'm now in third gear travelling at a crazy velocity. I prod the brake, knock the wooden-topped gear lever ball into neutral, kick the accelerator, press the clutch again and feel second engage cleanly. But as the g-forces load and I'm forced to mete out the power gently, so the W165 engine rapidly loses interest. A long straight awaits at the end of the curve but I'm not sure I'll get there. It staggers round, plugs clearly fouled, but just as I'm composing my apology it responds to the accelerator and cannons down the track once more, flinging the rev-counter needle back to 7500rpm.

When I track test a car for *Motor Sport* my hope and expectation is not simply that I get the hang of driving it, but also to emerge with some flavour of what it must have been like to race. But the W165 nearly defeated me. In that car on that day at that track, the sense of history and occasion combined with the fact it was so damned difficult to drive was almost overwhelming. I can tell you it was very quick, accurate and enormous fun; I can tell you I've never felt more privileged to drive a car, nor felt a greater weight of responsibility on my shoulders. But can I really give you a view of the environment inhabited by Lang in Tripoli all those years ago? If I can, it is the merest glimpse.

So an enigma the W165 remains and that is probably for the best. If I'd discovered a car that was simple and easy, driven it on the limit and handed it back knowing its every secret, it would somehow be diminished. Frustrating as it was, I like the fact it is difficult, truculent, complex and unpredictable. For it means it can be mastered only by men of immense talent and heroic bravery. Hermann Lang and Rudi Caracciola had both, I have neither. It is nothing more than right that the real secrets of the W165 lived with them alone. And while their cars survive, I suspect those secrets died with them too. Ⓜ



Frankel, notebook ready, gets a closer look at a rare piece of Mercedes motor racing history



Daimler Benz

INSIGHT

SECOND TIME PLUCKY

Another chance to drive the W165 at Goodwood proved enlightening

A fortnight later I met the W165 again at Goodwood and, for reasons unknown but probably because time had helped clear my head, it suddenly all made sense. Knowing it would not run slowly and with instructions, would you believe, to drop the clutch at 6000rpm and smoke the tyres off the line, on that narrow little drive I drove it twice as hard as I had on the big safe test track. And the more positive I was with it, the easier it became.

Some racing cars will tolerate lily-livered drivers, but not this one. Now I didn't worry about the pedal position or gearshift gate, never giving doubt the chance to grow in my mind. And as my confidence in it grew, so apparently did its confidence in me. My last run was a blur of bellowing exhausts and rifle-crack gearchanges, sounds joined as we crossed the line by expletives filling my helmet.

Now, and quite suddenly, I could do it. I ended the run with 6000rpm showing in fourth gear. Nonchalantly I shifted down to third, second and across the gate to first, gave the engine one last blip to clear the pipes and coasted into my parking position behind Nick Mason's V16 Auto Union, just as its V12 sister piloted by Hans Stuck drew up behind me. Sitting there, the W165 Mercedes meat in an Auto Union sandwich is, without a doubt, the most surreal moment of my motoring life to date. Hastily I hopped out, fished my telephone from my pocket, turned on its camera, ran across the paddock and took a rather poor snap. It's at the framers now.



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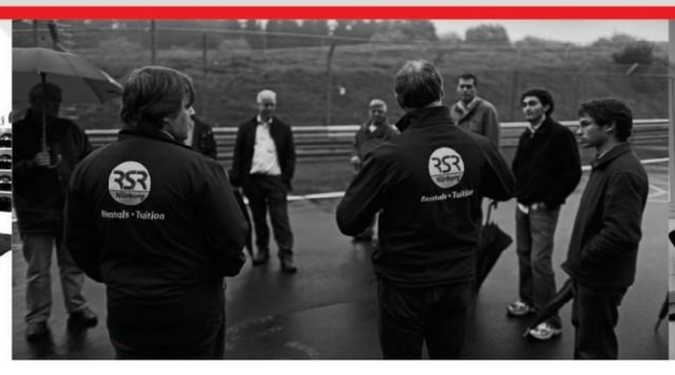
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TRADING ACES

Publicity stunt or not, a car swap between F1's Lewis Hamilton and NASCAR's Tony Stewart still proved fascinating for both, especially on hallowed ground at Watkins Glen

BY ADAM HAY-NICHOLLS



Lewis Hamilton and Tony Stewart might come from different worlds, but put them in each other's cars and they still impress. Hamilton's Formula 1 McLaren is a 640kg single-seater built to NASA levels of performance and technical detail. US racer Stewart's regular office is somewhat different, but no less fast: a 1542kg Chevrolet NASCAR, with its stock body, hardtop and no aerodynamic gizmos or driver aids. Both pack 800bhp V8s, both run at over 200mph, but in terms of handling and technique it's like tennis and badminton.

And what a circuit on which to get their first taste of foreign-built thrills. Watkins Glen, close to the Finger Lakes in one of the most picturesque rural areas of the Empire State, first hosted F1 50 years ago, but the Grand Prix circus departed in 1980. Now it hosts American series only. This was the circuit where François Cevert was killed in 1973, and it's easy to understand how when you see how little room there is for error.

David Coulthard took me for a couple of hot laps in a Corvette in the morning, as determined rain lashed down on the greasy track. A number of 'moments' – wheelspin at 90mph – left DC a little pale after. He'd become a big fan of The Glen, but the 'Vette not so much.

A black Suburban swung into the pit area and Lewis stepped out. He was still preoccupied by his crash at the Canadian Grand Prix 48 hours earlier. Yet as soon as he saw Stewart's NASCAR, channelling the *Dukes of Hazard* as he clambered feet first through the window, his face lit up. "I'm nervous," he said, "but it's nerves of excitement."

Mutual sponsor Mobil 1 had brought the pair together for this event. 'Smoke' – as Stewart is known – had more to worry about, for the track was damp and, as NASCAR never races in the wet, this was to be a whole new experience. Only once in his life had the 40-year-old raced in the wet before, in the Daytona 24 Hours. Also, he'd only driven the short circuit at The Glen, despite being a winner here. 'The Boot' – a section of track which resembles the shape of, well, a boot – was a complete unknown to Tony. Also, this McLaren MP4-23 has no traction control. Gulp.

On the grid, the McLaren team surrounded the car, keeping the tyre blankets on till the last minute, and firing the starter motor from the rear. No such attention to the Stewart-Haas Chevrolet Impala. It doesn't have tyre warmers and the driver turns it on himself. The difference in height was startling. The F1 looked like a Matchbox car compared with the Chevy.

The noise was foreign as well. The 18,000rpm Mercedes engine plays a very different tune to a Chevy V8 at 9k – the latter's low growl rattling one's rib cage rather than piercing the ears.

From inside the cockpit things also look different. One has a bolt-upright seat offset to the left, the other is as centred as a gun barrel and requires the driver to almost lie down. Lewis's car has seven gears at the flick of a paddle and LED change lights on the wheel. The NASCAR has a four-speed H-gate and old-school gauges. Its cast-iron brakes demand much earlier application than the McLaren, with carbon brakes that can stop on a dime.

For Stewart, the F1 car was intimidating. Not only was he unfamiliar with the machine, the track and the weather conditions, this was MP4-23 chassis No2 he was stepping into. The one Lewis used to great effect at Silverstone in 2008, blowing everyone away in the wet, and then took to Brazil to win the title in historic, dramatic circumstances. "I'm not going to try and beat him," says Tony with a half-smile. "The penalty if you miss here is huge."

Stewart struggled to get away. He wasn't giving it enough revs and the car dipped in and out of anti-stall as he slowly made his way down the pitlane. But it only took a couple of corners before he'd found confidence. Once he reappeared on the start/finish straight he was on the ragged edge, the crowd whooping as the McLaren's engine deafened the rural area.

In addition to his NASCAR success, Stewart won the IRL Indycar title in 1997. He's familiar with open-wheelers, but back then the IRL raced only on ovals. Downforce is a feeling he misses, and the McLaren serves up *cordon bleu* aero unlike anything he's experienced.

"Darrian [Grubb, Stewart's crew chief] isn't gonna get any sleep cos I'm gonna want a car that drives like this all the time," he says after his run. "That's one of the coolest experiences of my life. Everybody told me how great the brakes were going to be. I knew they'd be good, but I didn't know they'd be that good. It just handles so nice. It's fun to have downforce again."

Hamilton didn't hold back in the NASCAR, either. The team asked him to pit after his assigned four laps. "Sorry, I didn't hear you!" he fibbed, two laps later. The track was drying, and Lewis set a faster time than Stewart.

Ignoring the pit entry, he treated us to donuts – spinning the car repeatedly on the start/finish straight, choking us with burnt rubber.

"It made me completely forget about last weekend," says Hamilton, referring to his collision with team-mate Jenson Button in Montréal. "This is probably the coolest thing I've done outside F1. They don't make tracks like this nowadays. I didn't know how stiff the car was going to be but it handles really well and I loved driving it. The shifting and engine were fantastic."

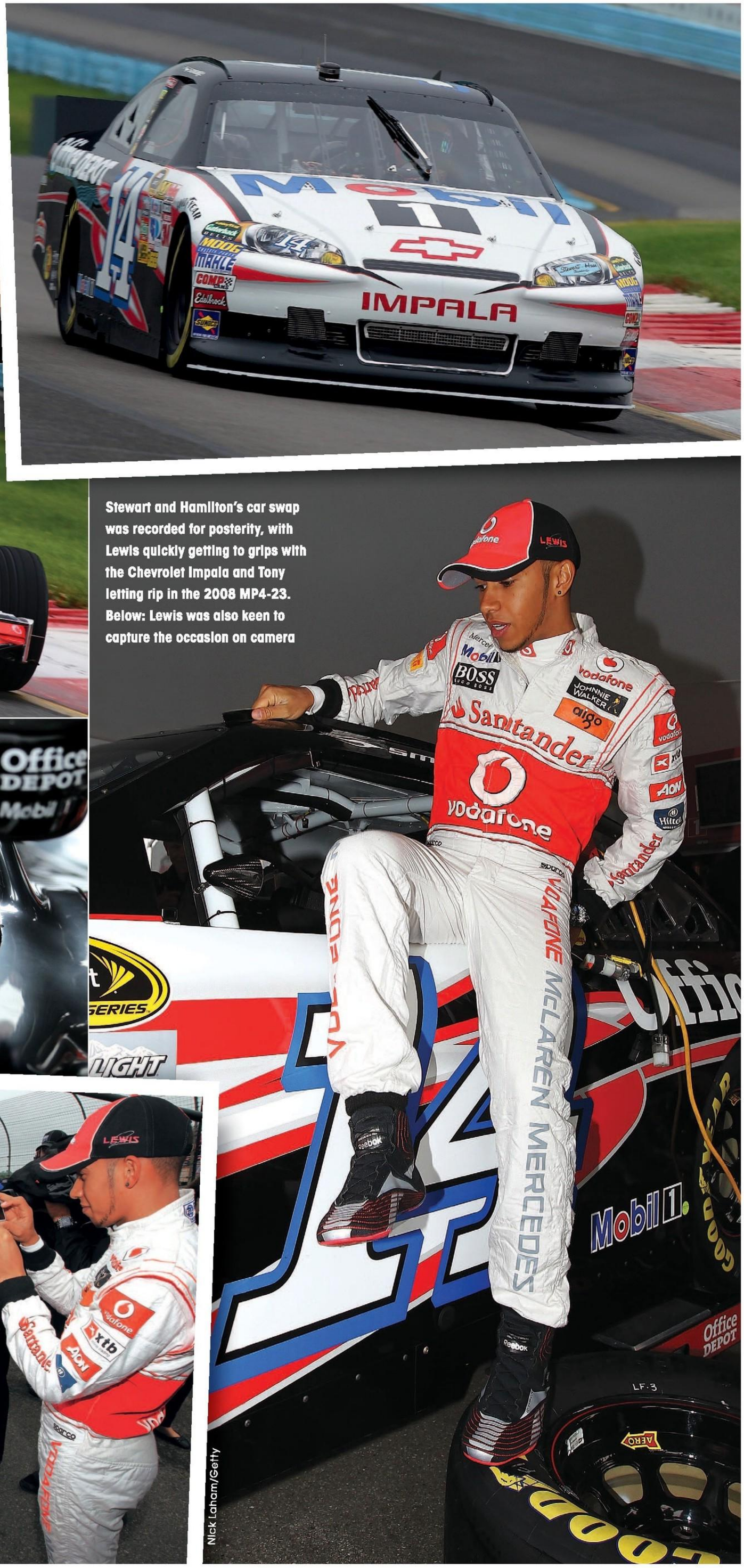
Asked if he'd consider following in the footsteps of former F1 winner turned NASCAR star Juan Pablo Montoya, he jokes: "With the problems I've been having recently changing might not be a bad thing!"

"I can tick this off the list. It's amazing how far you can charge the corner," reflects the double Sprint Cup champion. "You can understand why it's hard for these guys to overtake because it's not a lot of time between getting off the throttle, getting on the brakes and changing direction. So I have a much greater appreciation for how these guys manage to pass."

Two great champions, revelling in two very different but equally awesome cars. And it might have given 26-year-old Hamilton a not-so-retiring retirement plan. Next decade, he could be revitalising NASCAR just as he has F1.











Stewart and Hamilton's car swap was recorded for posterity, with Lewis quickly getting to grips with the Chevrolet Impala and Tony letting rip in the 2008 MP4-23. Below: Lewis was also keen to capture the occasion on camera

Nick Laham/Getty

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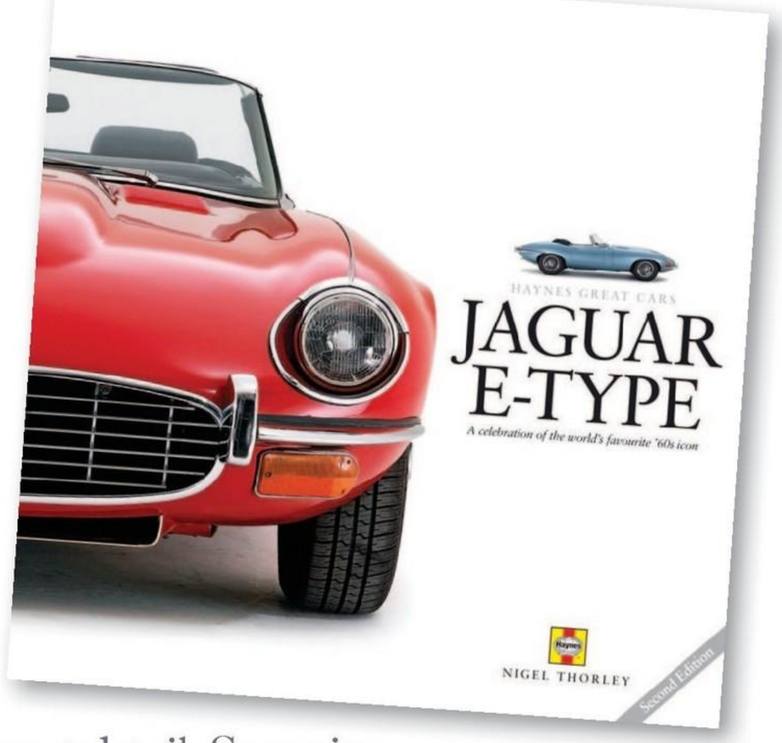
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Lunch with... JOHN FITZPATRICK

Not everyone's cut out for single-seater racing, which is no problem when your talent burns just as brightly in touring cars and endurance racing, as Fitz's did for over two decades

BY SIMON TAYLOR

Talking through John Fitzpatrick's long and remarkable motor sport career, two early dates stand out. One is May 19 1963, when a teenager in an 850 Mini won a saloon race at Brands Hatch outright, beating a lot of experienced drivers in more potent machines. Nobody could believe that the little maroon car was what its entry form said it was. "After I'd taken the chequered flag, as I drove into the pitlane I was met by the towering figure of BRSCC boss Nick Syrett, motioning me imperiously into the scrutineering bay." The post-race strip proved the capacity to be precisely 848cc.

The other date was early in 1965, when Ken Tyrrell – who'd watched Fitz in his second full season, now in a works Mini-Cooper – needed a replacement in his F3 team for F1-bound Jackie Stewart. Fitz, now 21, was summoned to a rainy Goodwood to test an F3 Cooper. He wasn't comfortable with it, and spun off. It was his first drive in a single-seater, and his last. Had that day at Goodwood been different, there's no knowing how his career might – or might not – have developed. But now, with no single-seater ambitions to divert him, he was set firmly on the path of becoming one of the most successful touring car and endurance racers of his era.

Fitz hung up his helmet in 1983, but continued for three more seasons as an entrant. Since then he and his wife Sandra have mostly lived in Spain, but historic race rides bring him frequently to Britain. While he's over to campaign a BMW CSL at Brands Hatch we meet at the Tufnell Park Tavern, a charming gastro-pub in North London. Fitz's choice is cosmopolitan (linguine), English (bread-and-butter pudding) and American (diet Coke).

He was born in 1943 in Erdington, Birmingham, where his father ran a business building truck bodies. "My boyhood ambition was to be a golf professional, but my father, who was a heavy smoker and had a friend who'd been killed on a motorbike, said: 'If you promise not to smoke and not to ride a motorbike, I'll buy you a car when you're 17." I stuck to ›››





James Mitchell



that, and when my 17th birthday arrived in 1960 he bought me a new Mini. There was a pub in Sutton Coldfield where members of the Shenstone & District Car Club used to gather: Healeys and TRs in the car park, Midlands rally drivers like Ron Crellin propping up the bar. I joined the club, took the Mini's hubcaps off, and did a sprint or two. One thing led to another, and I got a friend of my father's to fit a second SU and a straight-through exhaust.

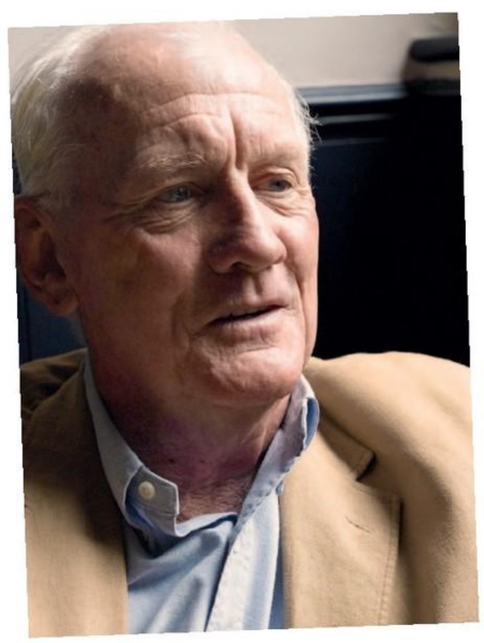
"One day in 1962, driving into Birmingham along the Stratford Road, I needed some petrol. At Sparkhill I pulled into a little garage with a couple of old pumps, and this chap in overalls came out and started filling me up. He noticed my straight-through exhaust and said, 'What you got there?' 'It's modified,' I said proudly. I opened the bonnet to show off my twin carbs and flowed manifold. He took one look and said, 'Load of f***ing crap. You'll never get anywhere with that. Bring it in tomorrow and let me have a fiddle with it.' That was my first meeting with Ralph Broad.

"When I picked the car up a few days later it went like the wind – and he refused to charge me anything. I did a few club races with it, didn't get anywhere because it was still just a road car, but over the winter Ralph said, 'Seems you can drive a bit. Why don't we have a proper go at this?' So we tore out the trim, got an old Cortina as a tow car, and Ralph made my Mini into a real rocket. We wanted it to look good, and there was a Rolls-Royce shade I rather liked, a metallic maroon called Regal Red. So we painted it that colour, with a silver stripe. Ralph was going to put the name of his little garage on the car, S.R. Broad & Sons, but I said, 'There's Superspeed and Janspeed and all the other Speeds. Why don't you call yourself Broadspeed?' The name, and the colours, stuck.

"I had a lot of class wins with the Mini around the British circuits. That day at Brands, when I won outright, everyone was going berserk, saying my engine must be way oversize. They all crowded round in the scrutineering bay while Ralph, effing and blinding as usual, whipped the head off and they measured it. Exactly 848cc. Then for the last race of the day my friend Paul Layzell, who later became a big noise at BMW GB, couldn't start his car, so I lent him mine. And he came first, beating all the Mini-Coopers. We'd won, stripped it down for the scrutineers, thrown it back together and won again.

"After a race at Aintree John Whitmore, who was in the works Mini-Cooper team, said to me, 'I'm leaving Cooper to go to Ford. If you like, I'll drop your name to John Cooper.' A few weeks later I was summoned to Cooper's premises in Surbiton. In this grotty little workshop Phil Hill, the 1961 World Champion, was watching them build his next F1 car, starting from two chalk lines on the floor, and Bruce McLaren and Timmy Mayer were putting their Tasman cars together. I was taken upstairs to meet John and Charlie Cooper, and they said, 'We need a driver for our Cooper-Mini team, number two to Paddy Hopkirk. We'll pay £100 a race, you pay your own expenses. How old are you? 20? Get your dad to counter-sign the contract.'

"Winning the British Saloon Championship was all about scoring points in your class, and Paddy couldn't do all the races because of his rallying commitments, so if we were close he was meant to let me win. He didn't like that much. At Silverstone he was determined to show who was quickest, and leave it to the last lap to back off and let me past. Unfortunately he got the lap count wrong and was still leading when a whole gang of us came streaming through the old Woodcote completely flat, door handle to door handle, to be greeted by the chequered flag. So he lifted off and we all went everywhere trying to avoid him – but the timekeepers reckoned he still beat me by a fifth of a second. Over the season I was class champion, but overall I was second to Jim Clark in the Lotus-Cortina. Of course Jimmy was a huge hero of mine, and suddenly I'm on the grid with him and he's one of the lads, laughing and joking. When we had the 1275 engine for the first time, he came up behind me in practice. I waved him by – and coming out of the next corner I hung onto him for quite a way. Afterwards he came rushing over: 'What on earth have you got in that thing?'



"Ralph made my Mini into a real rocket"

"Another time I was testing a Mini at Goodwood, hit a puddle at Madgwick and went straight into the bank. Jimmy was there testing an Elan. I don't remember much about it, but I'd banged my head on the rollbar and was wandering around on the verge in a daze. Jimmy stopped at the Cooper pit and said, 'You'd better go and scoop up Fitz, he's trying to commit suicide.'"

While Ginger Devlin looked after Cooper's British challenge, Ken Tyrrell was running the works Minis in the European series with Warwick Banks and Julien Vernaeve. "When the British rounds didn't clash I'd do the European events as well. In the Nürburgring Six Hours I shared with Julien and we were sixth overall. Ken was a father figure: strict, you had to do as you were told, but wonderfully encouraging, very good at giving you a boost.

"Things had been going well for me, and at the end of the season Ken said, 'Do you want to be a Grand Prix driver?' I said, 'Of course I do.' So he said, 'Come to Goodwood next Tuesday. We'll put you in the F3 Cooper, and if you go well you can race it at the Easter Monday meeting in April.' It was my big chance. It had been raining and the track was still wet. I'd never driven an open-wheeler before and it felt very odd. If I'd started off in single-seaters it wouldn't have been a problem, but in a saloon you always imagine the front wheels are pointing in the right direction, whatever you're doing with the wheel. Suddenly I was looking at how much lock I'd got on. My times were reasonable, but coming out of the chicane I got a wheel on the kerb, spun backwards and glanced off the bank. Afterwards Ken said, 'Don't worry about it, there's no damage,' but I had to be honest with him. I said, 'I didn't really like it. I couldn't feel what the car was doing.' That was it, it stopped right there. I never drove a single-seater again.

"At the other end of the spectrum I did the Monte Carlo Rally in, of all things, an Austin 1800. I'd done a bit of rallying before, but never on snow and ice, and that year there was heavy snow. But we got to Monte Carlo in 27th place. On the final section in the Gorges du Cians the brakes failed completely, and we went off the road high in the mountains. The car finished up balanced on top of some concrete posts, teetering over the edge. It was pitch dark, and I didn't know whether the drop was 30 feet or 300 feet. As my navigator Raymond Joss and I sat there wondering what to do, it toppled over. Fortunately the drop was only about 60 feet. It landed on its roof in a river, with us hanging in our belts. We scrambled out, and by the time we'd climbed back up to the road in the dark, cold and soaking wet, it was 4am and the road was deserted. So we started to walk. Towards dawn a Deux Chevaux came along, a local butcher on his way to market. He took us into Monaco and dropped us, shivering and exhausted, at the Tip-Top Bar.

"For 1965 I was back at Broadspeed, mainly doing European races, but in the British series my job was to stop the Superspeed Anglias taking points off John Rhodes in the works Mini. At Oulton Park Ralph said to me, 'Don't worry about Rhodes. Just go like hell, and on the last lap out in the bushes just back off ➤➤➤





1 2

[1] Hermetite BMW was shared with Tom Walkinshaw at 1976 Watkins Glen Six Hours. [2] In 850 Mini, raced in 1963 and '64. [3] Fitz made rare rally outing at Monte Carlo in '65, in Austin 1800. [4] Loos Porsche was fifth overall at Le Mans '75 and GTS winner. [5] Fitz shared winning Walkinshaw Jag XJS at '83 Donington 500. [6] In Cologne Ford Capri at '73 RAC Tourist Trophy. [7] Successful 1980 with Dick Barbour included Le Mans class win in Porsche 935. [8] Fitz won '66 British Saloon title in Ford Anglia. [9] Professional career lasted 22 years. [10] In Porsche 956 at '83 Brands Hatch 1000Kms. Fitz/Derek Warwick beat Ickx/Mass works entry.



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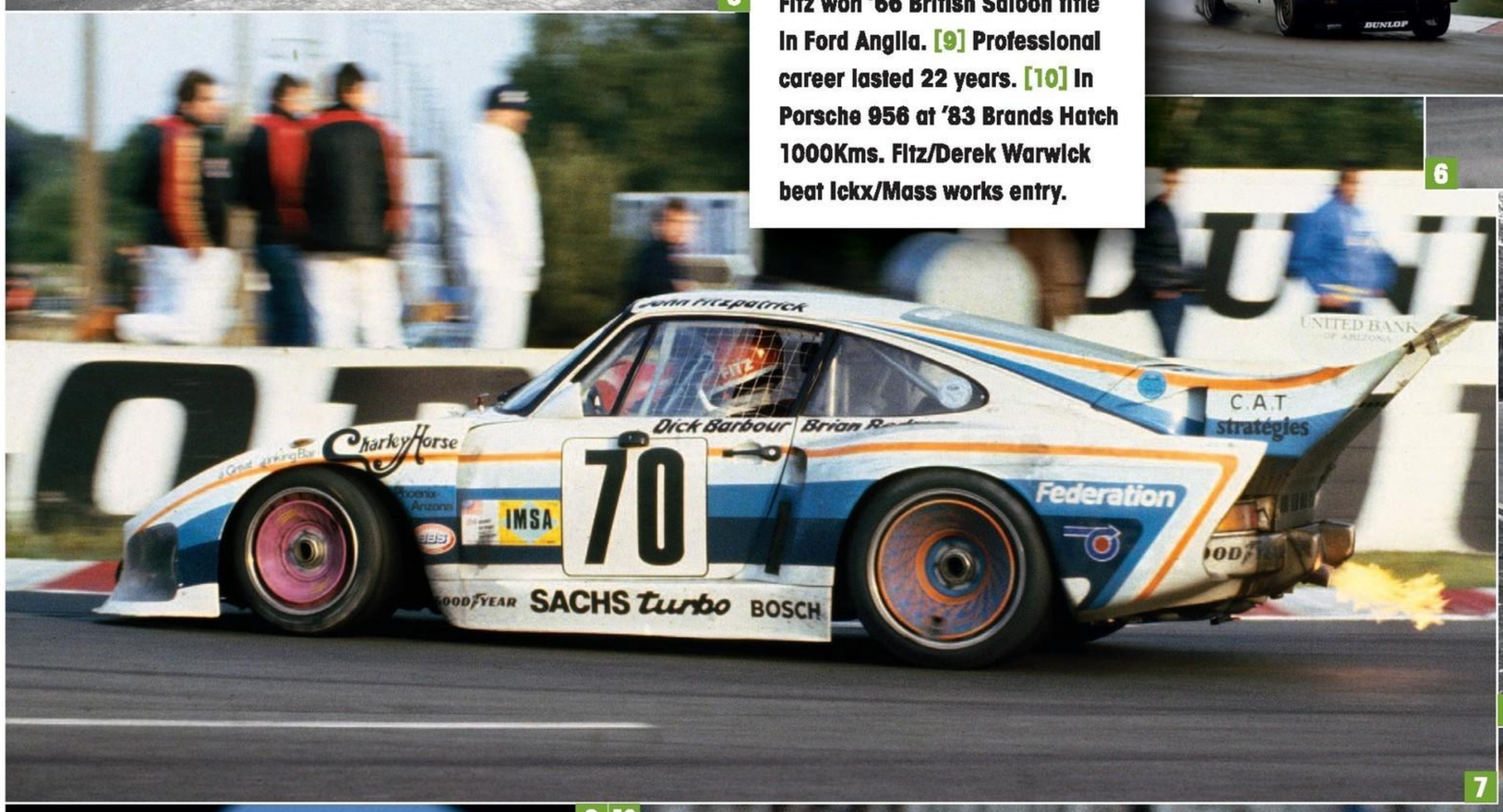
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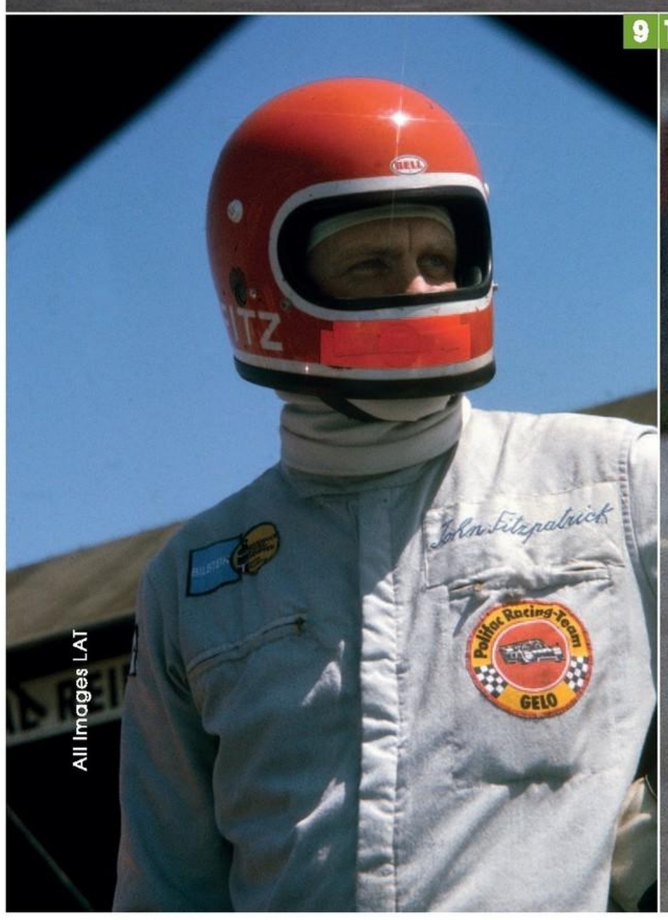
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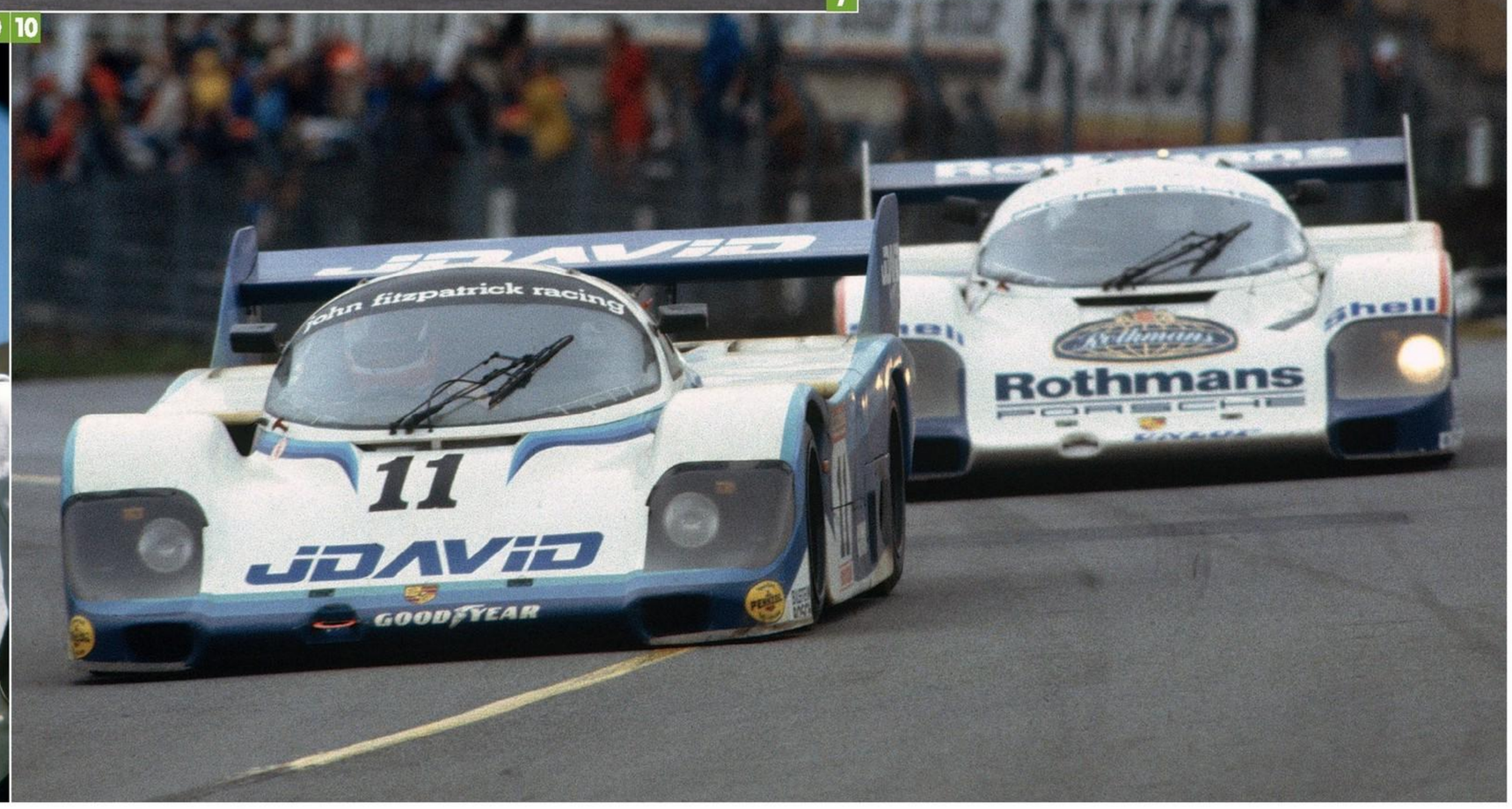
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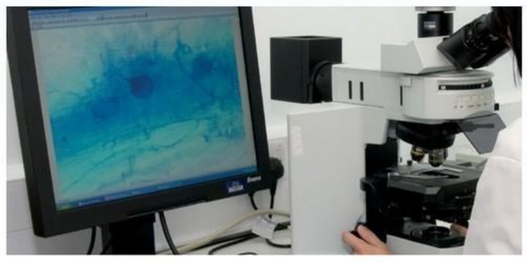
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and let him win the class.' I was miles in front, fourth overall behind the Mustangs and Frank Gardner's Lotus Cortina, and on the last lap I'm looking in the mirror, where the hell is Rhodes? I'm going slower and slower as I turn into Druids when suddenly he's coming up on the inside. I swerved wide to let him through, got on the marbles, and went end-over-end down the bank.

"Because Ralph's cars were always so fast and so perfectly turned out, Henry Taylor at Ford offered him an irresistible deal to switch allegiance from BMC. So for 1966 I was in a two-car team of Anglias with Peter Proctor. At the Easter Monday Goodwood Peter had his dreadful accident and was badly burned, and after that Anita Taylor, Trevor's sister, joined the team. She was right on it, just as quick as I was around Silverstone. That year I won the class in the championship again, and this time it was enough to take the overall British Saloon title. Ralph's preparation was utterly fanatical, he was meticulous down to the last detail. You'd practice at some circuit on Saturday, put it on pole, everything going perfectly, the car flying, and then Ralph would say, 'Right, load up, back to the f***ing workshop!' Overnight he'd have the head off, doing all the valves, never satisfied, and bring the car back to the circuit at dawn for the race on Sunday."

On spare weekends Fitz found himself being offered rides in other people's sports cars – a Dutch Porsche Carrera Six, a brace of Ferrari 250LMs, Bill Bradley's Porsche 910 (with Alan Rollinson, second in the Barcelona Six Hours to a GT40). "At the Nürburgring Six Hours, after my Mini broke in practice, I was offered a drive with Rolf Stommelen in a works Fiat-Abarth. It was the first time I'd met Rolf, who was to be a friend, and later team-mate, right up to his death. Then Abarth offered me and Alan Rees rides in the Snetterton 500Kms, alongside Giancarlo Baghetti and Johannes Ortner. When I got to Snetterton I discovered the Fiats had no seat belts – they weren't mandatory in those days – so I drove into Thetford and bought a full harness, and told them to put it in. I advised Alan to do the same, but he said, 'I don't need belts,' went out in practice, rolled it up into a ball and broke several ribs. It poured with rain in the race, and I knew Snetterton better than Ortner and Baghetti, so I won the class and was sixth overall.

"I carried on with Ralph in Anglias and then Escorts into the 1970s, winning my class in the British Saloon Championship, and doing races in Europe as well as in the Cologne cars run by Jochen Neerpasch. I won at Salzburg on Easter Sunday in the Cologne Escort, then flew back to drive Ralph's Escort in the Easter Monday Thruxton meeting. I had to start from the back as I'd missed practice, but after two laps I was second to Brian Muir's Camaro, and took a big chunk off the lap record. Then a stub axle sheared in the flat-out sweeps around the back and gave me a high-speed trip into the boonies.

"Frank Gardner was in the Alan Mann 1600 Escorts while I was in Ralph's 1300 versions, and he became a close friend. A fantastic man. Even playing golf together I picked up little life lessons from Frank all the time, and of course he was a brilliant engineer. And on the track he never gave an inch. At Brands in October '71 he was in Adrian Chambers' big Chevy Camaro, I was in a 1600 Broadspeed Escort, and we both started from the front row. He powered into the lead, I caught him in the corners, then every time we got to a straight he'd be gone again. I sat there thinking about it, and I worked out that if I hung back at Dingle Dell I could go through there maybe 20mph quicker than him, get him under braking for Stirlings, then drive down the right-hand side of the road through Clearways and stay ahead to the line. Well, it all worked fine: we went into Stirlings with me just ahead, and I knew I had to stay in tight because no way was he going to yield. But as we came out of the corner my rear wheel and his front touched. I cartwheeled end-over-end halfway to the bridge. He spun and crashed backwards into the concrete bridge support. I got myself out saying aloud, 'Bastard, bastard.' I looked down the road and there was the Camaro in a cloud of smoke, much shortened, with Frank climbing out. And I started to laugh. Despite my full-face helmet Frank realised I was laughing, and he started to laugh. Gerry Birrell, who was next up in his Capri, came through and he was laughing too, because now he was going to win the race. I went over to Frank, still laughing, and Frank said in his deadpan way, 'We'd better get our stories straight, Fitz, because Ralph and Adrian are going to go spare about this.' There were certainly some choice expletives from Ralph when he saw us walking in together.

"At the Daytona 24 Hours in 1972 I shared an Escort with Canadian rally star John Buffum, and the Kremer brothers were in the next pit, Manfred the engine guru and Erwin the driver and front man. During the long cold Florida night we got talking, and Erwin suggested I should drive a 911 for them. In April I did the first round of the European GT Championship, 14 laps of the full Nürburgring. Put it on pole, had a gearbox problem in the first leg and finished third, and in the rain in the second leg I walked it. The Kremers were happy with that, so I stayed with them for the season, won the class in the Nürburgring 1000Kms, won at Monza and Estoril, and won the GT Championship. I was also driving in touring cars for Schnitzer BMW with Rolf Stommelen – we won the Nürburgring Six Hours together – and Niki Lauda, who'd just started in F1 with March. Already Niki was sure he'd be World Champion, there was no question in his mind."

> "Ronnie did two flying laps, equalled my time. He was the ultimate natural"

Through the 1970s Fitz continued to be one of Europe's busiest professional drivers, racing in Porsches for Kremer and Georg Loos and in touring cars for Ford and BMW, and steadily clocking up wins and podiums. He won the lucrative season-long Porsche Cup three times, to add to his two European GT titles, and at Le Mans in '75 his Loos Porsche was fifth overall and GTS winner. He was also a regular at the Bathurst race in Australia, winning it in 1976 with Bobby Morris in a Holden. Among a multitude of co-drivers, one he remembers fondly is the Scot Gerry Birrell: "We drove together in the Cologne Capris, sixth overall in the 1973 Nürburgring 1000Kms, and we easily won our class." Four weeks later Gerry died in his F2 car at Rouen.

"In 1976 I was driving the Hermetite BMW with Tom Walkinshaw, but he couldn't make it to Kyalami, so Ronnie Peterson did it with me. I'd spent a lot of time with Ronnie, we were friends, but we hadn't shared a car before. He said, 'It's your car, you go out first, set it up as you like it.' So I did a lot of laps, set a time, and came in. Ronnie went out, did four laps, equalled my time, came in. 'Seems fine, don't change anything.' But I made a few set-up changes, did more laps, worked hard, went a little bit quicker. I said to Ronnie, 'I think you should try it now.' He did two flying laps, equalled my time, came in again, 'It's fine. Don't touch a thing.' He was the ultimate natural, didn't even want to adjust the seat. We were leading when the fuel tank split.

"My father wasn't into racing, but that year he came to the Nürburgring to watch me drive the Hermetite BMW. Ronnie was in the Alpina car. After practice Ronnie said he knew a nice restaurant about 25 miles away, and we piled into his CSL road car, me in the front, my dad in the back with no seat belt. Ronnie was going along these twisting forest roads like it was the first lap of the race, sideways, opposite lock, the lot. He always drove like that on the road. My father, who'd never even heard of Ronnie Peterson, was completely shell-shocked. He had no idea anyone could make a car do such things.

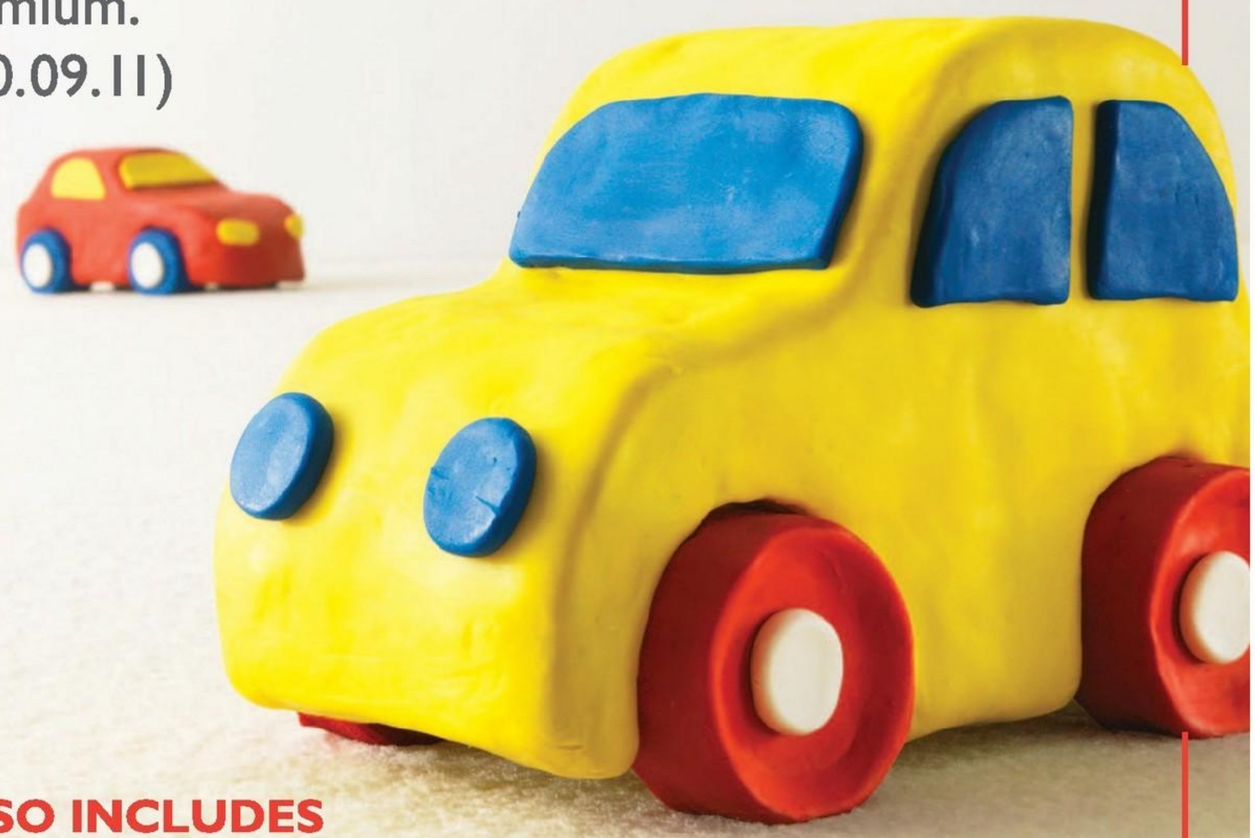
"In 1977 British Leyland asked Ralph ➤➤➤

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Now resident in Spain, Fitz still regularly visits the UK to race a variety of historic cars at Goodwood and elsewhere

Broad to turn the Jaguar XJ12 coupé into a racing car. It was all dreadfully rushed: the cars raced a year too soon because BL insisted on it. When they were running they were fabulously quick, but Ralph was having to do all the development on the hoof. And they were very heavy, punishing the brakes and the hubs. At the Nürburgring we blew up engine after engine in practice, but one held together long enough for me to put it on pole. Ralph decided I should go flat out to put on a show, and Derek Bell and Andy Rouse in the other car should go as slowly as possible and try to finish. From the rolling start I broke the lap record on the first lap, came round all on my own, and going into lap two the oil pressure disappeared and I had to switch off. Derek and Andy cruised gently and managed to keep going to take second. I did eight races in the XJ12, with Tim Schenken as my co-driver, and we retired every time – apart from Brno, where a rear tyre exploded when I was doing 170mph. It took an hour to mend the damage, and we struggled home 16th with a sick engine.

"I drove again for Jaguar in 1983, with Tom Walkinshaw in the XJS. You had to admire Tom: he got tremendous loyalty out of his people, paid well, kept all the balls in the air. The only problem was, when you drove for him you knew things weren't entirely kosher. It never occurred to me to cheat in my own team, and Porsche were the same, they'd never, ever cheat. In the XJS Martin Brundle and I won the Donington 500Kms, and Tom and I were third at Mugello. By then I knew we were cheating. I just thought it was wrong, so I didn't drive for him again. How often you stopped for fuel was critical, and I think Tom found a way of switching the fuel allowance between cars, and using the vent bottle on the second filler to put in more fuel. Eventually the organisers twigged it and monitored fuel per car rather than per team.

"It was Dick Barbour who persuaded me to go and live in America. He hadn't forgotten the Watkins Glen Six Hours in 1978, when I was driving the Loos Porsche 935 with Toine Hezemans, and Stommelen was driving Dick's 935. Toine comes in for the final stop to hand over to me, opens the door too soon and when he hits the brakes the door flies off its hinges. They shove me in, tape the door back on somehow and I'm gone, chasing Rolf for the lead. I catch him and I'm just working out my next move when, bang, the door flies off. I slipstream him down the straight and we go into the corner at the end side by side, I've got no door and his wheel is right here, grinding away at the plastic sill by my elbow. I got past him and we won the race, but it was all a bit frantic.

"For 1980 Barbour had big plans, ordered a new Kremer 935, and offered me a five-year deal. Sandra and I took the plunge, sold up everything in the UK and moved to San Diego. I won almost everything: the Sebring 12 Hours, Riverside, Laguna Seca, Sears Point, Portland, Mosport, Road Atlanta, and the 250-miler at Daytona. Dick was still doing a bit of driving, but he wasn't really quick enough, so at Sebring, for example, he did two one-hour stints and I did the rest. I trained all the time then, so I had the stamina. In the 935 you didn't have the g-force problem, but when the 956s came in, that was when you found you couldn't hold your head up in the corners, and you had to do a lot more training for your neck muscles.

"But Dick's dealerships weren't going so well, and his five years turned out to be one year. I had some good offers for 1981, but I decided it was time to start my own team. I rented premises in San Diego, bought a truck, and took on two New Zealanders who'd been with Barbour, Max Crawford and Bruce Jenner. I bought a 935 off Kremer, and I had sponsorship from Sachs. But things didn't go so well. I won Road Atlanta and Riverside, but we had a lot of turbo problems. Then Sachs cut back, and I'd spent a lot more than just their money. I needed another sponsor, badly. For the November IMSA finals at Daytona the new engine I required would be $100,000, and I decided not to go.

"Then, out of the blue, I had a call at the workshop. 'Mr Fitzpatrick, my name is Jerry Dominelli. I love Porsches, I love racing, I'd like to get involved. Come and see me at my office in La Jolla.' I was sure he'd be a time waster, but I went because you should always be courteous. It was Saturday morning, he was sitting in a big suite of offices, a very quiet guy, about 50, expensive suit, silk tie. I told him I wanted to do IMSA the following year but I hadn't got the budget yet. 'And Le Mans?' 'Well, to do IMSA and Le Mans, that's got to be a couple of million dollars.' 'OK, John, let's do it. When you get back from Daytona, come and see me and we'll get it planned.' 'Well, I'm not going to Daytona, because I need a new engine.' 'Of course you must do Daytona, John,' and there and

then he wrote out a cheque for $100,000. I still thought it was all bull, but on Monday morning I went to the bank, and the cheque was good.

"I went to Daytona, and when I got back I asked around about Dominelli. Everybody in San Diego with money to invest was raving about how much he was making for them. So I sat down with him and we planned the new season. We bought the ex-Wollek tube frame K4 from Kremer, and we started winning again. For Le Mans we knew the K4 wouldn't be so good aerodynamically, so I got Joest to build us a replica of the Moby Dick 935. David Hobbs drove with me, the works 956s finished 1-2-3, and we were fourth and won the IMSA class.

"Dominelli was in his office at 5am every day, when Wall Street started up in New York, and he'd be there until 10 o'clock at night. His brand, J David, was on the cars. In return for the funds he put in, he took 50 per cent ownership of John Fitzpatrick Racing Inc. Over three years he put in millions: at once stage we had three 956s. I never took a penny out of the team or his sponsorship, I just kept any prize money. Sandra and I invested a bit with him, and it all seemed very good: he sent you regular statements which showed you'd made two per cent one month, one per cent the next month, three per cent the next.

"During the Dominelli years, 1982/83, we won a lot of races in America and Europe. But now we have to talk about Rolf Stommelen, which is still difficult for me. Rolf was the quickest driver I worked with. Most of us – Bob Wollek, Schenken, Hezemans – were evenly matched, but you always knew Rolf would be quick. At Riverside in April 1983 he was driving our Moby Dick, a slow car moved over on him and he spun avoiding it and kissed the bank. He carried on, but a rear wing strut had been damaged, and on the next lap at the end of that long 200mph straight the wing flew off. The car wrecked itself against the barriers. The remains were the right way up when I came round in the K4 and they were working on him. I carried on and won the race, sharing with Derek Bell and David Hobbs. They told us Rolf was OK but had a broken leg. It wasn't until an hour later that they told us he'd had a heart attack in the ambulance, and he was dead.

"It was dreadful. The team carried on: I drove both our 956s at Le Mans – one retired early on but the other, shared with Rupert Keegan and Guy Edwards, was fifth – and Derek Warwick and I won the Brands Hatch 1000Kms in pouring rain, beating Ickx/Mass and Bell/Bellof in the works Porsches. But Sandra, who'd been very close to Rolf and his wife, was increasingly unhappy about my racing. Then at the end of the season, at Fuji, I had a big accident in practice. You get up to 180mph on the long straight there, and I was leading Bell's works Porsche into the flat right-hander when the left front tyre exploded. I went straight on, hit the bank, up in the air, and Derek went underneath me. The remains of my car landed on its wheels and, apart from seat belt bruising, I was OK. But it had been 22 seasons, and I'd done a huge amount of racing mileage, more than any F1 driver. It seemed the right moment to stop.

"John Fitzpatrick Racing continued, because that was my business. Dominelli now wanted to do the Indy 500, so I ordered three Marches and five engines. One morning I went to see Jerry in his office early, as I often did, and there was no light on. The door was open, and an English guy called Mike, who worked for Jerry, was clearing his desk. At 5am. I said, 'Where's Jerry?' He said, 'Jerry isn't coming in today.' As he opened his desk drawers I saw he had a gun. I said, 'What's the gun for?' He said a big San Diego investor had come into the office the previous day asking for his money. 'He says he'll be back this morning, and if he doesn't get it he's going to shoot everyone in the building.' At that moment I realised everything, the whole lot, was a fraud. I went cold, and the hair stood up on the back of my neck. I went home and said to Sandra, 'It's all over.'"



"At that moment I realised it was fraud"

The size of Dominelli's swindle was estimated at $80 million. At his trial he pleaded guilty on four counts of felony and was sentenced to 20 years, and his girlfriend Nancy Hoover got 10 years. She was released after 30 months; Dominelli, after suffering a stroke, was released on parole in 1995. He died in 2009.

"After his arrest I had the Feds all over me, the IRS, the anti-racketeering people, but finally they decided my relationship with Dominelli had been innocent. The bankruptcy trustees said, 'We accept that everything's clean, but we don't want to be in the motor racing business, so we want you to buy our 50 per cent. We've looked at the assets and we value our half at $2.5m.' So my lawyer said, 'In that case, Mr Fitzpatrick doesn't want to be in the motor racing business either, and he's happy to sell his 50 per cent to you for $2.5m.' After a year of arguing we got the other half of the team back for $250,000.

"We moved back to Europe, set up a workshop at Silverstone, and ran with Skoal Bandit and Guy Edwards for a while, then Danon with Emilio de Villota. We had some great drivers – Thierry Boutsen was super-quick, and Hobbo of course. David got us third at Le Mans in '83, with Philippe Streiff and Sarel van der Merwe. Kenny Acheson and Michael Roe were strong, and Jo Gartner got us fourth at Le Mans in '85, a fine driver and a nice guy. He was killed at Le Mans in '86, driving for Kremer. In several races I ran a Spanish pay-driver, Paco Romero. His brothers were gambling people in Puerto Banus, and we had Casino Marbella on the car. He'd pay for his drive, about £70,000 a race and more for Le Mans, by giving me a brown paper bag full of dirty 5000-peseta notes. In the end he got shot.

"Dudley Wood, who drove for us at Le Mans, was a lovely chap, but he had a terrible stammer. He'd come into the pits, you'd ask him how things were going, and all he'd say was, 'Mmm... mmm.' In qualifying he touched another car in the Mulsanne kink at 200mph and vaulted the guard rail. The car was in a terrible state, it was a miracle that he lived. His wife came back from the hospital all smiles. 'How's Dudley?' 'Marvellous. He's been near death in your car, and it's cured his stammer.'

"At the end of 1986 I was putting my own money in to keep the team alive, and the asset value was going down. I needed £3m to run two cars: doesn't seem much now, but this was 25 years ago, and for that a sponsor could back a midfield F1 team and be on TV. It seemed the right time to get out. I sold everything – cars, transporter, tools, overalls – to Jochen Dauer in Germany. I built some houses in Spain, got a franchise for American golf carts there, and then because our two sons were at English schools we moved back to Sunningdale and I became BRDC secretary for seven years. It ruined my relationship with Tom Walkinshaw – it emerged he was using the club's money to fund his own companies. In the aftermath of that there was a lot of animosity, and it split the club in half. Once the kids were at university Sandra and I went back to Spain.

"More recently I've been fortunate to race historics at Goodwood and elsewhere, even at the Nürburgring: Ferrari 250GT, Lister-Jaguar, Porsche 904, D-type, Lotus 15. I tell myself, Fitz, you're 67, this is just meant to be fun. But when you get in the car you can't help doing what you've always done, you go for it." The flame that propelled the teenager round Brands in his Mini almost 50 years ago, and through the long nights at Le Mans and Daytona, burns still.

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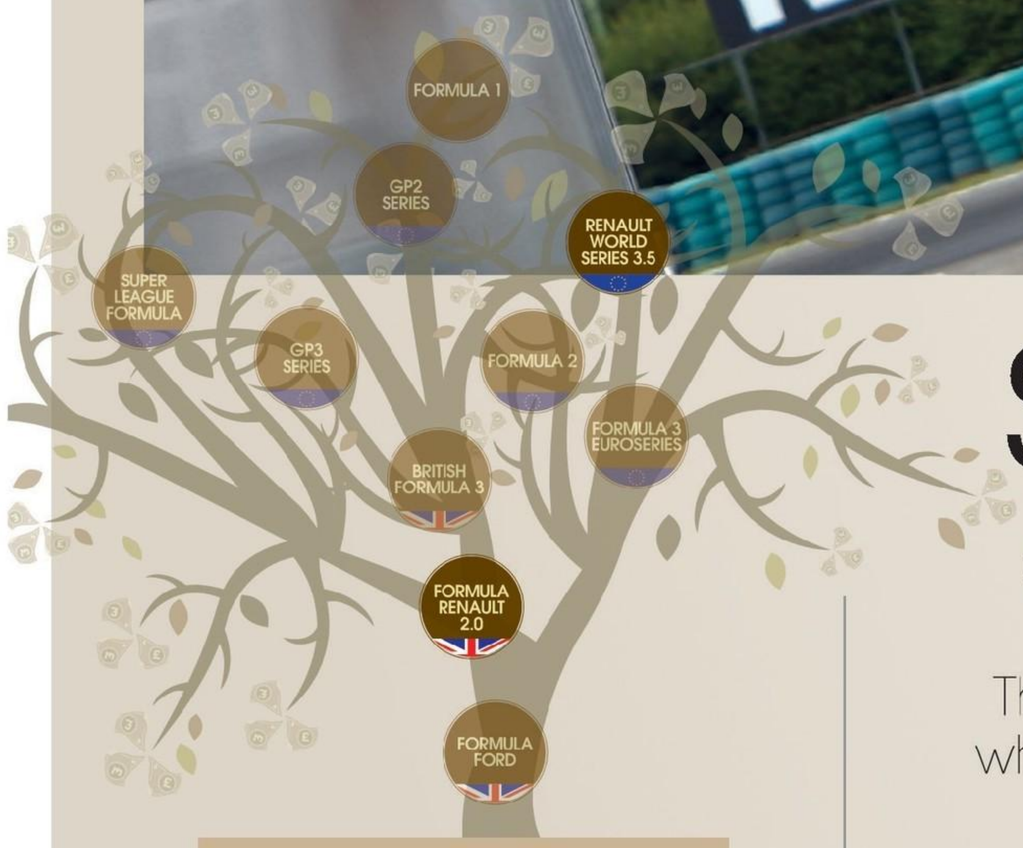
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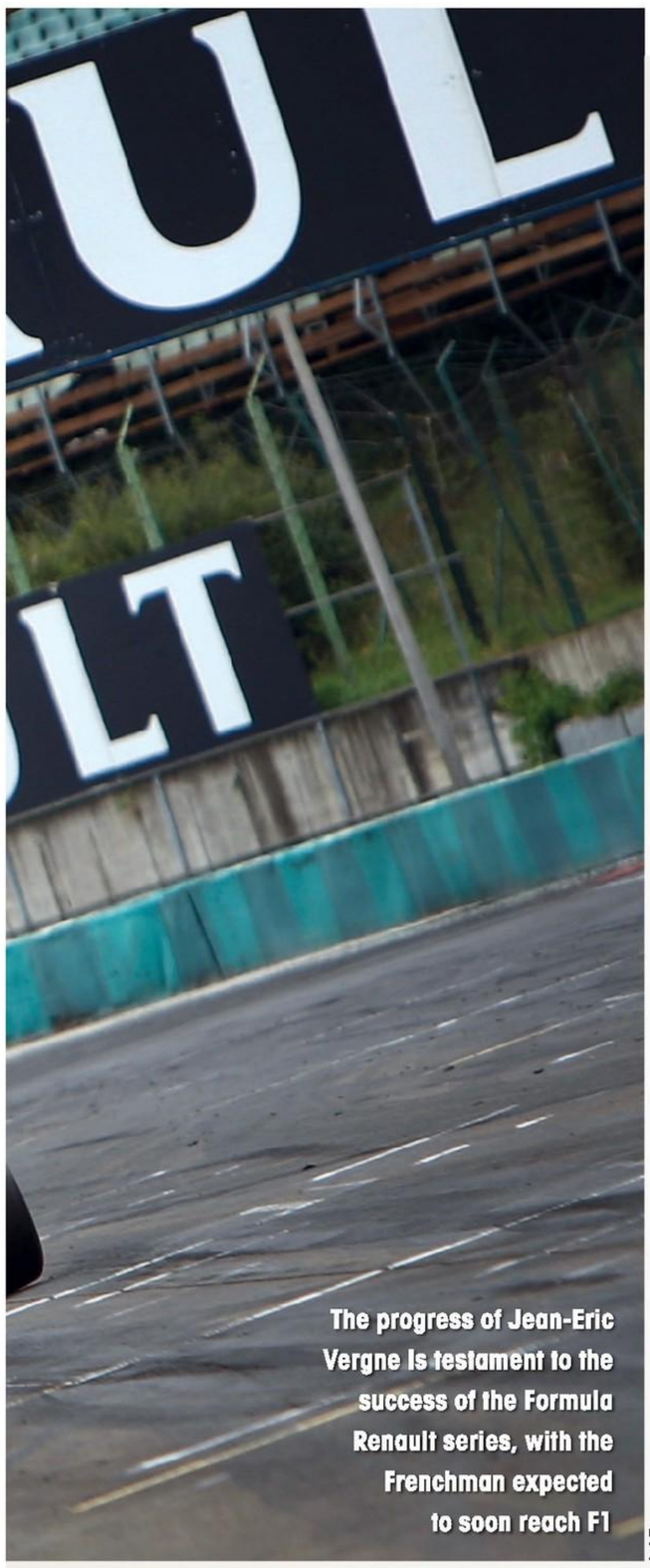
The French manufacturer has two major series which between them can help a driver through to the top echelon of the sport

BY ED FOSTER

With the Formula Renault 2.0 and 3.5 championships, the French manufacturer provides two vital branches on our motor racing Money Tree. Formula Renault 2.0 is a 'slicks and wings' entry-level series that has nurtured the likes of Lewis Hamilton and master of the overtake, Kamui Kobayashi.

In 2005 Renault created The World Series by Renault, which is not to be confused with the Formula Renault 3.5 championship. WSR is a 100 per cent Renault race meeting that includes the 2.0 and 3.5-litre single-seater championships, as well as the Clio Cup and Mégane Trophy.

FRenault 3.5 is a perfect stepping-stone to GP2 or, more often, F1. You only need to look on the next page to see the calibre of driver it produces. The £620-850,000 price tag for a season of racing may seem like a lot, but compare it to GP2 (£1.3-1.7m) and it starts to look like very good value.



The progress of Jean-Eric Vergne is testament to the success of the Formula Renault series, with the Frenchman expected to soon reach F1

LAT

THE HISTORY

Formula Renault 2.0 series run all over the world, but the start of the first Formula Renault championship can be traced back to 1971 when the *Critérium de Formule Renault* was held in France.

The Formula Renault UK Championship dates back to 1989 when it was founded by the BARC. Although the BARC Formula Renault series has run since 1995, Renault took over the main championship in 1990 and has looked after it ever since.

Formula Renault 3.5 has morphed out of the Spanish Formula Renault Championship that ran between 1991 and '97. Japanese manufacturer Nissan took the reins in 1998 and carried it through to 2004, crowning the likes of Fernando Alonso and Heikki Kovalainen as champions along the way.

In 1999 Nissan Motors and Renault SA entered into the Renault-Nissan Alliance, which involved the French manufacturer buying part of the ailing Japanese make. This in turn led to Renault's involvement in the World Series by Nissan in 2005. Its existing Formula Renault V6 Eurocup combined with the series to make Formula Renault 3.5, and a Renault V6 replaced the Nissan powerplant.

There are plenty of changes on the horizon, as Renault has announced a brand-new car for 2012. The new racer – which will follow in the wake of the latest GP2 car introduced this year – will feature a chassis built in conjunction with Dallara, new tyres from Michelin and a new engine from Zytek. The specially designed 3.4-litre V8 will churn out 530bhp compared to the current V6's 425bhp and the new racer is expected to be two seconds a lap faster than the existing machine.

TOP DRIVERS WHO HAVE COMPETED

As with Formula Ford, there is a long list of motor racing champions – from Formula 1 to World Touring Cars – who honed their skills in Formula Renault 2.0 and Formula Renault 3.5. Here are the most notable current F1 drivers:

FORMULA RENAULT 3.5

FERNANDO ALONSO *1999 champion*
HEIKKI KOVALAINEN *2004 champion*
SEBASTIAN VETTEL *Running first after seven races in 2007 before being promoted to Formula 1*



LAT

FORMULA RENAULT 2.0

LEWIS HAMILTON (above) *2003 champion (UK series)*
KAMUI KOBAYASHI *2005 champion (Italian series)*
PASTOR MALDONADO *2004 champion (Italian series)*
FELIPE MASSA *2000 champion (Italian and European series)*

THE PROS AND CONS

+ Fifty per cent of current F1 drivers have raced in one of the Renault championships. They are clearly vital steps on the Money Tree.

+ Even though Formula Renault 3.5 is a step below GP2 it is considerably cheaper than the F1 support series – as much as £1m less a season – and some drivers have progressed to the top echelon of the sport without the help of GP2.

+ You can compete in Formula Renault 3.5 and be an F1 reserve driver as the race weekends don't clash – the GP2 rounds do.



Jakob Ebrey

ONES TO WATCH

JEAN-ERIC VERGNE

After two seasons in Formula Renault 2.0 in 2008-09 Vergne moved to the British F3 Championship, where he won the title with six races remaining. In 2010 he also contested six races in Formula Renault 3.5 and finished an impressive eighth in the series. So far he has won three 3.5 races this year and leads the points. Vergne is well on his way to a promising F1 career.

ROBERT WICKENS

After winning the 2006 Formula BMW USA series, Canadian Wickens has spent the past five years competing in various Formula Renault 3.5 races alongside other championships. He came second in the 2009 Formula 2 Championship and the 2010 GP3 series, and is having a strong season in Formula Renault 3.5 this year. He is currently second in the points behind Vergne.

+ With the new car next year Formula Renault 3.5 will take a step closer to GP2 in terms of performance. It will help younger drivers get to grips with powerful single-seaters earlier in their careers and at less than half the cost.

+ Formula Renault 2.0 is a well-recognised championship and has been for many years. Alain Prost, René Arnoux, Didier Pironi and Kimi Räikkönen have all passed through the series.

– As with all single-seater careers there are different routes drivers can take. Adrian Sutil, Michael Schumacher, Nico Rosberg, Sergio Pérez, Nick Heidfeld, Timo Glock, Jenson Button and Rubens Barrichello are all proof that you can reach Formula 1 without competing in either of the Renault championships.

– There's a performance differential between the top teams and those at the back of the grid. A good driver may not get the break he/she needs if they are in a small team with a small budget. However, this is what motor racing is all about...

– Renault may be adamant that next year's new F3.5 car will come at no extra cost, but the costs of competing are sure to rise.

WHAT THE TEAMS SAY

Richard Dutton is team principal of Fortec Motorsport, which has won eight drivers' titles in Formula Renault 2.0 UK since 2002.

"It's a great championship, and it's in a good place between Formula Ford and Formula 3. At the moment the British championship isn't that strong, but it will improve with the new three-race format. The Eurocup is very strong, but I'm sure that's benefitted from Formula BMW stopping and those drivers needing somewhere to go.

"The cars are actually quite difficult to set up, but much of it is attention to detail and hard work. You also do a lot of work with the drivers on simulators, you look at masses of data and past films. The more effort you put in, the better you'll be. You've got to be good every weekend, though, as winning these championships isn't about being on the pace one week and not the next – you've got to be there every weekend."

Trevor Carlin is the director of Carlin Motorsport. The team runs in British Formula 3, GP3, GP2 and Formula Renault 3.5. Jean-Eric Vergne – who currently leads the 3.5 championship – drives for Carlin.

"GP2 really is the only alternative to Formula Renault 3.5. The Renault championship is much cheaper, but both teach you the same sort of thing. Some people want to be on the F1 support grid, while others want to get more mileage in Formula Renault 3.5. They both deliver quality drivers – if you win either championship then you're very good.

"In terms of being quick it's the same as most categories – it's a case of getting the car right on any given day. The beauty of Formula Renault 3.5 is that you get plenty of track time on Friday to fine-tune the set-up. When you get to Saturday though the drivers have to be really on it, as they get two new sets of tyres and have to go for it."

COMING SOON...

OCTOBER ISSUE: BRITISH FORMULA 3 & FORMULA 3 EUROSERIES
NOVEMBER ISSUE: FORMULA 2 & SUPERLEAGUE FORMULA
DECEMBER ISSUE: GP3 & GP2 SERIES



New Snetterton, more excitement

The Norfolk track's new 300 layout has got the thumbs-up from the BTCC's stars – and that's before they drive it in anger

ON AUGUST 6-7 THE BRITISH TOURING Car Championship will race on the new Snetterton 300 layout for the very first time. British Superbikes raced at the Norfolk track on July 1-3, when an astonishing 43,000 people turned up to watch, but this will be the first time the new configuration has been tackled by a high-profile car championship.

Snetterton has always been famous for its speed. However, this year everyone on the grid will be facing a very different proposition with the new twisty infield section. The drivers have all tested on the new layout and have been extremely complimentary about the changes. It's certainly a case of a great track being made better – a rare feat nowadays.

"All of it is a challenge, but it's the first half of the lap where all the major changes have come," Matt Neal commented in testing earlier this year. "That infield section is a challenge all on its own. In a race situation it's the sort of section where errors will creep in and lead to quite a bit of ganging up and lots of overtaking opportunities."

"Hats off to MotorSport Vision – they've done a fantastic job in providing an interesting circuit," remarked Mat Jackson. "Snetterton used to be a power circuit and fast cars would always come here and dominate. It's still got fast elements, but now there's a technical side to it as well so you need to cover both of those areas with a good chassis and a good engine. You've got a lot of hard braking areas where you come from high to low speed and that will promote overtaking."

Andrew Jordan added: "When I saw the pictures of the new circuit I thought it looked

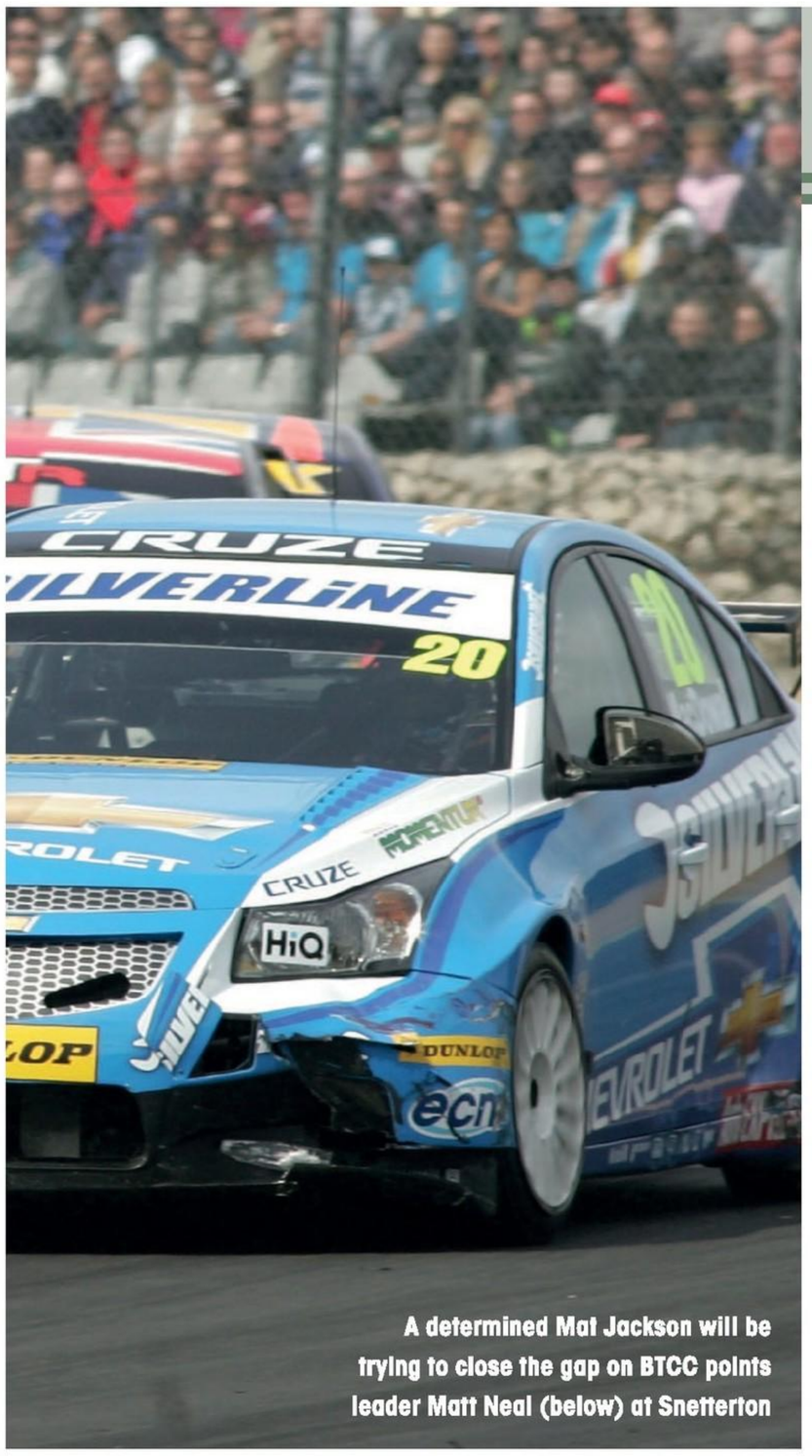
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A determined Mat Jackson will be trying to close the gap on BTCC points leader Matt Neal (below) at Snetterton

alright, but having driven it, it's certainly challenging and it will make for good racing."

It's not just the layout of the track that has changed, though. There have been huge amounts of money spent on making sure that spectators can see all the action on the infield section. Not that the BTCC drivers needed any prompting, but as part of the redesign MotorSport Vision boss Jonathan Palmer was keen to make sure there were plenty of overtaking opportunities around the track. "I've really tried to build an intelligent design so that it encourages overtaking and makes it exciting to drive around," he said after the developments were finished in March this year. If the British Superbike crowds in July were anything to go by, the BTCC races on the new Snetterton 300 layout will be a resounding success.



Matt Neal is currently out in front in the championship with Mat Jackson and Gordon Shedden in second and third places respectively. There's not much to choose between them though as only 40 points cover the top six. Jackson, the 2006 SEAT Cupra Champion, may be nine points away from Neal, but he is adamant that he can take the fight to him. "We can definitely win it," he said of the championship. "I think we have the credentials, both team and driver, to take the fight to Neal and Team Dynamics who run the Hondas. Yes, we're an independent team, but we've kept them honest up to now and we've still got lots more development to do on the car.

"There's no escaping that they [Neal and Dynamics] have greater resources with factory support from Honda, and they've been around a lot longer than us and have won it twice before. But we are the hungry ones and we're prepared to fight to the death for it." We suspect that new BTCC driving standards advisor Jeff Allam may be opposed to a driver 'fighting to the death' for a race win, but we doubt many fans will have any argument with Jackson's statement.

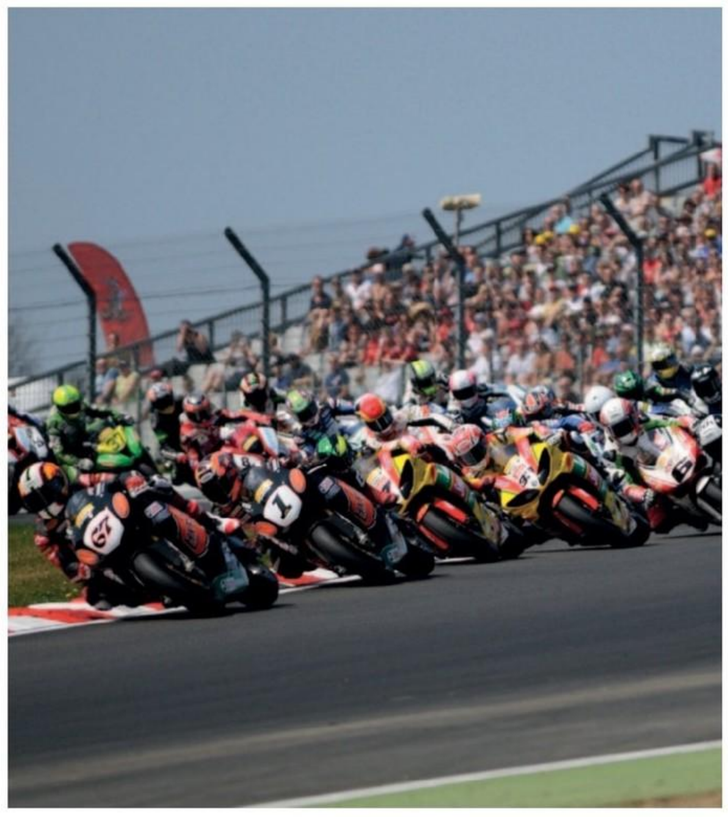
Add to this Jason Plato's recent comments over engine parity between his normally aspirated Chevrolet and his turbodiesel rivals, and come Snetterton the politics should have reached boiling point. The Newcastle-born racer is currently 40 points behind Neal and if he wants to secure back-to-back titles he is going to have to hope that any engine parity problems are sorted. Either that or add Plato to the list of drivers who will be 'fighting to the death' for race wins.

The BTCC has always produced fantastic racing and the Snetterton weekend will be no different. It will be the sixth out of 10 rounds and will mark the halfway point in the championship – if any of the drivers have title ambitions, Snetterton will be where they need a strong weekend to set them up for the final four rounds.

There may be three races for the British Touring Cars over the weekend, but even without them, Snetterton is in for a great weekend of racing. There's a long list of high-profile support races in the shape of the Ginetta Junior Championship, Formula Renault UK, Porsche Carrera Cup GB, Renault Clio Cup and Ginetta G50 Cup.

Porsche 911 GT3 Cup cars going into Riches three abreast, Ginetta G50s hammering down Bentley Straight and even Lewis Hamilton's brother Nicolas in a Clio Cup car – it will certainly be an action-packed couple of days.

Race day tickets start at £25 and can be bought at www.snetterton.co.uk or by calling 0843 453 9000.



British Superbikes face showdown

THE 2011 BRITISH SUPERBIKE CHAMPIONSHIP started back in April and has taken in circuits all over the UK. However, when the series arrives at Cadwell Park on August 27, it will mark the end of the first phase of the championship. After the Cadwell round only the top six riders in the standings will be eligible to compete in the end-of-season, seven-race 'Showdown', so the meeting on August 27-29 will be one of the most important of the year.

Two-time British Superbike Championship winner Shane Byrne looks comfortable at the top of the standings with 201 points compared to ex-MotoGP star John Hopkins' 182. But when *Motor Sport* closed for press there were still another three rounds remaining before the 'cut-off' and everything to play for. Only 12 points covered the crucial sixth to tenth positions in the championship and any one of those riders could make the Showdown.

The August round at Brands Hatch is one of the biggest on the calendar and spectators are in for a treat this year with its triple-race format. A race on the Saturday followed by two on the Sunday will mean thousands of spectators camping out over the weekend, creating a proper festival atmosphere. Add to this the fact that both layouts of the famous Kent circuit are being used for a BSB event for the first time and the weekend looks unmissable.

One member of the *Motor Sport* team has just come back from the Isle of Man TT and spent the last month telling everyone just how exciting bike racing is. The editorial team didn't need much persuading, and we doubt you will either.

Race day tickets start at £25 for both events and can be bought at www.brandshatch.co.uk or www.cadwellpark.co.uk, or by calling 0843 453 9000.



Paul di Resta led the charge at Brands last year. Bottom: Bruno Spengler and Martin Tomczyk are the form men this season

DC adds to DTM's attractions

THE DTM WILL MAKE ITS ANNUAL TRIP TO BRANDS Hatch on September 4 . At the time of writing only three points separated Canadian Bruno Spengler and German Martin Tomczyk at the top of the championship table. No surprises there though, as the DTM is always hotly contested.

Last year current Force India driver Paul di Resta won the championship, but it was only by four points after 11 rounds. Before di Resta successfully made the move to Formula 1, the DTM was considered a cul-de-sac in terms of a racing driver's career. If the current crop of drivers needed any more incentive to win the German-based championship, then they certainly have it now.



The machines may look like touring cars, but underneath the silhouette shell lurks some seriously powerful machinery – a 470bhp V8 to be precise – and on the tight and twisty Brands Hatch Indy circuit they are a sight to behold.

This year is also ex-F1 driver David Coulthard's second season in the championship. The current BBC F1 commentator (below) has had a tough start getting used to the cars, but has already showed signs of significant improvement and picked up his first point at the Norisring in July with an eighth-place finish. Coulthard isn't the only Brit in the championship, though. Gary Paffett, Oliver Jarvis, Jamie Green and Susie Stoddart will also be racing and will no doubt be given a warm reception when they exit the pitlane for the first time and hammer up to Druids.

If you haven't seen what these racers look and sound like when they sweep through Paddock Hill Bend on a hot lap then you are missing one of motor sport's delights.

Race day tickets start at £25 and can be bought at www.brandshatch.co.uk or by calling 0843 453 9000.





E-types to top the bill at Oulton Park

THE OULTON PARK GOLD CUP WAS FIRST HELD IN 1954 as a non-championship Formula 1 race when it was won by Stirling Moss aboard a Maserati 250F. Since then the race has been held for Formula 2 machines, British Touring Cars, Formula 3 racers and, of course, historic cars.

Nowadays it is classed as 'the north west's premier historic car event' and on August 28/29 Oulton Park will be packed with historic F2, F3 and Grand Prix cars, as well as Formula 5000 racers and classic touring cars.

Over 400 vehicles will be on track over the two days and the highlight event this year is the Jaguar E-type Challenge, celebrating the model's 50th anniversary. The first round of this series was held at the Brands Hatch Superprix on July 1-3 (above) and was oversubscribed. Graeme Dodd led the field of 34 cars home after 15 laps, finishing two seconds ahead of Jon Minshaw. Minshaw – who put his E-type on pole and took fastest lap of the race – will no doubt be keen on taking the top step of the podium at Oulton Park.

The Historic Touring Car Championship will also be a crowd favourite. The championship caters for saloon cars that were in production before 1966 and are allowed to be developed in line with period modifications. Mini Coopers go head-to-head with Ford Mustangs, while Ford Anglias, Lotus Cortinas and Ford Falcons also race. It always provides some spectacular action, especially at Oulton Park.

Standard tickets start at £17 and can be bought at www.oultonpark.co.uk or by calling 0843 453 9000.

FORTHCOMING EVENTS

AUGUST 5-7 BRANDS HATCH GP **BSB**
AUGUST 6-7 SNETTERTON 300 **BTCC**
AUGUST 27-28 SNETTERTON 200 **Citroën 2CV 24Hrs**
AUGUST 27-29 CADWELL PARK **BSB**
AUGUST 28-29 OULTON PARK **HSCC Gold Cup**
SEPTEMBER 2-4 BRANDS HATCH INDY **DTM**
SEPTEMBER 25 SNETTERTON 200 **Modified Live**
OCTOBER 1-2 BRANDS HATCH GP **BTCC**
OCTOBER 7-9 BRANDS HATCH GP **BSB**
OCTOBER 15-16 BRANDS HATCH INDY **FFord Festival**
OCTOBER 29-30 BRANDS HATCH **Truck Superprix**
NOVEMBER 5 BRANDS HATCH INDY **Lotus 1000Kms**
NOVEMBER 19 BRANDS HATCH INDY **Britcar night race**









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This Island Race

Riders risk life and limb, the health and safety brigade despairs, and yet the Isle of Man TT shows no sign of slowing down. Standing roadside, it's easy to see why

BY ED FOSTER

Andy Hooper/Solo Syndication

Creg-Ny-Baa, at the end of the mountain section, wedged on to a bank filled with spectators. There's no fencing, and while there was a sign saying 'no admittance', this is now under someone's bum, keeping him dry. The bank's only two or three feet high and if we reach out we can touch the Tarmac which the riders will be zipping over any second.

Conversation stops the moment we hear a lone 600cc machine hammering out of the previous corner, Kate's Cottage, snapping up through the gears. The wail of the engine gets louder and louder and it's only when the bike, with 17-time TT winner John McGuinness on board, screams past us that it sinks in.

We'd watched the film *TT3D: Closer to the Edge*, we'd seen countless onboard laps on YouTube and listened to plenty of ex and current riders talk about the Isle of Man TT. However, it isn't until McGuinness goes past, flat out, brushing the grass with his left leg, that realisation hits home just how breathtaking it is. We'd always considered the Nordschleife the most dangerous track in the world, but on reflection... The Isle of Man TT is top of the pile when it comes to the shortening list of still-sanctioned, out-there loopiness in motor sport.



"I've never pulled so many birds on the IoM!"

JOHN McGUINNESS

The 37.73-mile-long TT mountain course, which had its 100th anniversary this year, has always been regarded by many as the pinnacle of bike racing. Two-wheeled racing began in 1907 four years after the first car race – the Gordon Bennett Eliminating Trial, held on the island after the 1903 Motor Car Act restricted cars to 20mph on the mainland. In 1911 the circuit was moved from the St John's short course in the west to the Snaefell Mountain Course, the track they ride today.

Telegraph poles are covered with padding and on some corners there are barriers, but the course remains largely unchanged from what it is for the other 50 weeks of the year – a public road. It climbs from sea level to 2034ft, riders negotiating everything from tram tracks to bridges that throw both wheels off the ground, and yet the lap record stands at an astonishing average speed of 131.578mph, set by McGuinness in 2009. Watch modern car racing and you might think 'if I was young and fit, and did a bit of practice, I could do that'. Well, there's no way any sane person would ever think that about the TT.

Valentino Rossi did a (relatively sedate) lap of the track in '09 and concluded that you needed, "a lot of bravery to be quick. I'm glad that it is no longer a round of the World Championship [which it was between 1949-76]. This race, it's not just a race... for the riders who do it, it's like a battle against the course." As *Motor Sport* boarded the flight to the Isle of Man we found ourselves sitting in front of 2006 MotoGP champion Nicky Hayden. The question was irresistible: would he like to race in a TT? "I don't think it's for me," was the reply.

It's not unheard of for riders purposefully not to have a girlfriend, wife or children because they know that every time they head out there's a chance they won't come back. In 2011 alone three TT competitors and four visitors died. The visitors were on their own bikes, no doubt pressing on. But, as Bob the taxi driver told us one evening, "we don't count those".

"It's not as challenging as it used to be," says a nonchalant Guy Martin, while flicking through the latest edition of *Motor Sport*. Martin has yet to win a TT, but has shot to fame thanks to starring in the recently released film about the Manx races and is, in the nicest possible sense, slightly unhinged. He speaks so quickly in his broad north Lincolnshire accent, jumping from topic to topic, that it takes a while to compute what he's said.

He opens the magazine and spots a dealer advert. "Ooo, Ferrari F40, we like those don't we?" Giving him a copy of the magazine before the interview was clearly an error. We push on. So is riding the TT course no longer a challenge? "Not now, no. It used to be... it's always a challenge to do a decent lap time, but I don't see the *event* as a challenge. It's a get-out. I work full-time [as a lorry mechanic] so to take two weeks off to go racing is just a good escape. It's much better to be here than at work, isn't it?

"I just love the buzz. I *love* the buzz. If I didn't compete in the TT I'd do something else to get it. I've never taken drugs in my life and I'm not into that sort of thing. I do mountain bike races and things like that to try and replicate it, though." This coming from the man who made a BBC documentary about rebuilding a canal boat – the most sedate transport in the world. "Everyone gets the buzz in different ways. I put the visor down and set off, but it's not like I get a buzz then. I get it in tricky situations on certain parts of the course. I think 'f****** hell' when I have a massive moment, like I had yesterday [at Union Mills on the 600cc machine]. Wow, that was probably the nearest to death I've come."

This prompts mention of the crash he had in last year's Senior TT when he got it wrong on the third lap at Ballagarey – or Ballascary as it's better known. Martin's Wilson Craig Honda exploded in the 170mph crash and he emerged from the fireball with bruising to both lungs and fractures to the upper spine. It was a miracle he escaped at all. Surely that was pretty close to death? "Nah, last year was big, but not compared to yesterday. I was heading towards this wall at 140mph, picking which bit of it I was going to hit, and for some reason I ended up back in the seat coming out of it. I don't know how it happened, but it was just one of the biggest moments ever. Once you've done that, that's all you ever want to do."

You can understand Martin's eagerness to win a TT, especially when you learn that he's notched up 13 podiums. "The track's the main thing that makes it so special," says McGuinness who won the 2011 Senior and the Superbike TTs. "It's the longest track in the world, it's the most famous, it's the hardest and it's the most dangerous. It's unique because it's just you against the clock [riders set off 10 seconds apart]. It's just you and your machine – it's the ultimate test."

In typical fashion I had organised my trip very late. Such is the event's popularity I soon realised that my stay on the Isle of Man would be in a campsite rather than a hotel. What concerned me more was that the only hire car left on the island was a pink, soft-top Nissan Micra, which would cost £185 for three days. I politely declined. It turned out to be no problem at all as the usually sleepy island is transformed into a biker's paradise for two weeks. If you're standing on the side of the road with your thumb up and a helmet by your side, there aren't many people who won't stop. Thankfully I missed 'the naked biker' who ➤➤➤









Clockwise from top left: 2011 Superstock TT winner Michael Dunlop's Street Sweep Kawasaki powers down from Kate's Cottage; Gary Johnson (East Coast Honda) corners Creg-Ny-Baa on his way to victory in the second Supersport TT race; the irrepressible Guy Martin is still chasing his first TT win; Dan Stewart's BMW negotiates the houses on Kirkmichael Main Street; TT Superbike winner John McGuinness gets close to the crowd at Ballaugh



had managed to do a lap of the track wearing nothing but his helmet, gloves and boots. "Obviously the man is exposing himself, so that is one offence we could look at," said Inspector Mark Britton in a statement afterwards. "We will see what we can do within the confines of the law. Yes, it's a bit of fun, but that could have gone badly wrong. If he'd fallen off, even at a low speed, he could have had substantial gravel rash." A master of understatement, this copper.

Back to Martin's 'massive moment'. Had it been hard to get back on the bike after last year's accident? "Not at all, but they wouldn't let me on a bike for two months. I was fine, I was 100 per cent and I was racing push bikes two weeks after I'd done it. The problem was that because I'd broken my back they stopped me from going anywhere near a proper motorbike. Two bloody months without racing my bike!"

Getting back to racing after an accident is the priority for these guys in most cases, and as the week progressed it became clear that none of them had any problems carrying on after a 'big one'. Ian Hutchinson, who won all five TT races in 2010 – the first person ever to do so – had a terrible accident at the end of the year in the British Supersport Championship race at Silverstone. He came off on the first lap in pouring rain and was then run over by another bike. Sixteen operations and skin grafts later, and it was clear he wouldn't be defending his TT wins. "Physically I got myself prepared to come back, but there's nothing I can do about bone healing," he says before doing a parade lap with a titanium brace on his left leg. "Having been told I might lose my leg three times I don't want to be told again. Last time I sat on the bike my leg got snapped off and now I'm off round the TT track on a full-blown superbike in the wet. It could be interesting. I should be able to ride... the downshifts are going to be the hardest bit, but as long as we can upshift then we can go fast."

The list of comebacks is endless. Manxman Conor Cummins came off at the super-fast Verandah last year and was flung like a rag doll down the mountain, finally coming to a halt 200 yards from the road. He broke his back in five places, dislocated his leg and destroyed his knee. He broke his upper arm in four places, his pelvis and shoulder blade, and bruised both lungs. He was back in 2011, running in the top 10.

"The thing with the TT is that you've got every element thrown at you," says McGuinness while furiously signing posters in his motor home. "You've got high winds, dust on the track, different grip levels up there and down here, and the bike's got 220bhp so it's doing 200mph on the straights. You don't even get a rest then unless you want to get blown off it.

"At the start you shut your visor and your mind goes blank. Everything else in your life fades away as you look down Glencrutchery road. It's an hour and 45 minutes of intense concentration... well, your mind does wonder. You spot people in the pub with a pint, one or two cooking sausages. You can smell them. I've also hit lots of birds this week. I've had pheasants through the screen and all sorts. I've never pulled so many birds on the Isle of Man!"


Martin flies across Ballaugh Bridge for third place in the opening Supersport Class race

> "There really is *nothing* like this place. Nothing. I've got to win a TT"
>
> GUY MARTIN

Two hours later McGuinness finishes second in the 600cc Supersport TT. This time, thankfully, without hitting any pheasants. He does bring the press conference to a halt though with one of the most bizarre pronouncements ever: "It was a good race, but one problem I had was that I went over a bump going down Bray Hill on the first lap and my foreskin came back. I then had an hour and a half of chafing." There is uncontrollable laughter in the press room and a look of shock on the interviewer's face. "What?" McGuinness asks. "I'm not swearing, I'm just stating facts." Formula 1 this isn't.

Someone has worked out that the Isle of Man TT track has claimed five lives for every mile of road. It's not a figure the riders dwell on, but it has clearly ruffled a few health and safety feathers. How long can this race go on? While returning to my tent one night I chatted to campsite owner Bob Kewley. It transpired that he raced the TT in the '60s on a Manx Norton, selling 2500 rabbits in Liverpool to pay for the £250 bike. I asked whether he thought there was any chance the racing would one day be stopped. "People keep saying they're going to stop it because it's too dangerous," Bob admits. "But give every lad that wants to ride it the same chance I had. Let them ride and forget about the dangers. They know what they're doing and they know they might be killed. The way I looked at it was that if I was racing and got killed, well, I was doing something I loved. I'd be enjoying myself one second and gone the next. You can't go out any happier than that, can you?"

"It's all about the buzz," says Martin. "If I'm not getting that then I might as well stay at work, but there really is *nothing* like this place. Nothing. Obviously I'm going to win a TT, I've got to win a f****** TT. It's taking me long enough, isn't it? Once I win one, though, that's it. I'll go and get my buzz somewhere else. I'll win the bugger, then I'll be off."

My week was filled with highs and lows. The lows included a cockerel dawn chorus outside my tent every morning at 3.30am. It turns out when people make noise-cancelling ear defenders they don't take into account the frequency of a cock-a-doodle-do. Another low was the mild panic I felt as rain delayed the start of the Senior TT closer to the departure time of my flight. But it all paled into insignificance next to the atmosphere on the island throughout the week, talking to the likes of McGuinness and Martin and, of course, the unrivalled rush of watching the racing so close at hand.

You may struggle to understand why anyone wants to tackle a 38-mile road course at speeds of up to 200mph with walls and trees ready to embrace any error. But to this special brand of racer it's the biggest challenge they can face – just as it has been for 100 years. No other experience in the world brings them close to what they feel as they hammer through villages at 180mph, brushing walls with their shoulders. At that speed if you set out from London at the start of the Senior TT you'd be in Preston when the flag fell 105 minutes later. Madness? Maybe. The most exhilarating motor sport to watch in the world? Without a doubt. Ⓜ



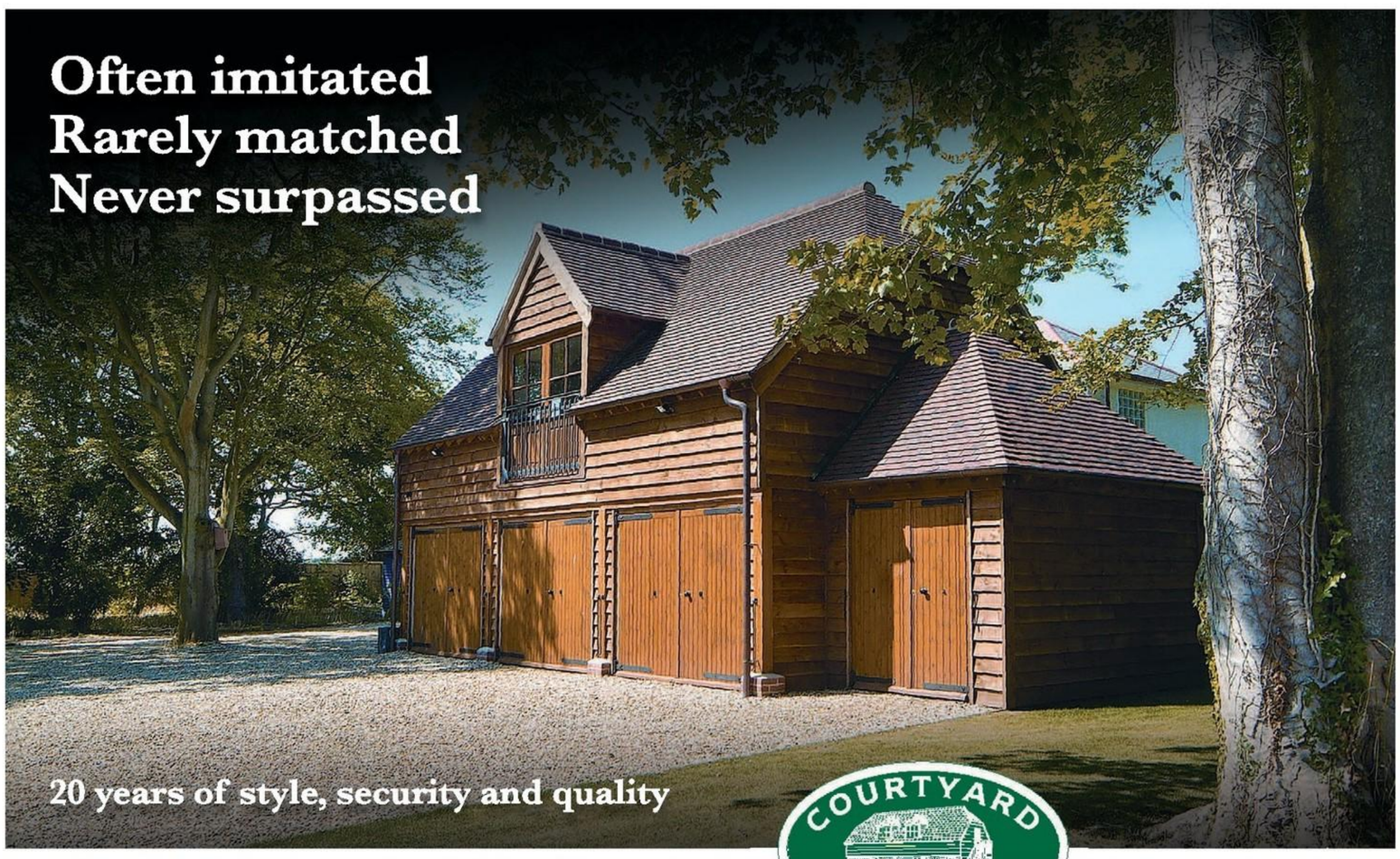
1938 ALVIS 4.3 LITRE SHORT CHASSIS VANDEN PLAS TOURER

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Road cars



by Andrew Frankel

About six months ago I took a day trip to Cape Town and didn't even drive the car I went to see. I flew all night, sat in a passenger seat for a few hours, then flew all night back home again. Sounds mad, I know, but the car I was going to see was the new 911. And for that I'd have flown to the South Pole.

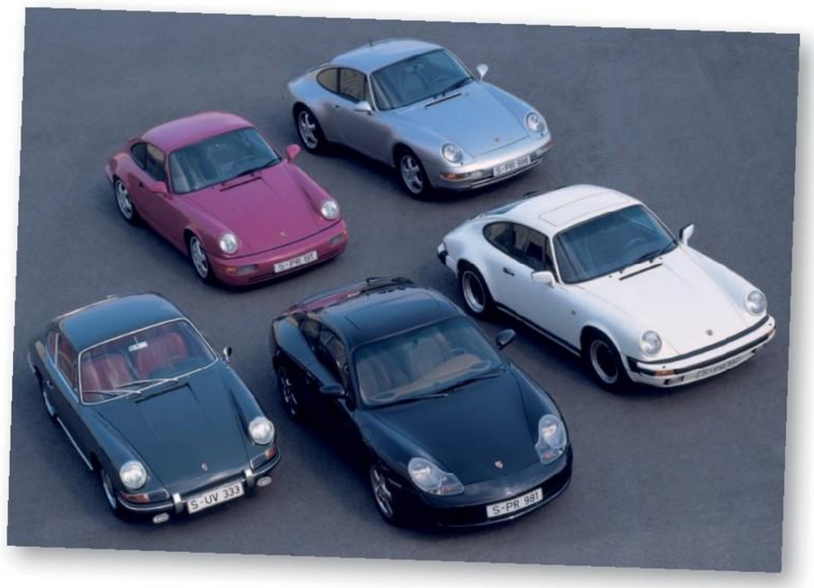
The trip has been under a Porsche-enforced news blackout ever since, so it is only now that I can tell you what I've known for half a year: despite looking similar, the new 911 is a complete departure from any that has gone before.

I find it incredible that this is only the second time in 48 years that the 911 has been replaced. Not updated, facelifted or even comprehensively revised, but replaced. The last time was in 1998 when the last of the air-cooled cars, code-named 993, was replaced by the first of the water-cooled cars, the 996. That evolved into the 997 and that is the series which later this year will give way to the all-new 991.

There are still things I cannot tell you about the 991 but there's nothing to stop me providing as good an idea of what the world's greatest sports car has become as is possible from what are, figuratively speaking, the rather restricted confines of its passenger seat.

The 911 has been changed in three essential ways. None you might think is as fundamental as the decision to cool the motor with what you drink instead of what you breathe as Porsche did in '98, but the cumulative effect is at least as big.

Firstly, Porsche has extended its wheelbase. This is not the first time this has happened, indeed it will be the fourth wheelbase on which the 911 has sat, but this time the change is huge. I can't say by how much but if you armed yourself with a ruler, a profile picture and the knowledge that the car's overall length is near enough unchanged, you could probably work it out for yourself. The signature nimbleness of the 911 has always been primarily a function of having by far the shortest wheelbase in its class (shorter even than its two-seat Cayman and Boxster sisters) and, to a significant extent, this has been traded for the stability and security of a still short but more conventional footprint.



And, proving Porsche really was prepared to think the unthinkable, its steering is now powered by electricity, not hydraulics. This brings surprisingly substantial benefits to fuel consumption and therefore CO_2 emissions but I've yet to drive any car that, dynamically at least, has been improved by it. Many, the new Ford Focus included, have been substantially spoiled by electric steering. Encouragingly its chief engineer told me he knew there was no more important aspect of the car to get right than this, and until it can be driven, you and I will have to take his word for it.

The final rule to be rewritten is the way the car is built. For almost half a century even the whizziest of 911s have been built almost entirely from steel, with aluminium and other materials used strategically and sparingly only where needed. Well now it's the other way around: the 991 is a fundamentally aluminium car, with steel being demoted to a supporting role, employed mainly for safety purposes along the crash paths up and over the A pillars. Built the old way the car would have been 50kg heavier than the 997. As things are, it is a 'can't be divulged but not completely dissimilar' number of kilos lighter.

Porsche has had a good rummage around in the engine bay too, despite the current generation of flat-six being only a couple of years old. The engine in the standard Carrera decreases in size from 3.6 to 3.4 litres but increases in power to 350bhp, while the Carrera S motor stays at 3.8 litres but gains another 15bhp to make 400bhp. Interestingly, of the two 991s I met in South Africa, one had the usual PDK double-clutch transmission, but the other had a seven-speed manual 'box in it. Apparently it's the PDK 'box made manual, and while Porsche has not said that it will make production, nor does it discuss even the existence of any alternative three-pedal transmission.

What's it like? The opinion of anyone who reckons they can give a good impression of any car let alone a 911 without having actually driven it is unlikely to be worth listening to. But I can tell you that even the Carrera feels usefully faster (and with more power and less weight so it should) and both felt utterly secure even when severely provoked through a series of testing downhill turns. They sound good and seem significantly quieter and more comfortable than any 911 seen to date.

But there I have to stop because to do otherwise would be to venture into the world of conjecture. From what I could divine from my privileged but frustrating vantage point, this is going to be the most user-friendly, safe, effective and competent 911 yet. The only question I cannot answer is just the most important of all: whether it really is the thrilling driving machine any 911 worthy of the title must be. I hope it is, I'd guess it probably is, but I won't know for sure until I drive it at the end of the year.



If you have £41,000 to spend on a car there's a lot of fine product out there from which to choose. You could choose from a vast range of mid-sized BMW, Audi or Mercedes executive expresses or plump for a Land Rover Discovery 4 and expect some change from your £41k.

But you won't get a bean back if you buy a new Mini Goodwood (above). Mechanically the car is a Cooper S hatchback, yours for a smidgen over £18,000. To justify more than doubling the price, the Goodwood has a cabin whose transformation has been overseen by interior designers from Rolls-Royce, hence the Goodwood connection. Unsurprisingly then, there are slabs of walnut on the dash, the finest leather upholstery, lambswool carpets and even a cashmere roof lining.

Mini says it's going to make 1000 of these cars and I say good luck to them. If they can find that many people prepared to pay more for a chintzy Mini than Porsche is currently asking for a Cayman, I don't begrudge them a single sale.

People who compare the Mini Goodwood to the Aston Martin Cygnet miss the point. Yes, both use names they don't really deserve to sell dressed-up hatchbacks of comparatively modest origins for colossal sums, but while calling a Toyota iQ an Aston Martin threatens to damage the Aston brand as a whole, evoking the Rolls-Royce connection by calling this Mini after the location of the Rolls assembly plant does no harm to either. For that to happen, it would need to have been called a Rolls-Royce Cooper S and fitted with an Allegro Vanden Plas radiator. And even in a world containing a thousand people rich and crazy enough to think a forty grand Mini a good idea, that would seem a step too far.

MY MOTORING MONTH



BENTLEY TALK WITH JAY LENO (JUST DON'T TELL JAGUAR)

THERE AREN'T MANY PEOPLE with whom I can indulge my borderline obsessive interest in vintage Bentleys, but an invite to share a dining table with Jay Leno (above) pre-Goodwood revealed a man who can talk me into the ground on the subject. He has a 4½, a Speed Six and an 8-litre saloon with Mulliner body, but his real love is his twin turbocharged, 8-litre-powered 3-litre chassis. It has 450bhp and torque of a kind he describes not in words, but a series of grunts and whoops.

I can't begin to explain the incongruity of talking to one of the world's most famous television stars about Forrest Lycett, Jumbo Goddard and the others who took Bentleys to a new level of performance in the post-war years, but Leno doesn't just have an abstract love for these cars, he has a real and profoundly deep knowledge of them too.

Slightly embarrassingly given the table talk, the dinner was hosted by Jaguar, which is why I was able also to talk to its design boss Ian Callum. He is the man who has transformed Jaguar's fuddy-duddy, retro-looking recent past into its exciting, attractive and almost avant-garde present. But he didn't want to talk about that. Instead all that was on his mind was an epic run through the Scottish Highlands in Rob Walker's old TT-winning Ferrari 250SWB, as seen elsewhere in this issue. "It was better than the Mille Miglia," he said, proudly showing photos of Stirling's chariot around the room.



TREATS GALORE AT THE LATEST FESTIVAL OF SPEED

ON TO GOODWOOD AND ITS second Moving Motor Show. Held the day before the Festival of Speed, it proceeded without a hitch. I have a friend who went there not just to enjoy the static elements of the Festival with only a fraction of the weekend crowds, but because he is a real punter in search of a new car. "It's like seeing all the dealers you want to visit lined up in the same street," he said. And, as with all dealers, he got better service from some than others. In one afternoon he got all the information he needed, pored over the products and even got a run around the course. As a Festival devotee he was going anyway, so the MMS saved him a substantial amount of time and helped him come to the most informed decision possible.

The FoS was as compelling as ever. Its secret is its setting: not only are the grounds beautiful, there's enough space to provide something to appeal to people with only a fleeting interest in motors. Where else would you find Lewis Hamilton driving his title-winning McLaren vying for the crowd's attention with a Nissan Juke which progressed up the hill agonisingly slowly on account of being driven the entire way on two wheels?

My favourite moment out of a car was chatting with Sir Stirling Moss and Norman Dewis about their 1952 Mille Miglia. More than anyone else, these two pushed development of the disc brake despite myriad teething problems. Jaguar entered a C-type (the now sadly broken up XKC003) for Stirling to drive, and he took Norman along not to read pace notes but because "he was the only person who knew how to fix the brakes".

Stirling reckons he and Norman are the only two-man Mille Miglia crew surviving today ("at least of those you might have heard of"), the pair having 171 birthdays between them.

Not that you'd know it. I haven't seen Stirling on such bubbling good form in a while – it seems retirement is sitting happily on his shoulders. As for Norman, he'd been given E2A (above left), the unique missing link between the Jaguar D- and E-type, for the weekend. I saw him blast off the line on Friday morning and caught up with him at the top of the hill. I asked how the run went. "Oh, early days," he replied. "I did get the tail out, but only a bit. I'll work up to it – should have her going nicely by Sunday afternoon." If anyone has told Norman he's 90, it's clearly slipped his mind.

Jay Leno was making lots of noise in the Bob Tullius Group 44 E-type but he also had a run up the hill in John Cobb's Napier-Railton, describing it as "the realisation of a childhood ambition". The man was clearly moved and he revealed why. As a lad, when all his friends had pictures of Farrah Fawcett on their bedroom walls, he had a photo of Cobb in the Railton with all four wheels off the ground over the bump on the banking at Brooklands.

EQUIPE FRANKEL CAN'T CUT THE MUSTARD AT DIJON

THIS WAS ALSO THE MONTH IN which I took a week out to drive down to the big historic meet at Dijon. Equipe Frankel had two cars entered, one pitifully off the pace, the other inoperative. We made our excuses and left. Historic motor racing is wonderful most of the time. Then, just occasionally, it sucks.

AUDI RS3

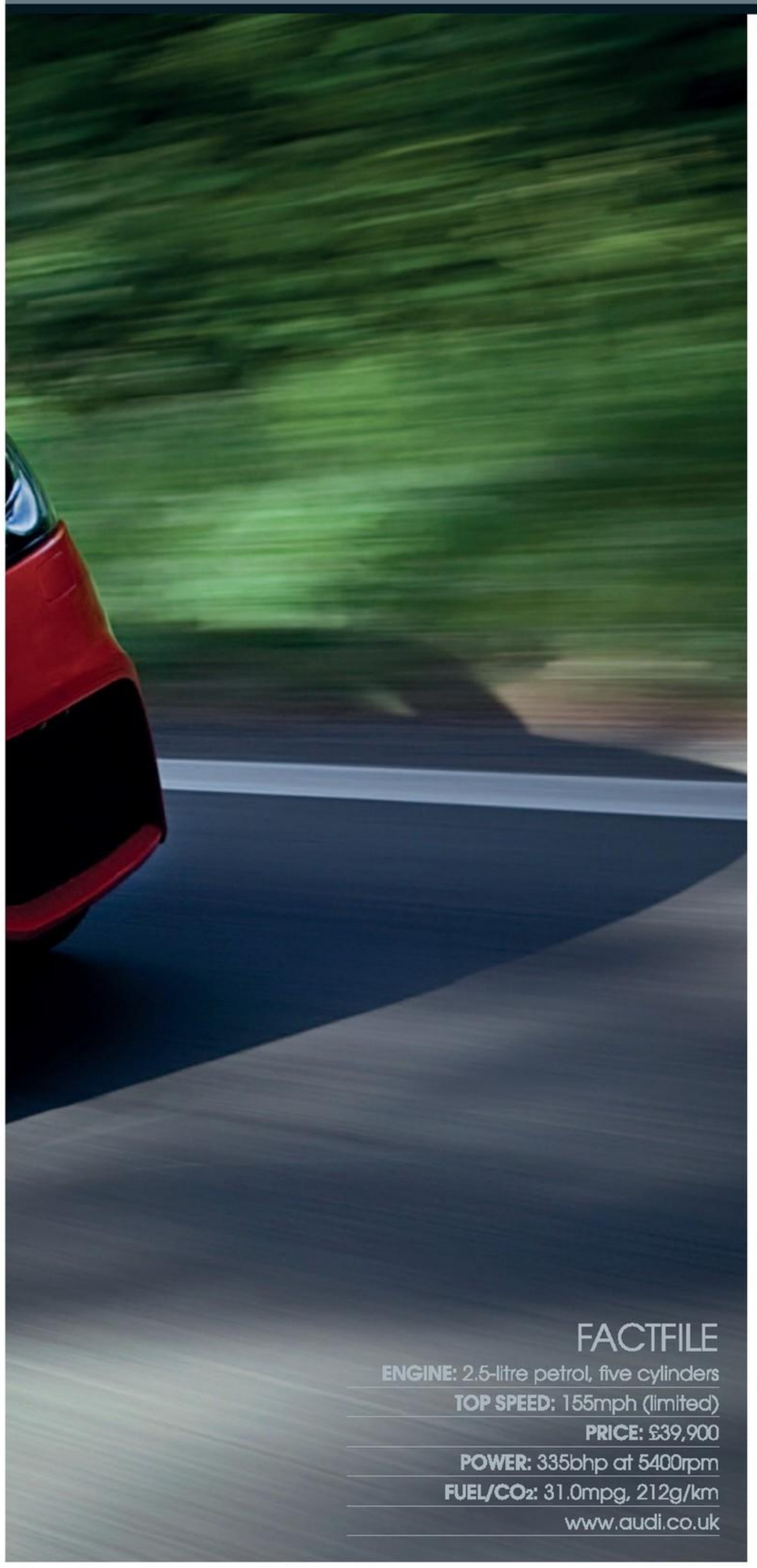
Whatever you may or may not think about fast Audis, you cannot accuse them of being predictable. Every time I step into a new Audi bearing the 'RS' moniker I have no idea what to expect. All these cars are the work of Audi's quattro GmbH tuning house – its equivalent to Mercedes' AMG or BMW's M division – but it gives the impression that each is developed by different teams of people to wildly different standards and all without ever talking to each other.

In recent times we've had the R8 (outstanding) and the RS6 (overrated). The RS4 was brilliant and its RS5 descendant a plausible if flawed successor. But then came the TT RS which could have been the best of the lot but turned out to be the worst, at least of the more recent cars, and by some margin.

What, then, to make of this RS3? Conceptually at least it is very interesting. When so-called hot hatches first appeared in the 1970s and early '80s, some had fewer than 100bhp. Now we are used to seeing them with 200bhp and sometimes even more. But the RS3 packs a 335bhp punch, and now that the Ford Focus RS500 is no longer, that places it in a class of one.

This surprises me because I imagine the idea of providing junior supercar performance in such a compact, practical shape will prove rather appealing in the marketplace. Audi has been clever to spot the niche and plug it, and cleverer still to do it with a car whose four-wheel drive exempts it from all the torque-related issues that either limit the performance of front-drive hatches, pollute their steering or both.





FACTFILE
ENGINE: 2.5-litre petrol, five cylinders
TOP SPEED: 155mph (limited)
PRICE: £39,900
POWER: 335bhp at 5400rpm
FUEL/CO2: 31.0mpg, 212g/km
www.audi.co.uk

For now at least the RS3 is available only in five-door Sportback guise and uses the 2.5-litre turbo five-cylinder motor from the unlovely TT RS in unchanged form. But do not worry about this: there are many reasons not to like the TT RS, but the powertrain is not one of them. Unlike the TT, though, the RS3 is available only with a two-pedal, double-clutch transmission.

A fairly typical tranche of changes make sure the RS3 is capable of safely meting out this power. The all-wheel-drive capability comes from the renowned Haldex system which utilises a multi-plate clutch on the driveshaft. The amount of slip it allows is determined by oil pressure raised by an electric pump in response to slip detected at either end of the car. The system is simple, quick, light and effective and allows infinitely variable transference of torque to either axle. »»»



MERCEDES-BENZ C63 AMG COUPE

THERE IS ON PAPER VERY little that anyone could quibble about regarding this new AMG Mercedes coupé. Not even the price which, at £56,665, is less than Audi charges for its impressive but flawed RS5 rival. True, a BMW M3 is cheaper still, but it is now old and, whisper it, not one of the great M cars even when it was new.

The Mercedes proposition is simple: make a smart coupé out of the C-class to replace the slow-selling CLC-class coupé and stuff the 6.2-litre V8 from its SLS supercar under its bonnet. Actually the motor is substantially detuned from its 571bhp SLS spec, but it'll still dispatch any 911 this side of a Turbo with a twitch of the toe.

The AMG boys have judged the chassis well, too. It's always difficult with cars like this: the standard BMW M3 is quite soft and comfortable, but when you push it, it can become distinctly wayward. By contrast the RS5 is the most fun front-engined Audi since the Quattro, but its ride quality makes you fear for the integrity of your dental work. Mercedes has found the balance, blending an acceptable ride with responsive and neutral handling. I was taken around a track by DTM racer Susie Stoddart and asked her to go, not as fast as she could, but as sideways. And I can vouch for the fact that it will drift until it's worn holes in the tyres.

But there is still something missing, and it's not hard to work out what. AMG has recently rolled out an all-new engine, a 5.5-litre twin turbo motor. And while I would almost always back normal aspiration against forced induction, here I must make an exception. The new engine, currently only available in the big CL and CLS coupés, is so responsive to the throttle, so explosively powerful at anything about idle, and so thunderously evocative to listen to, it makes even the 6.2 seem a little lame. I know it's a ridiculous thing to say about a car that can hit 62mph in 4.3sec, but this is merely a very capable, competitive machine. With the new motor it could be a landmark.

The good news is that the C-class is next in line to receive the ultra-sporting Black Series treatment and I'd bet plenty it will come with the new engine installed. It should be here by the end of the year.

FACTFILE
ENGINE: 6.2 litres, eight cylinders
TOP SPEED: 155mph
PRICE: £56,665
POWER: 457bhp at 6800rpm
FUEL/CO2: 23.5mpg, 280g/km
www.mercedes-benz.co.uk



Further downstream Audi has widened the track of the standard A3, dropped the ride height, stiffened the springs and fitted uprated anti-roll bars, dampers and massive ventilated discs to make sure no nasty surprises await the driver. It even has fatter tyres at the front than the rear. I'm not saying no other car manufacturer has ever done this, just that I can't think of one. If you can, perhaps you'd let us know.

But if the desired effect was to provide the RS3 with neutral handling, the policy has not worked. The RS3 is one of those cars that flatters to deceive – offering a veneer of capability as if it expects its customers never to push hard enough to find what's on the other side. And maybe they won't, but that's hardly the point: you could probably say the same about the typical Porsche Boxster driver, but that doesn't stop Porsche honing and refining the chassis until it responds the way it should





right up to and beyond the limit. When you put an RS badge on an Audi, just as when you put an M badge on a BMW, you make an implied statement about how that car is going to behave, how it is likely to reward its driver. And like too many RS Audis of the past, that badge writes a cheque the car cannot cash.

Let's be clear about this: the RS3 is not a bad car, merely a disappointing one and I'll leave it to you to decide which is worse. In fact for most people on most journeys, most of the time it is a pleasant enough companion. Its ride is a little stiff and its interior certainly not deserving the near £40,000 price tag, but you can forgive it most (if not all) its failings to spend time in the company of its powertrain.

I've never understood why so few car manufacturers have adopted five-cylinder engines. I think they produce some of the best sounds you'll ever hear a car make and despite their inherent imbalance stay smooth right through the rev range. I'd take a five over most V6s and quite a few V8s. And this one is particularly sweet and, despite its immense specific output, impressively responsive too.

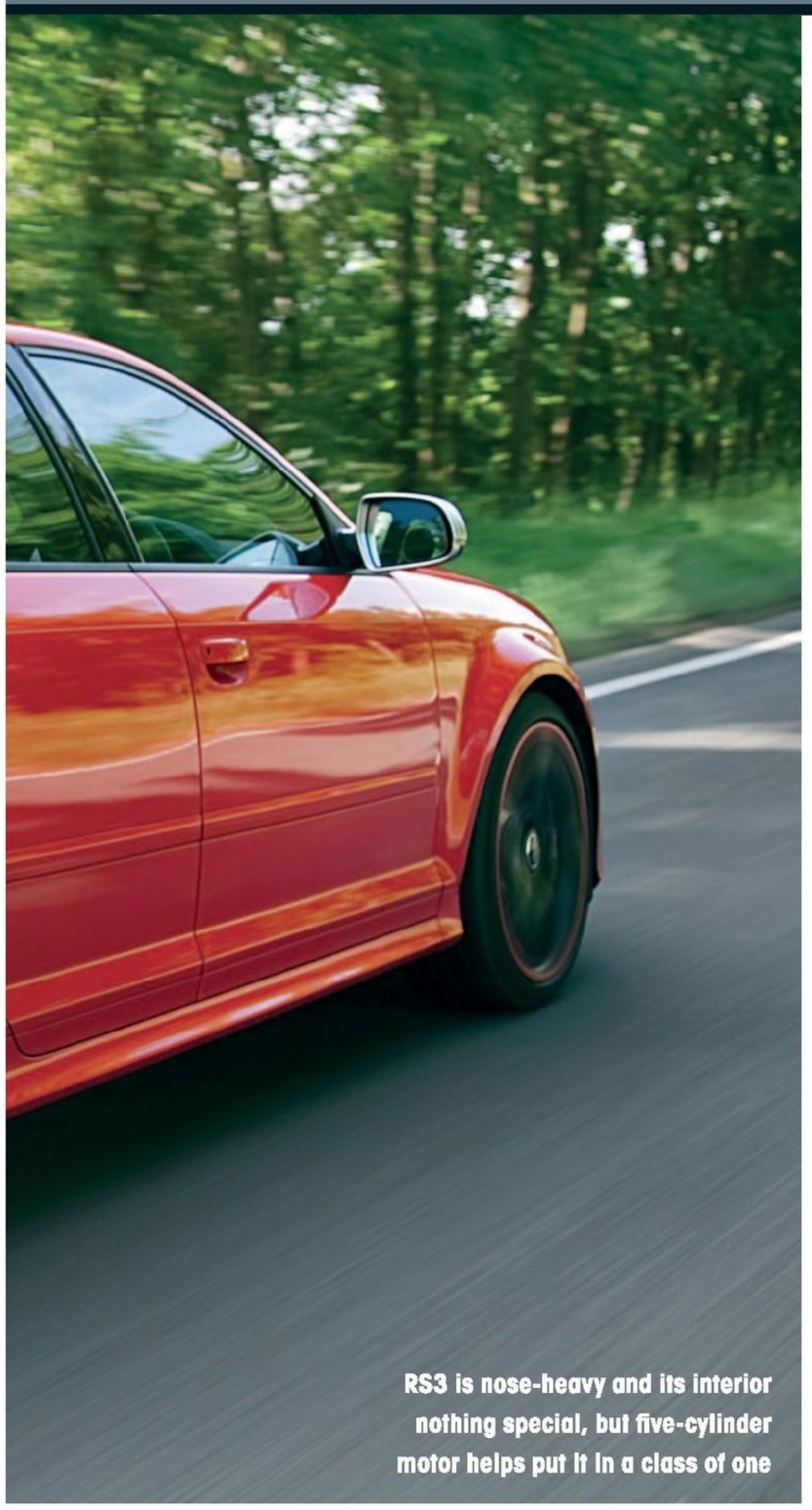


Audi even thoughtfully provides a sport button that increases rather than improves its noise and sharpens up the throttle response a tad.

It is also entirely simpatico with the seven-speed gearbox. I'll still always prefer a clutch but even I am starting to appreciate the way you can make it upshift mid-corner without disturbing the equilibrium of the car to a discernible degree.

Perhaps, however, that says more about the car than its transmission. Were this a true thoroughbred, set up to respond to minute adjustments of throttle and helm, perhaps it would not tolerate such *arriviste* behaviour. Indeed you might argue there is so much stodge in the RS3's chassis that by the time it's realised what's going on, the moment has passed. Rather like stabbing the tail of a Brontosaurus.

I think what I liked least about the RS3 is that it actually promises so much. The duff fast Audis of times gone by never even bothered to suggest they might handle or be fun to drive: they just hoped you'd enjoy yourself so much in a straight line you'd forgive their ineptitude in the corners. The RS3 is not like this: superficially it feels quite good, offering reasonable poise and precision as you increase the effort levels. It's only when you've near



RS3 is nose-heavy and its interior nothing special, but five-cylinder motor helps put it in a class of one

enough decided that this is a car that will reward serious driving commitment that it turns out not to be. Like too many before it, its inclinations are towards pronounced understeer with very little adjustability available via the accelerator. The car feels heavy in general and nose heavy in particular, an impression that fitting tyres one section narrower at the rear does little to mitigate.

And yet, as a car in a class of one, I expect Audi will do well with the RS3. I can see a constituency of people who are drawn to the kudos of owning an RS Audi, quite rightly like the idea of the five-cylinder motor and find its compact dimensions with its five-door practicality eminently suitable to their circumstances. And despite all I've said, I'd not say they would be wrong to buy it. There's nothing else like it out there, which is a powerful point in its favour, and there's no doubting that it works well up to a well-defined point.

But I was still disappointed by the RS3 and feel another opportunity for Audi to show it knows how to build consistently great drivers' cars has been lost.



Fiesta S1600 rewards driver with agility and delicacy – and good value

FORD FIESTA S1600

IT IS FAIR TO SAY THAT THE Ford Fiesta has been a success. It arrived in a market looking to downsize, a cool-looking, great-driving diminutive knight in shining armour for all those who thought small cars could be neither stylish nor fun. It was, and is, both. No surprise then to learn it is also the best-selling car on the continent.

Even so, we have been waiting to see how Ford might add further spice to the package, and rumours persist of an ST version sporting around 180bhp appearing next year. In the meantime, Ford has prepared this S1600 model to tide us over.

Costing just £1500 more than the Zetec S upon which it is based, it could so easily have polluted the great looks of the original, a car which hardly seemed to cry out for the big spoiler, rear wing, chrome pipes, white wheels and stripey paintwork treatment. But it works and works well. Inside you'll find leather everywhere, standard air conditioning and sparkly steel kickplates.

Mechanically, an engine remap boosts power output from 120 to 132bhp and cuts the 0-62mph dash from a sluggish 9.9 seconds to a very respectable 8.2sec.

Driving it is hardly a 'road to Damascus' experience. But on the less famous but probably more fun road to Monmouth through the Wye Valley I enjoyed it hugely, far more than many other hatches with many times the power, not least a certain Audi you'll find on the left of this page.

FACTFILE

ENGINE: 1.6 litres, four cylinders
TOP SPEED: 120mph
PRICE: £15,895
POWER: 132bhp at 6700rpm
FUEL/CO2: 47.9mph, 139g/km
www.ford.co.uk

Ford knows what many other manufacturers either do not or choose to ignore: because these small cars are inherently light, they have an in-built advantage over bigger, heavier machinery. Of course you can overwhelm any potential differential in speed simply by adding more and more power, but what no amount of shove will replace is that feeling of delicacy and agility that accompanies all cars that are light and properly set up.

The Fiesta is already so well set up that its chassis has been left entirely alone, which would seem like corner-cutting were it not so demonstrably up to the job. In short if you think the S1600 looks good, the car itself is even better.





Citroën's DS4 is a disappointing case of style over substance

CITROEN DS4

EVEN CITROEN WAS surprised by the success of its little DS3 hatchback, the 100,000th example of which has just rolled off the line. But it shouldn't have been. For the first time in as long as I can remember, Citroën produced a car that was more than a style statement on wheels: it was actually decent to drive.

So I approached the next product of the sporting DS range, this DS4, with something of a spring in my step. I should have known better. The DS4 is based on the C4 hatchback which claims to be a new car but is, in fact, a reconfigured old C4 and depressingly mediocre as a result.

As its inflated price tag commands, the DS4 sets higher standards both to look at and to drive, but it offers nothing to the enthusiastic driver beyond basic competence. It's not actively unpleasant like the C4, but anyone hoping for the fizz, precision and élan of the DS3 in a more practical shell will be seriously disappointed.

FACTFILE

ENGINE: 2.0 litres, four cylinders
TOP SPEED: 132mph
PRICE: £23,000 (approx)
POWER: 161bhp at 3750rpm
FUEL/CO2: 55.3mpg, 134g/km
www.citroen.co.uk

Rivals like the Alfa Giulietta and Volkswagen Golf are just as classy and far better companions for enthusiasts.

It will be interesting to see if the DS4 sells despite these limitations. If it does it will indicate that its customers care not at all about how such cars perform as long as they look good in front of the neighbours. If, however, its dynamic shortcomings actually hold it back in the same way as the DS3's talents have brought it forward, Citroën should realise its mistake and in future spend just a little more time on the substance of its cars, and not merely their style.





AND THAT REMINDS ME...

A ride around Mercedes' full Stuttgart test track proved more than a little surprising

Actually I don't need much reminding because what follows happened a matter of weeks ago. I am still trying to understand it.

I was at a Mercedes track to test the W165 you'll find on p80. After I'd driven the car, the circuit manager asked if I'd like to see the track.

"It's OK, I've just driven around it."

"No, the full track."

Keen to appear interested, snapper Matt Howell and I climbed aboard his elderly E-class estate and set off, our new-found chum gunning its clearly rather small diesel engine for all it was worth.

But the straight was long enough even for this car to accrue a three-figure speed, and as we steamed past the point I'd been turning off to lap the short circuit again, a very large wall hove into view.

It was an odd-looking wall – vertical and very high, but with stripes painted on it. I couldn't see where the track went: we just kept hurtling towards this wall.

I'm not sure when I realised the wall was the track and the stripes were lanes, but not in time to prepare myself for what was to come. In an instant we were at 90 degrees, my eyeballs being sucked into my head and gurgling noises coming from my mouth. I once looped a Hawker Hunter and saw 4*g* on the dial, and while even Mercedes estates don't come with *g* meters, this seemed like at least as much.

"Again?" asked my friend. I sent a 'no thanks' message from brain to mouth, and was disappointed to hear it say "yes please". Knowing what was coming, the second lap was somehow worse. I tried to look down to see how far we'd fall if the tyres blew, or the engine packed up, but fortunately my neck no longer worked.

If you'd told me my most intense car experience without hitting anything would come in the passenger seat of a Merc estate, I'd have doubted your sanity. As it was the only sanity in question is my own for going back for seconds.



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Ferrari
APPROVED



On the road
WITH ED FOSTER



BRANDS HATCH, KENT

A KNACK FOR ORGANISATION

ORGANISING BODY THE BRSCC HAS NO FEWER THAN 40 RACE SERIES TO CATER FOR



GT cars at the BRSCC's Brands Hatch base and right, chairman Bernard Cottrell

Jakob Ebrey

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

Imagine you are in charge of 40 motor racing championships. Each wants to be a part of 10 meetings a year, and some want those meetings to run over two days, some over one. Got that? OK, now add in the fact that many of these are grass roots series and money is tight – you can't organise back-to-back races at either end of the country. Nor can you interfere with dates already set by headline-promoted series, both national and international.

Fitting 400 race meetings into an eight-month season sounds like a nightmare, doesn't it? Well it is, and once you've go it sorted you can guarantee that various meetings will have to be changed. Did I mention you have to do all this with only four paid staff? Welcome to the work of the British Racing and Sports Car Club.

The BRSCC dates back to before World War II when a group of Bristol company enthusiasts got together to discuss low-cost racing. The war delayed proceedings, but the enthusiasm to race cheaply was still there afterwards. John Siddall, secretary of the Bristol Aeroplane Co Motor Sports Club, was particularly keen on the idea of 500cc racing and soon became club secretary of the 500 Club, born on August 21 1946. It was a huge success and helped develop and organise plenty of racing. Soon a more all-encompassing name was needed and in 1954 the first committee meeting for the BRSCC was held. For over 60 years the club has overseen a huge part of British motor racing and has introduced such things as the Formula Ford Festival, the Tour of Britain, the Birmingham Superprix as well as the Racing Car Show (now Autosport International). Nowadays the club organises everything from the aforementioned racing events to last-minute instructions to competitors, marshals and even support vehicles at the meetings.

Ever thought that when you race at Silverstone the circuit organises everything? Not so. Organising clubs rent the tracks and sort it all.

"The BRSCC is essentially an organising committee," says club chairman Bernard Cottrell. "Our main base is at Brands Hatch and from there we do all the calendars and operate our membership database. We have four full-time people, but apart from them we rely on volunteers. We've got six centres around the country and people help us sort things during their evenings. It certainly wouldn't work as a business plan!

"We had a poor year four years aggo when we ended up with a net loss of £130,000. OK, the club has got reserves to a point, but two or three years of that and it's finished." Cottrell has been chairman for seven years and a BRSCC member since 1973. As part of his many responsibilities he is race director for the British F3 Championship, British GT, Superleague Formula and the Caterhams (including the Roadsport, Superlight and Academy series). "One of the biggest challenges is sorting the dates for all the race series. We'll all sit down with a massive jigsaw of championships and try and put it together. We try and get it sorted by the Autosport show, but as soon as you relax something will come up. A BTCC meeting will move and then everything has to be reshuffled. We understand though, because with championships like the BTCC and British Superbikes the circuits will get huge numbers of people through the gates.

"You also have to balance the variety of circuits with other factors, like making sure

there's a break in August so that competitors have time to go away with the family.

"You have to remember that these people have a choice. You go to work because you have to, you race because you want to. We try and please everyone, but you can't in all honesty, and you do sometimes lose championships to other organisers." It seems like a lot of work for little reward, but there are plenty of organising clubs out there. There's the British Automobile Racing Club, MSVR (MotorSport Vision's racing arm), the 750 Motor Club, the Classic Sports Car Club and the Historic Sports Car Club. And those are just the main ones. Ruthless is perhaps too strong a word for the rivalry, but if something doesn't work properly at a race meeting there's plenty of competition ready to welcome your championship with open arms.

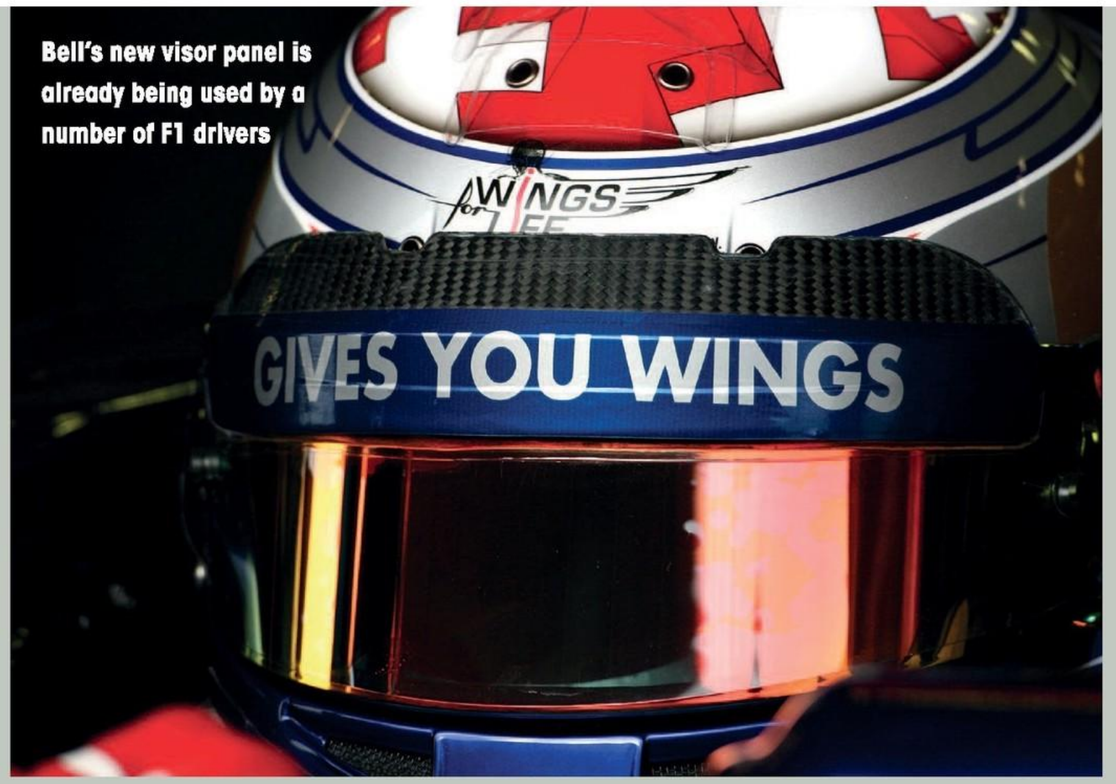
"We cater for a huge range of racing, from the club Formula Ford championships to the Intercontinental Le Mans Cup at Silverstone in September, but all rely on volunteers. I'd love to pay the marshals £50 towards their petrol, but if you've got 100 marshals you just can't afford it. We give them breakfast and lunch, while some clubs give them £5 when they sign on, but what does that buy? Half a burger at the track?

"It is amazing the support we get. Some volunteers are in quite high-pressure jobs during the week and when we've been looking for more clerks or senior officials many just say 'no thanks, I prefer it out on the bank with my mates. I spend my week in meetings and I come here to get away from it'. I can understand where they're coming from.

"I think they just want a bit of recognition. The marshals usually have a get-together at the end of the day in the scrutineering bay and sometimes a driver comes in and says 'thank you very much, I had a great day'. That goes down a storm, and it costs nothing."

So what of the future? "We seem to have survived the recession quite well," says Cottrell. "If you look at the British GT Championship compared to last year, it's amazing. At Snetterton in 2010 there were 14 cars on the grid and this year we had 31 at Brands Hatch. We're not over it yet though and we're always looking for more championships. We don't actively poach series from other organisers because there has always been a bit of a cartel between us and the BARC. When you've got promoters like Mr Palmer and MotorSport Vision though, you do need to watch your back. "

As a competitor, the BRSCC may seem like just another organisation you pay a membership fee to. However, the next time you send off your cheque for £45 bear in mind that not only does that cover the BRSCC liaising with the MSA about all the details of a race meeting, but also arranging everything from timekeepers to medical staff, marshals, course vehicles and race officials. It's not bad value all things considered.



Bell's new visor panel is already being used by a number of F1 drivers

LONDON

BELL RINGS IN SAFETY CHANGES

NEW VISOR PANEL DEVELOPED AFTER MASSA'S HORROR CRASH

DURING QUALIFYING FOR the 2009 Hungarian Grand Prix, a coil spring fell off Rubens Barrichello's Brawn-Mercedes and hit Felipe Massa on the head. No doubt everyone who has seen video footage of the accident realises just how lucky the Brazilian was. Yes, Massa suffered severe injuries and was out for the rest of the season, but it could have been so much worse. Especially when you read some of the statistics.

Between the spring bouncing on the track and hitting Massa's Schuberth helmet 0.014 seconds elapsed – he really had no time to react. The spring hit his visor at 168mph – the impact equivalent to two tonnes. Massa was knocked out and, with his foot planted on the Ferrari's throttle, went straight on at Turn 4 and into the barriers. It's a testament to Formula 1 safety standards that he survived.

But the visor did break, and it was only thanks to a large dose of luck that Massa didn't lose his left eye. With the help of F1 helmet manufacturers the FIA Institute looked into ways to improve visor technology and this year Bell Helmets has introduced the 'visor panel'.

The panel fixes onto the top of the existing visor and is made from aramid fibre – used in bulletproof vests – and carbon fibre. The result is a visor that is significantly stronger. Asked how it works I was told "there are some secrets we can't tell you". Bell would only confirm that it helps the visor's rigidity while maintaining elasticity.

All Bell drivers on the F1 grid now use the visor panel. Sebastien Buemi, Vitantonio Liuzzi, Jarno Trulli, Sergio Pérez, Jerome D'Ambrosio, Pastor Maldonado and Vitaly Petrov have had them on their helmets since the start of the year, but thankfully they haven't been put to the test.

The visor has always been a weak point on a helmet and always will be, but with the new panel Bell is adamant that it's safer. What Bell isn't sure about is why other manufacturers aren't developing something similar.

I'm not sure either, but Schuberth's report on Massa's accident makes it clear that it wasn't the actual visor that shattered. The visor withstood the initial impact and it was only when the spring rolled away that it caught the visor mechanism and the titanium screw that fixes the visor to the helmet. A washer on the left-hand visor hinge broke and the visor lifted away from Massa's helmet. The carbon fibre-reinforced plastic washer was consequently replaced with a titanium version for the next Grand Prix. Even in the event of such a failure on a Bell helmet in the future, the new panel should stop the visor popping off, as Massa's did.

The visor panel is another step forward, and having had a small accident recently that resulted in quite large consequences (see last month's On the Road) I welcome any improvement in driver safety. We'll never stop accidents in motor sport, but we can be better prepared for them.

The visor is only available to F1 drivers at present, but as with all such technology, expect it to filter down soon. >>>



Frazer-Nash announced Bristol's return with a convoy of cars which ran from London down to its Farnborough HQ



FARNBOROUGH, HANTS

SHIP-SHAPE AND BRISTOL FASHIONED

FRAZER-NASH RESEARCH PLANS TO PUT BRISTOL CARS BACK INTO PRODUCTION

IN MARCH 2010 CAME the news that the administrators had been brought into Bristol Cars. To some it was no surprise, as rumours had been circulating for a few years that very few cars were being built, let alone sold. Come that spring though and various articles talked about the sad loss of a very British and very eccentric marque.

But Bristol Cars is back, having been bought by Frazer-Nash. Before you question my sanity, and that of the owners of a car manufacturer that hasn't made a car since 1957, let me explain.

Yes, Frazer-Nash has bought Bristol Cars, but the Frazer-Nash we're talking about is the technological arm of the old Frazer-Nash Group, which specialises in electric and hybrid vehicle technology. It isn't to be confused with the Frazer-Nash Consultancy, also spawned from the Frazer-Nash Group. That is now owned by the Babcock International Group and is a separate entity. To confuse matters still further, the owner of Frazer-Nash Research – British businessman Kamal Siddiqi – also owns the rights to Frazer Nash the car company. However, this is just a "sheet of paper" nowadays according to William Chia, group director of operations at Frazer-Nash Research and the new director of Bristol Cars.

"We heard that Bristol Cars had gone into administration and were saddened by the news," said Chia after I'd driven down to the Frazer-Nash HQ near Farnborough in a convoy of Bristols. "It was an opportunity for us though and we put in a bid that was thankfully successful."

Does this mean that we'll not only see a new Bristol on the roads soon, but also a new Frazer Nash? "We did think about making a modern Frazer Nash," says Chia. "But Bristol has been making cars until recently, Frazer Nash hasn't. It makes more sense to build cars under the Bristol name. We want to strike a balance: we're going to use the best bits of Frazer-Nash – the technology – and the best bits of Bristol – the name and its ability to build cars.

"We are already in the design phase and in terms of what the car will be, watch this space. We're also reviewing the business model and we need to take that forward as well as look after its rich heritage and existing customers. Yes, we will need a lot of resources in terms of time and money, but we're still exploring all the options. How much will be done in-house and how much will be outsourced is still to be decided."

It's clear the new Bristol car(s) will feature some interesting hybrid technology, as that is where Frazer-Nash Research's expertise lies. But we'll have to wait and see whether it can find a niche in that already-overflowing market.

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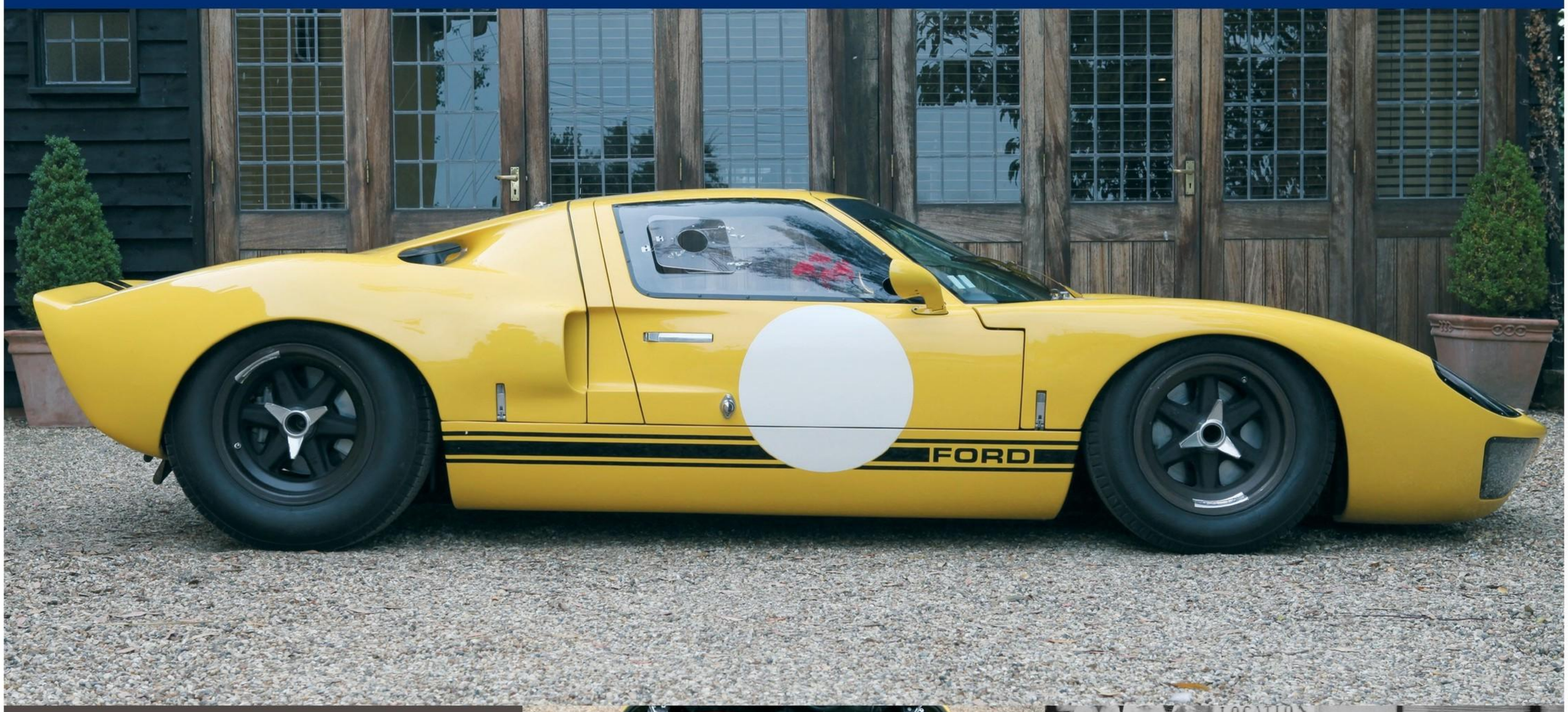
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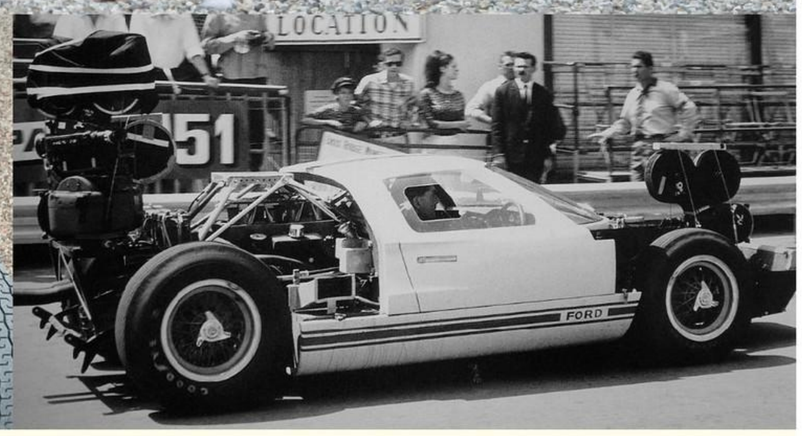
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Later in private ownership the car was put on display in the Briggs Cunningham Automotive Museum until its closure in the late nineties. It was then acquired by Sir Anthony Bamford who commissioned the car to be fully rebuilt and prepared for historic racing. Since then the car has been a front-running GT40, achieving numerous pole positions and race wins in all the major historic events, including Le Mans Classic and Goodwood Revival where it won the Whitsun Trophy in 2005.

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Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

– RM AUCTIONS –

The Canadian auction house has confirmed some interesting lots for its US Monterey sale on August 19/20. For American race car fans there is one of three 1969 'Stars and Stripes' Chevrolet Corvettes up for sale (above, £466-590,000). This particular car won the GT class in the 1972 Watkins Glen Six Hours and raced in the 1973 Sebring 12 Hours, Daytona and Le Mans 24 Hours, where it achieved an astonishing GT class record of 215mph on the Mulsanne.

Among 20 Ferraris included in the sale is another 'one of three'. The 1952 340 Mexico Vignale coupé (below) was built specifically for the 1952 Carrera Panamericana (POA) and will be joined by the 1954 750 Monza Scaglietti



spider that starred in the film *On the Beach*. The Monza carries an estimate of £1.5-2 million.

Other interesting lots are a 1937 Mercedes-Benz 540K Special roadster (POA), a 1937 Bugatti Type 57 roadster (£620-800,000) and Steve McQueen's 1970 Porsche 911S (POA) which featured in his film *Le Mans*.

RM had a good sale at Syon Park in London on June 23, generating sales of over £5.1m. Its top seller was the 1929 Bentley Speed Six Le Mans-style tourer which went for £470,400, while a 1961 Aston Martin DB4 Vantage convertible (£431,200) and a 1926 Rolls-Royce Phantom I Experimental Sports Tourer (£392,000) also sold well.

– GOODING & COMPANY –

On August 21/22 Gooding is also Stateside for its Pebble Beach sale, which includes a 1948 Ferrari 166 Spider Corsa (POA), a 1932 Alfa Romeo 6C 1750 Gran Sport spider (£930,000-1.4m) and a 1931 Duesenberg Model J known as the Whittell Coupe (POA). This car is widely regarded as one of the most valuable Duesenbergs in existence.

Not to be outdone in the Steve McQueen stakes, Gooding has consigned the actor's 1931 Brough Superior (£62-125,000) as well as 15 very interesting Ferrari show cars. Included are a 1957 410 Superamerica Series II coupé by Pinin Farina, a 1953 375 America by Vignale and a 1950 195 Inter by Touring. Estimates are available on request.

– MECUM –

There will be several racing cars for sale at Mecum's Monterey auction on August 18-20. The list includes a 1954 Maserati A6 GCS Tipo MM, a 1980 Grant King Penske PC7, the 2004 Lola Rocketsports Alex Tagliani Road America winner, a 1960 Maserati Tipo 61/60 Birdcage and the ex-Vic Elford 1971 McLaren M8E. Mecum is also offering the ex-Alain Prost 1980 McLaren M29 for sale, which is in race-ready condition. As always with Mecum, estimates are available on request.

– RUSSO & STEELE –

The 10-year-old auction house will join Mecum at Monterey on August 18-20, where its lots include the 1972 Porsche 911 IMSA RSR that came first in the 1985 Sebring 12 Hours and a 1967 Chevrolet Corvette Picket racer which competed in SCCA National, Trans-Am and IMSA events throughout '76. There are plenty of other racers crossing the block, including a 1976 Chevrolet Camaro IROC racer and the 1992 Hooters Ford Thunderbird that helped Alan Kulwicki to that year's NASCAR title. This particular chassis was his short-track car that he used in nine races, two of which he won.

– BONHAMS –

Its Goodwood Festival of Speed sale was considered "one of the best ever" by Bonhams' head of motoring, James Knight. Even without a multi-million pound car, the auction house posted £7.25m during the sale.

Top of the pile was the ex-Innes Ireland Bertone-bodied 1954 Aston Martin DB2/4 which went for £606,500, while the ex-Jack Perkins 1925 Bugatti Type 35B Grand Prix car changed hands for £430,500.

Various road-going Astons also sold well, and in terms of racers there was the ex-Spike Anderson 1973 Datsun 240Z 'Super Samuri' coupé (£56,500), a 1926 Bugatti Type 37 monoposto (£197,300) and Gerry Marshall's 1971 Vauxhall Firenza 'Old Nail' that went for just £47,700 – surely modest for such fame? Ⓜ

FORTHCOMING AUCTIONS

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AUGUST 18-20 RUSSO AND STEELE *Monterey Auction,* Monterey Marriott Hotel, Monterey, California Tel: 001 831 649 4234

AUGUST 21/22 GOODING AND COMPANY *Pebble Beach Auction,* Pebble Beach, California Tel: 001 310 899 1960

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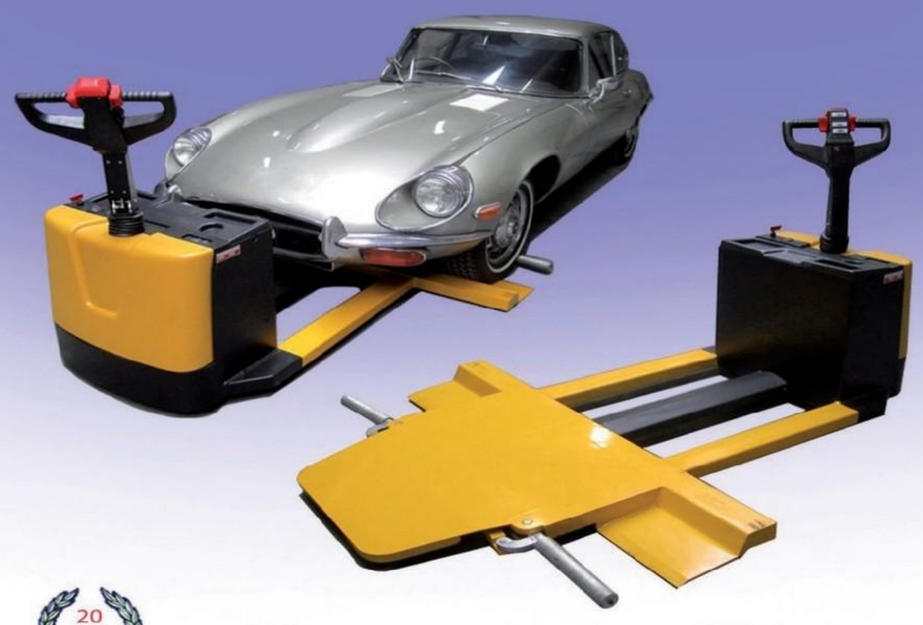
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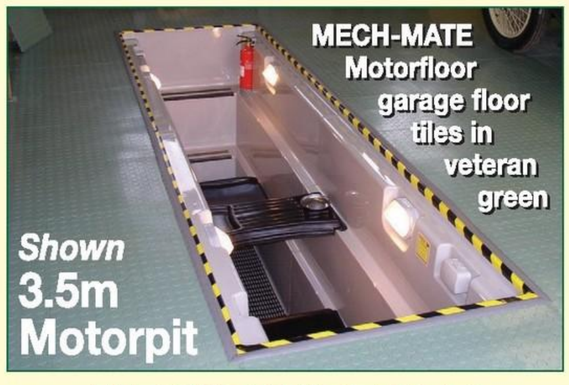
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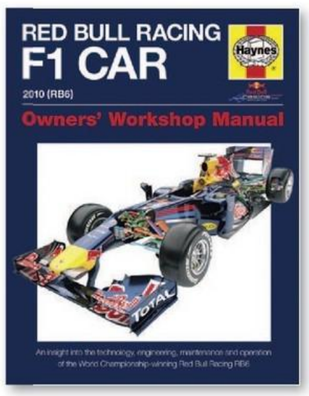
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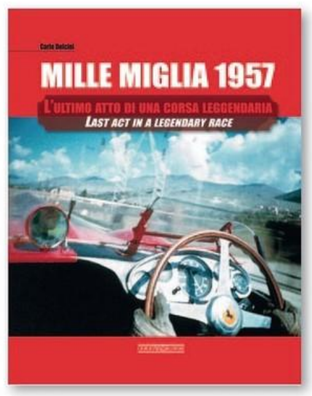
RED BULL F1 CAR
OWNERS' WORKSHOP MANUAL

Unlike other Haynes manuals, this isn't a book on how to solve technical issues with Red Bull's RB6. The team's employees weren't to be found sitting in the pits during the 2010 season flicking through its pages trying to find out why Sebastian Vettel's car had disintegrated in the Korean Grand Prix. And thank God for that.

Instead, this manual offers readers the chance to understand what goes into making such a competitive racer, from the design process all the way through to testing. During 2010 the RB6 claimed both World Championships, took nine wins, 15 pole positions and four 1-2 finishes. It was a seriously successful Formula 1 machine.

Although some F1 fans may find this manual too technical, it is an amazing accumulation of facts and information, providing a great insight into what lies within the carbon fibre. **EF**

Published by Haynes, ISBN 978 0 85733 099 4, £19.99



MILLE MIGLIA 1957
LAST ACT IN A LEGENDARY RACE

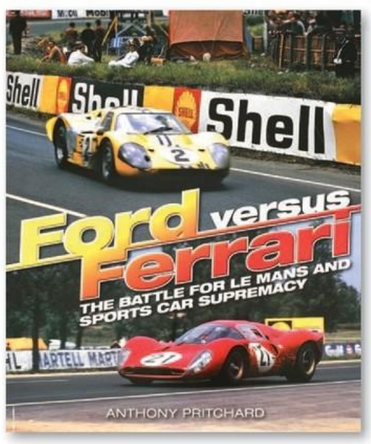
by Carlo Dolcini

"All my means are sane, my motive and my object mad," is the fitting quote lifted from Melville's *Moby Dick* to begin what promises to be a collectable series dedicated to the great road race of 1000 miles.

Each post-war Mille Miglia since 1947 will receive individual attention in the next few years, but here the publishers have chosen to begin at the end. Alfonso de Portago's 1957 accident, which killed not only him but co-driver Ed Nelson and nine spectators (five of whom were children), meant the Mille Miglia would only survive first as a rally, then as a 'retro' historic event.

As an Italian book with a parallel English translation, it reads as such. But with such a subject and photographs – including Louis Klemantaski's famous onboard shots with Peter Collins – you can't go too far wrong. **DS**

Published by Giorgio Nada Editore, ISBN 978 88 7911 532 2, €40



FORD VERSUS FERRARI
THE BATTLE FOR LE MANS AND SPORTS CAR SUPREMACY

by Anthony Pritchard

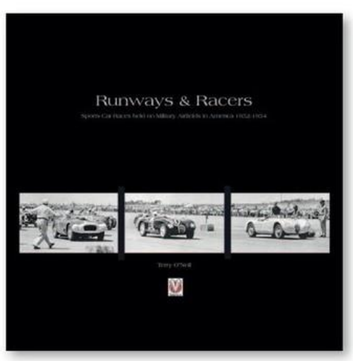
As the author explains, the original version of this book was published in 1968 before the full story of Ford versus Ferrari had played out to its conclusion. Now, all these years later, so much more detail can be told of this wonderful decade of sports car racing – and the result is a sumptuous work that offers enthusiasts a tantalising feast.

The intense and bitter rivalry between these two giants, stoked by Enzo's rejection of Ford's attempted takeover, centred around Le Mans of course. But it was far from confined to one race a year. Pritchard offers the widest context, including details of Carroll Shelby and Jim Hall's essential roles in the period and picking his way through the other big races of the era. Even so, winning season-long titles mattered to the big makes – but not as much as winning Le Mans. Just like today, in fact.

Ford vs Ferrari is hardly unfamiliar ground, of course. But delving into this book will delight any enthusiast, no matter how knowledgeable. The collection of over 600 photographs are stunning: a full-page colour shot of Graham Hill at Reims in 250LM; the original 'clean' GT40 passing under the Dunlop bridge in '64; Gulf GT40s lapping a Porsche 356 on the Daytona infield... They're just personal highlights. Take your pick as you flick through the super-glossy pages.

Colour-coded results of all the major races and tech specs of the key cars complete an authoritative and engaging work. **DS**

Published by Haynes, ISBN 978 1 84425 930 4, £50



RUNWAYS & RACERS
SPORTS CAR RACES HELD ON MILITARY AIRFIELDS IN AMERICA 1952-1954

by Terry O'Neil

As the name of the book suggests, this was always going to appeal to a select few and not perhaps to a wider general audience. However, the attention to detail and background knowledge of these early race reports from the vast, often operational airfields means there is much to learn about the early days of closed-circuit racing across America.

Following the road-racing birth of motor sport and its associated dangers, the renowned Sports Car Club of America went into a partnership with Strategic Air Command to organise, promote and run sports car racing in a more controlled and safer environment on military bases. Crowds of tens of thousands often attended the events, with keen amateur racers going head-to-head with professionals such as Shelby, Fitch and Cunningham.

There are comprehensive results tables together with high-quality images, track layout maps and event programmes which really give a flavour of those early days of racing on the wide open runway tracks of America. **DC**

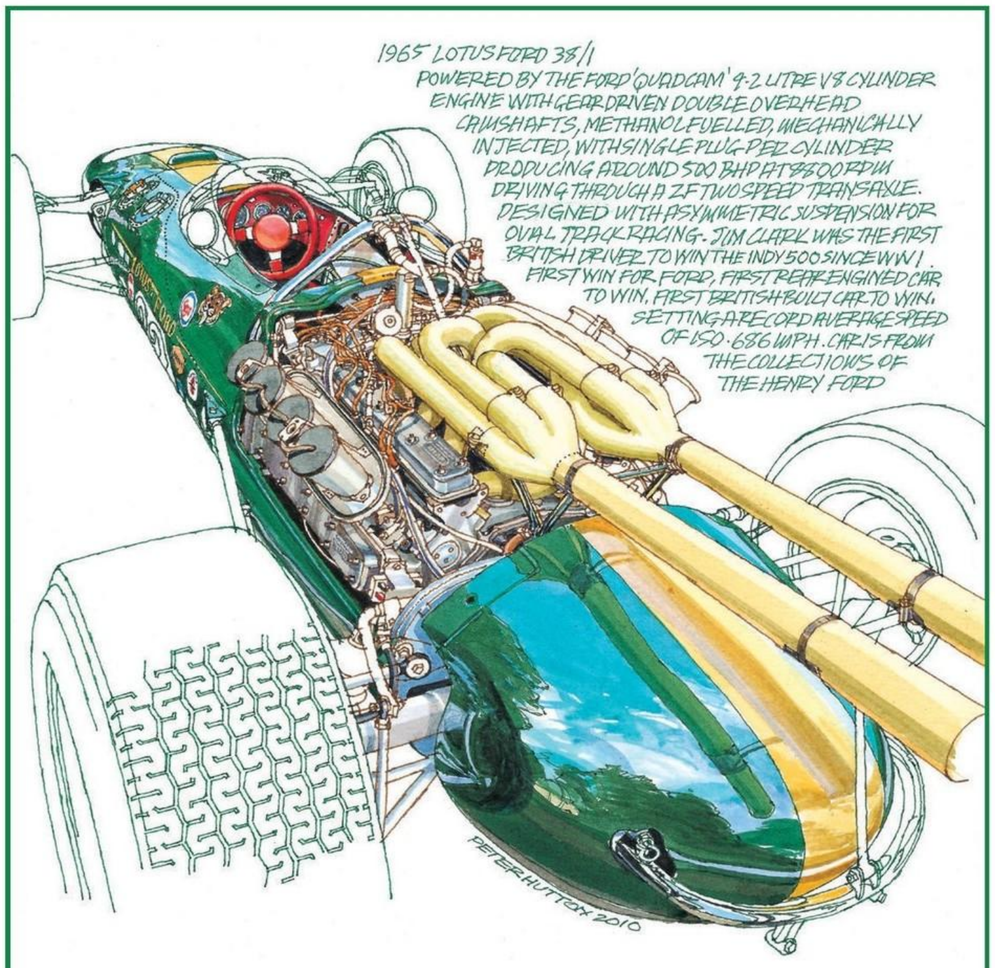
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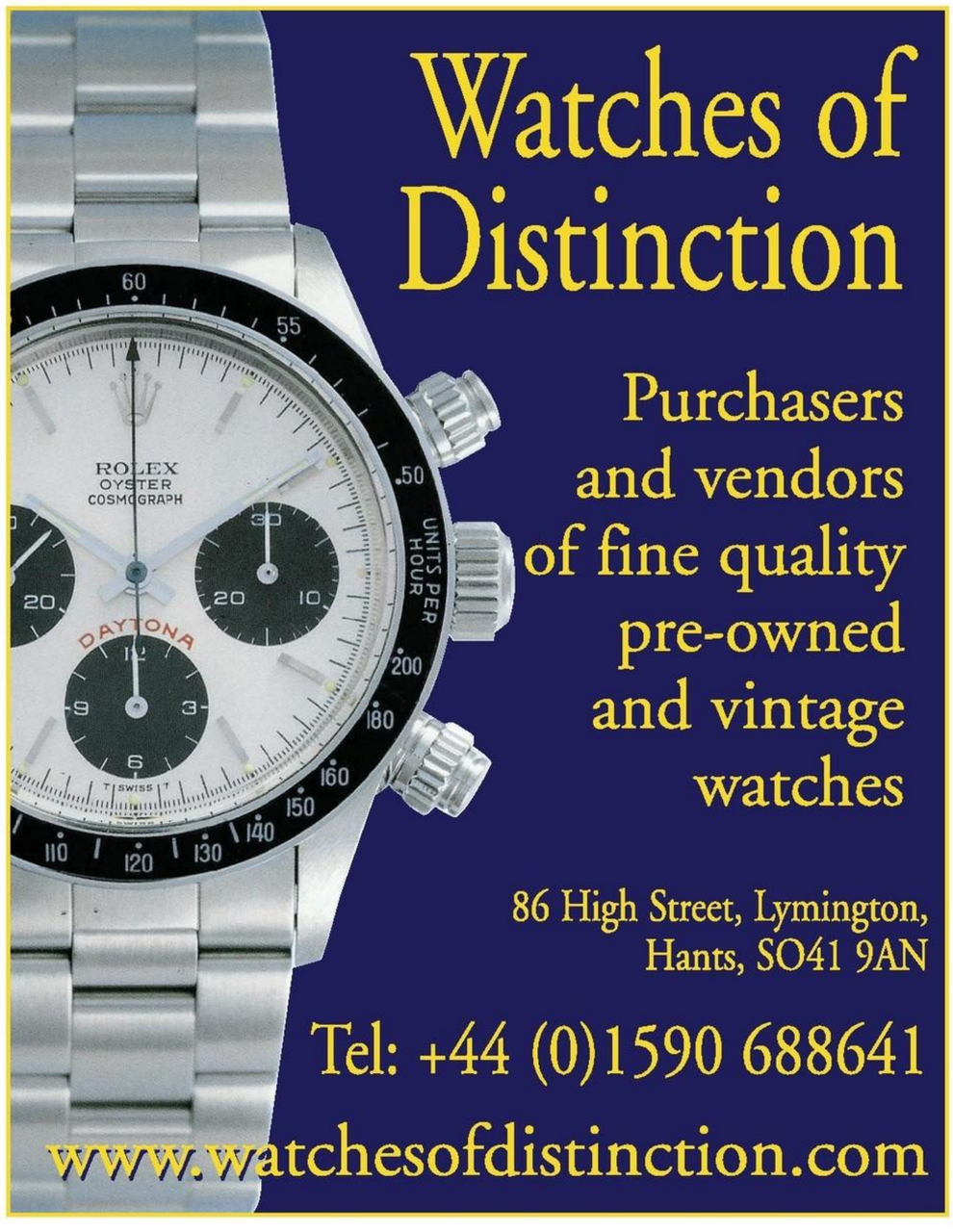

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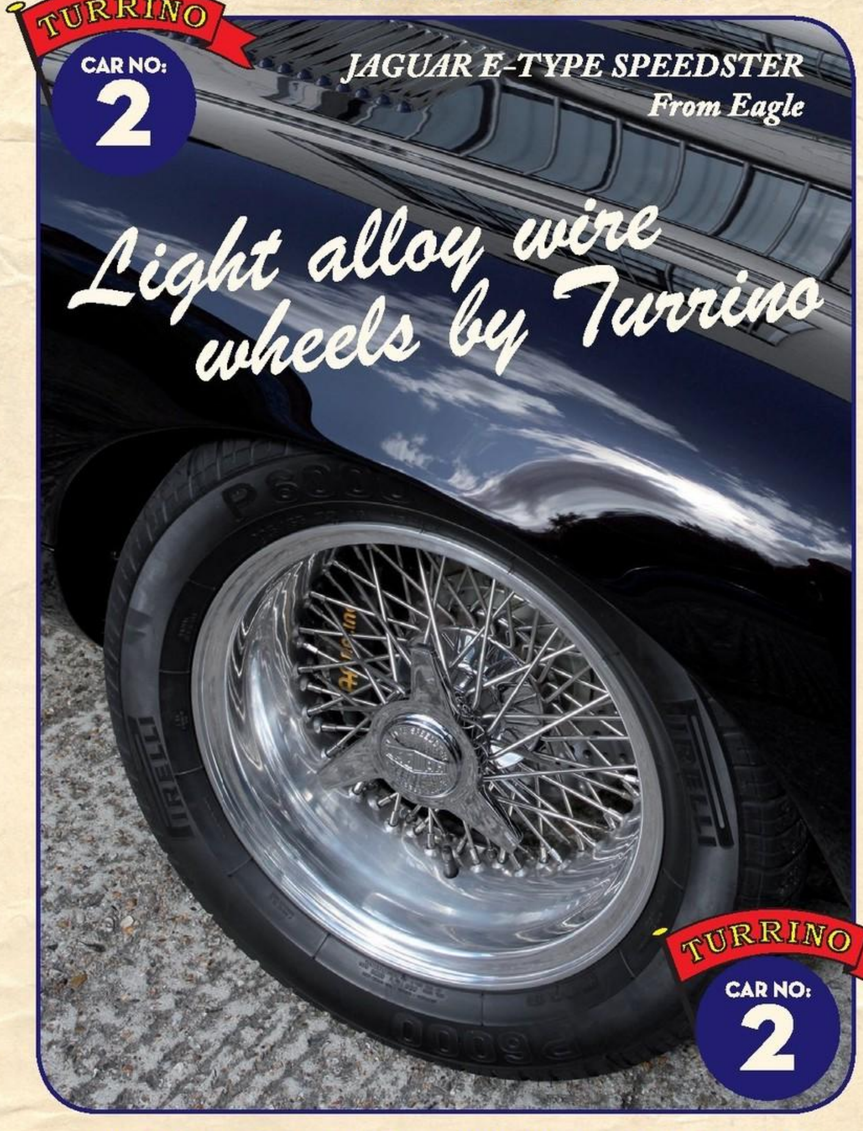
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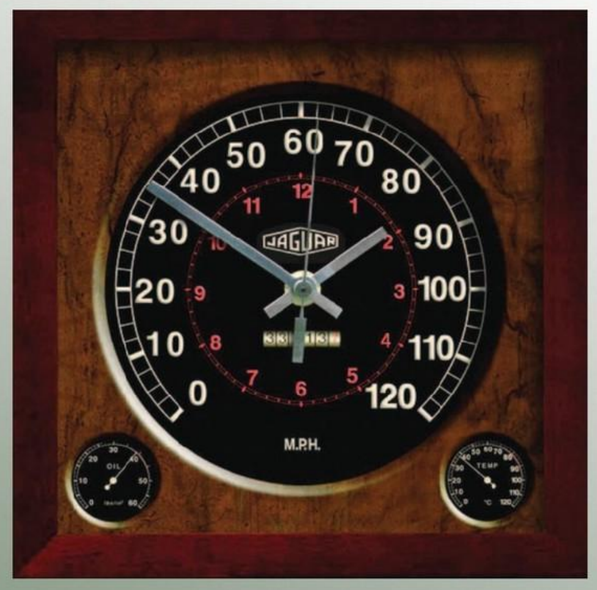
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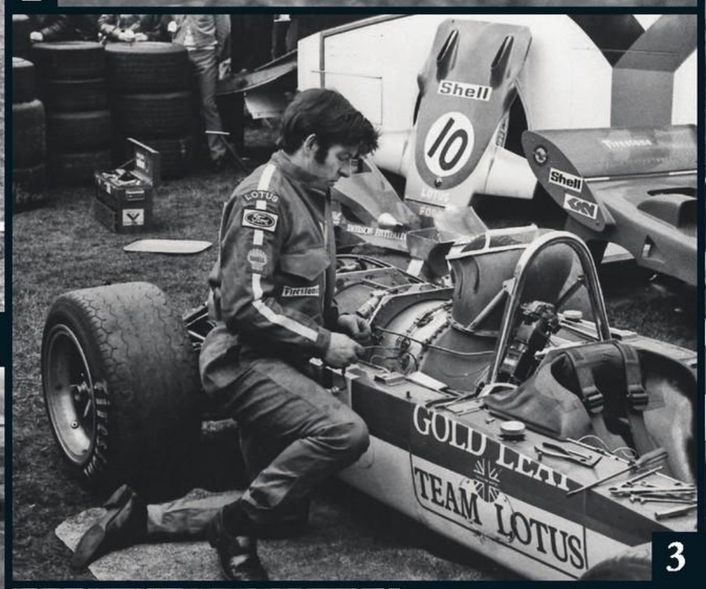
Pedro Rodríguez was the star of the show when the great and good of Formula 1 gathered at Oulton Park in 1971



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JON JEFFREY

The passing of former Lotus team boss Peter Warr prompted Oman resident Jon to send in shots from the 1971 Rothmans Trophy at Oulton Park. "Pedro Rodríguez, in a Stetson, arrived in an American convertible waving to everyone," he recalls. {1} Warr and Dave 'Beaky' Sims push Emerson Fittipaldi's Lotus 72C. {2} A puncture and ignition trouble spoilt Jo Siffert's race in BRM P153. {3} A mechanic works on Reine Wisell's Lotus turbine, which struggled on twisty track and retired with a puncture. {4} & {5} McLaren of Peter Gethin, who kept pressure on winner Rodríguez but finished second. {6} Alan Rollinson ran Siffert's own March 701 to a tidy fifth place. {7} Rodríguez led all 40 laps in BRM P160. {8} John Surtees' TS9 was first casualty with a broken engine.

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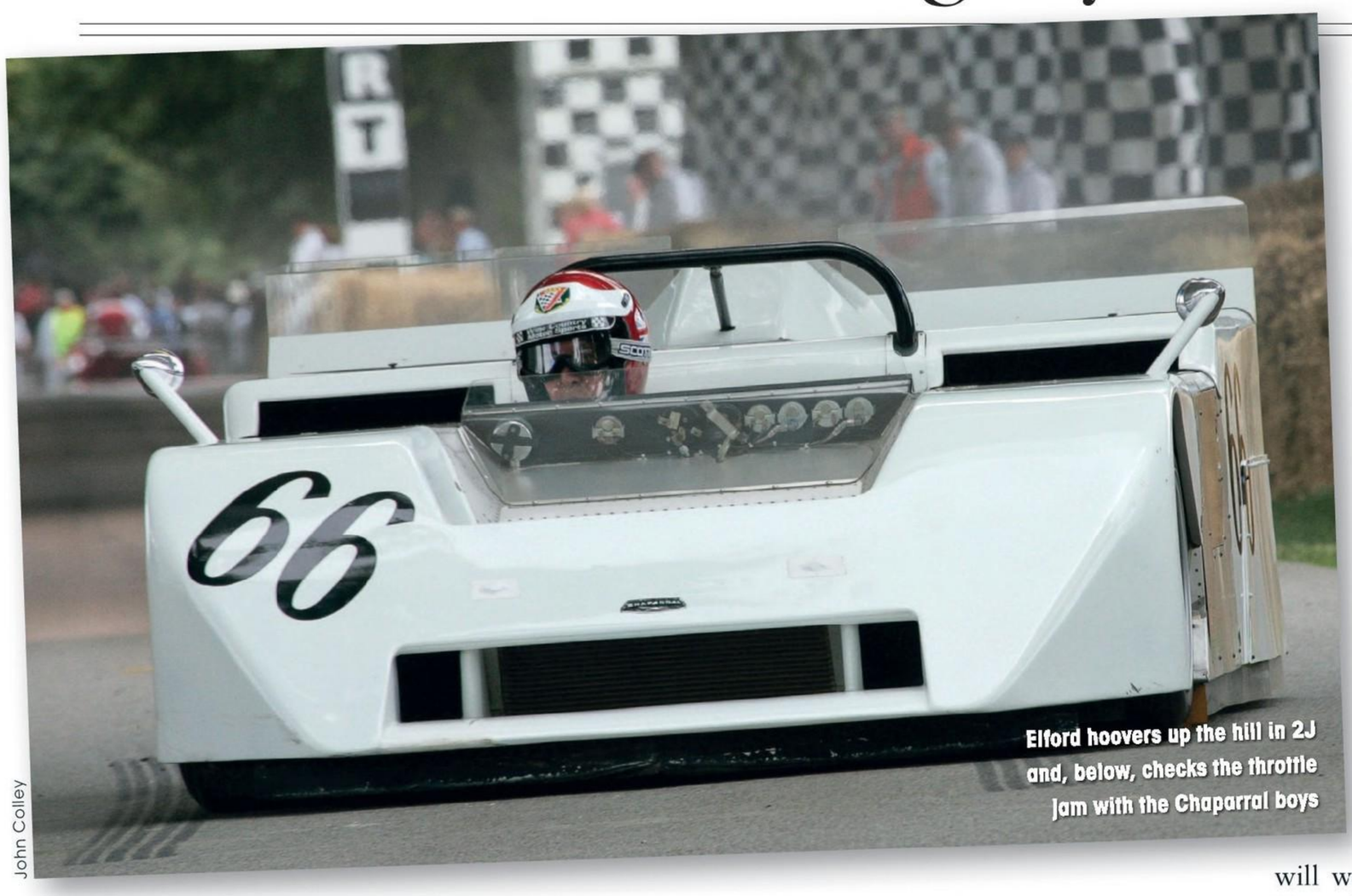


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John Colley

Elford hoovers up the hill in 2J and, below, checks the throttle jam with the Chaparral boys

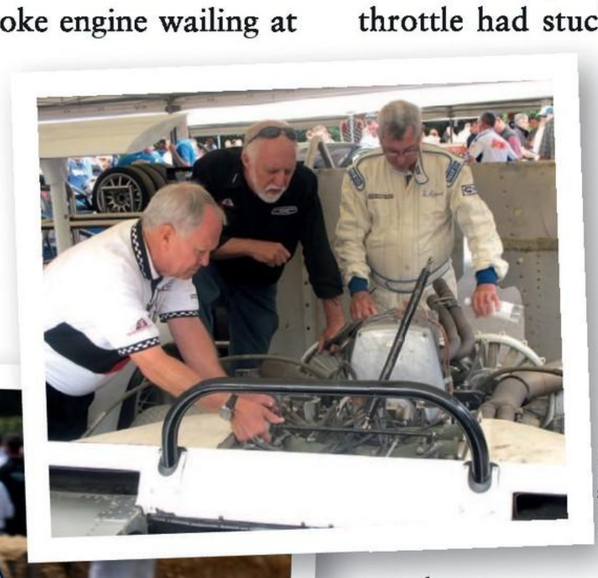
QUICK VIC SAVES THE DAY IN 2J

A sticking throttle in the Chaparral led to a hairy moment for Vic Elford at Goodwood. But this wasn't their first Festival meeting...

"Gentlemen please, all back in your cars, the course cars are on the hill!" This was the cue for the packed finish paddock at the Goodwood Festival of Speed to become a flurry of action as sweating drivers gulped back their hastily-taken drinks, broke off conversations with pals, acquaintances and old rivals, and prepared for the often hectic procession back downhill to their respective paddocks.

I crammed myself back into the Equipe Endeavour E-type Jaguar in which Graham Hill had scored the model's first-ever race win 50 years ago at Oulton Park in 1961, jabbed the starter button and reached for first gear. At that moment the view ahead, beyond Andy Willis in Aba Kogan's glorious Matra V12, just vanished in a billowing great cloud of dun-coloured dust.

Ears already tingling with the throb and scream of V8s, V12s, flat-12s, V10s and straight-sixes picked up the dominant descant of a snowmobile two-stroke engine wailing at constant speed like a model aeroplane. The Chaparral lads from Midland Texas had just fired up the Rockwell JLO motor which drives the sucker fans on their 2J 'Suckercar' and ahead of that vast sunflower of billowing dust Vic Elford was about to head our return trip down the Sussex hill.



GP Library



Doug on board Paul Vestey's Equipe Endeavour E-type

LAT

On its last visit to the Festival of Speed this charismatic Chaparral had given Vic a few queasy moments when drizzle dampened the surface. We were standing then under the trees by the Cathedral Paddock exit when Vic explained that the 2J was on slick tyres without any spares, so as the rain intensified there was no way they would run again that afternoon. "Oh no," he said, "far too dangerous."

The conversation rambled on about old times with Porsche 917s, 911s and the works Ford rally cars when Chaparral Cars' founder Jim Hall himself strode up to join us. "Hi guys," he said before turning to Vic and saying quietly, "The fans here will wanna see us run again this afternoon. Even though we've only got the slicks I think we oughta run – don't you, Vic?" Whereupon Vic, bless him, instantly said, "Yes! Quite right, couldn't agree more, Jim." And he took the rumbling 2J with its wailing sucker-engine back down to the start, swung her around and came shimmering up through the drizzle – trailing a fog banner of atomized spray in his wake.

This year on his last run the Goodwood road was dry as he blared beneath the footbridge and over the deceptively blind brow into the 90-degree left-hander at Molecomb Corner. "Something didn't feel quite right as I began to brake," he explained later, "then I realised the throttle had stuck open! I flung on left lock and amazingly it just went whaammm straight round, unbelievably fast. I did the rest of the climb riding the brakes, with the front wheels just about locking and the torque converter absorbing the excess drive – then coasted up to the top paddock to let the system cool off... If it hadn't been the Chaparral sucker car there is no way I would ever have got round that corner..."

"Yeah, that sucker system works great," said the Chaparral lads back in the paddock. "The driver wasn't too bad either," I added. "Thank you, Doug," grunted Vic, just behind me: unsolicited testimonial – he owes me 10 shillings.



Max Earey

Paid-for drives and unpaid debts

Brian Redman and Peter Sutcliffe were reunited at the Festival with what had been Peter's Ford GT40, chassis '1009', the car that the pair had co-driven to fourth place in the 1966 Spa 1000Kms. This was a terrific result for a private entry, tucked in behind the Essex Wire-entered sister GT40 of Peter Revson/Skip Scott in third place, Frank Gardner/Sir John Whitmore in the Alan Mann 7-litre Ford Mark II in second, and the works Ferrari 330P3 co-driven by Michael Parkes/ Ludovico Scarfiotti, which won.

There was much guffawing at old and, I think, fond memories as Brian remembered that 'Sooty' Sutcliffe probably still owed him 1s 9d – one and nine pence for those who have known nothing but dismal currency, about eight new pence.

I was mystified by this and later asked Brian what it was all about. "Oh, my backer at the time, David Bridges, had actually paid Peter to get me that Spa drive in his GT40. It was very early in my career and dear old David had paid him £60 for the opportunity. We ended up having a pretty good run and that fourth-place finish was good enough for Peter to say to me that perhaps we should co-drive again the following year on the same terms? I was very happy to agree, but I suggested that perhaps next time he should pay me the 60 quid rather than the other way round.

"No private entrant worth his salt would turn up his nose at the chance of a little extra bonus, and after that '66 race we were standing in the Spa pits when Peter noticed that the various team's pitcrews had left dozens of empty Coca-Cola bottles on the pit counters. So I was detailed to go round and collect them all, because in those days there was money back on the glass bottles. Peter cashed them in, I assume, but I never heard back from him. So I reckoned he still owes me one-and-nine…"



Redman/Sutcliffe GT40 at Spa and, above, in fine fettle at Goodwood

LAT

Maserati repair worth the wait

In preparation for the Goodwood Revival a couple of very supportive owners have been working hard to run their Maserati 151 Coupés. They still may or may not make it this year, but the sight and sound of these ground-shaking V8-engined projectiles is always worth waiting for. Bruce McLaren once described his 1962 Cunningham team Le Mans 151 as "an unguided missile", and there in '63 André Simon led the entire field in his Maserati France-entered 5-litre, simply blasting around the Sarthe.

In England, TecMec-Maserati owner Barrie Baxter has spent a couple of years with restorer Steve Hart and Shapecraft perfecting his ex-Maserati France/Lucky Casner Maserati 151/3 Coupé. Baxter's machine is based on the Peter Kaus car from his erstwhile Rosso Bianco Collection in Germany.

The original 1962 prototype was the first of the 4-litre V8-engined 151 Coupés, entered at Le Mans and Brands Hatch by the Maserati France team of the always enthusiastic Colonel Johnny Simone. At Le Mans '62 Maurice Trintignant and Lucien Bianchi co-drove, and for '63 the chassis was updated as the 151/1 variant with a Lucas fuel-injected 4941cc wet-sump V8, claiming 430bhp at 7000rpm.



GP Library

Original Maserati 151 Coupé sits in the pits at Le Mans, a mechanic lost deep within its innards

Driver André Simon was immensely quick and brave in this red-liveried car with its white and blue centreline stripes. He clocked the highest speed of 291km/h – 180.85mph – along Mulsanne. But at the run-and-jump start he was delayed because the sun's heat had glued his driver's door to its rubber sealing strips. He could only wrench it open at the third or fourth attempt, and even then it had promptly bounced shut again, cutting his nose…

Simon was still 11th through the Dunlop Curve, took second at the end of the Mulsanne Straight (behind Phil Hill in the Aston Martin Project 215 Coupé) and when the leader made a pitstop to check for debris damage Simon inherited the lead, and for two hours held off the works Ferraris. 'Lucky' Casner of former Camoradi team fame took over but on the car's 40th lap its transmission failed.

For 1964 Col Simone's car was then completely reworked in Modena, the chassis used as the basis for what *Ing* Alfieri listed as the Tipo 151/3, while Col Simone christened it the Tipo 152. With longer wheelbase, wider track and new 15-inch Borrani wire wheels carrying the latest wide-profile Dunlop Racing tyres, its 5-litre fuel-injected engine was converted to dry-sump lubrication and retuned to 410bhp. A simplified coupé body was designed by Piero Drogo and fashioned by Mario Allegretti. Maserati's legendary chief mechanic Guerino Bertocchi clocked 196mph in it on the Modena-Bologna Autostrada, reporting "high-speed wandering no longer a problem".

At Le Mans, a block of sponge rubber jammed the throttle slides on Trintignant's first lap. He rejoined to set times matching Richie Ginther's lead Ford GT.

After two hours this bazooka lay 10th and Simon became the first driver ever to exceed 300km/h through the Mulsanne speed trap during the race – at 192.6mph. After three hours the Maserati was seventh; after five it ran third. But just after midnight the car had to be withdrawn due to an untraceable electrical short-circuit.

Despite failures in later races, Col Simone remained determined to demonstrate the car's continuing worth. Maserati prepared two fresh dry-sump, fuel-injected V8s for 1965 – one 5055cc giving around 450bhp for Le Mans practice and the other 5044cc with 430bhp for the race. Dual ignition was re-adopted, fuel tankage increased, and front suspension redesigned to house huge semi-inboard disc brakes. The body shape was refined around the tail, and the car repainted white with red and blue striping. Maserati classified it as Tipo 151/3; Simone dubbed it Tipo 154.

But at the 1965 Le Mans Test Weekend, 'Lucky' Casner lost control after the final hump on the Mulsanne and died. The car was destroyed, and the mutilated chassis subsequently scrapped.

In 1980, supported by the Maserati factory, Kaus borrowed the surviving *manechino* body buck used by Allegretti to shape the '64 body, and now it was re-used by Allegretti to recreate the shell which was mounted upon a chassis made in Germany, and fitted with a 5000 GT V8. This celebrated the last roofed-in hurrah of the Orsi-Maserati story at Le Mans – and Baxter is having it reassembled around a more accurate chassis frame, embodying not only an original 5-litre race engine but also the original drop-box, rear-mounted transaxle, de Dion axle, brakes and many other salvaged bits.

These not least include the interesting 'live stub axle' front brake system which located the massive discs just inboard of the wheel rims, where cooling air could be ducted onto them from nose intakes. This feature was then used again – more visibly – in the 1966 F1 Cooper-Maserati V12s. There you go – GT design improving the F1 breed… But what a wonderful project to take on. Respect.

Bill Boddy



Seen here in 1899, Charles Jarrott competed on motor tricycles before switching to cars

A BEGINNING, AND AN END

These are the last two stories from WB. We felt it right to publish these in normal form, the close of an amazing run

A famous and well-known participant in the very early days of motor tricycles and automobiles was Charles Jarrott. Jarrott and SF Edge were track racing competitors; they spent much time experimenting with cars and took many happy runs together. Both were for some time in the motor business and their views on the future of the automobile were similar.

On the same day that horseless carriages were legally allowed to run on the highways in England without a man with a red flag leading them, after the The Emancipation Act, the Motor-Car Club, formed earlier by Mr Lawson, organised a run from London to Brighton on November 14, 1896 and out of the 33 starters a Leon Bollée was the first to arrive in Brighton, taking 3hr 44min, in front of the nine other finishers.

A year later on Monday November 29, 1897, Charles Jarrott, the then-secretary to the Motor-Car Club, organised and took part in the first English motor race. Members drove from Whitechapel Place, London SW1 to Sheen House in Richmond Park, where the heats took place on Sheen House track. A similar meeting was held again the following year in November 1898.

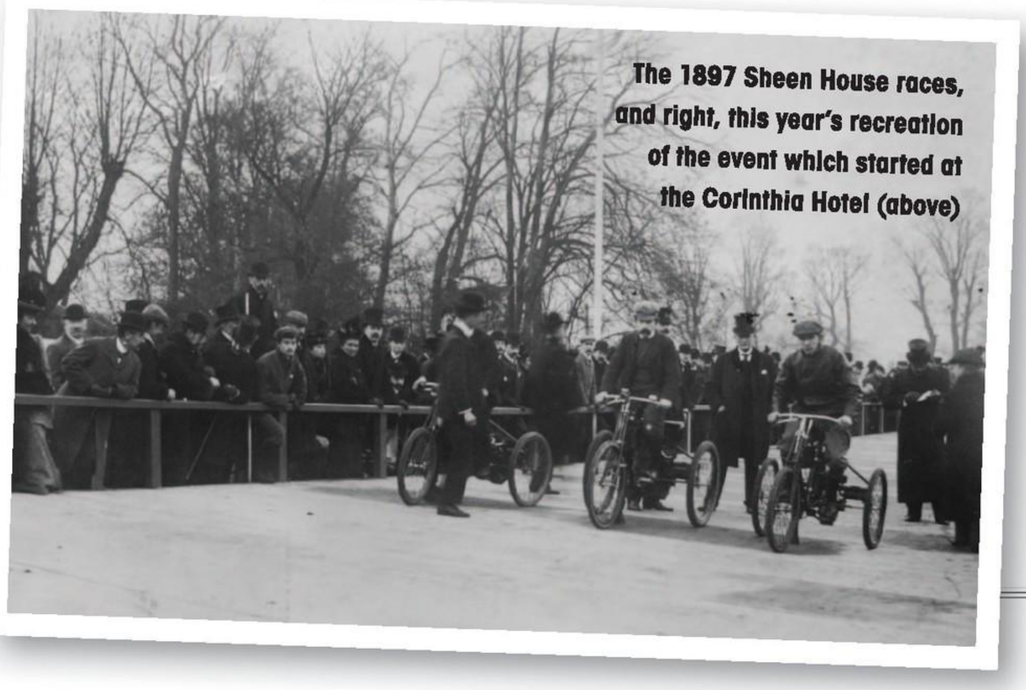
On Sunday June 5 this year the De Dion Bouton Club UK (DDBUK) held a run to commemorate the first motor races in Britain. With 30 De Dion Boutons, including four Victorian tricycles, they drove from the Metropole Hotel, Whitehall Place SW1, now the Corinthia Hotel, to the start at the north end of Regents Park. From there they drove to Richmond Park, passing the site of the now demolished Sheen House and the original track. After some ceremonial laps of the park they went on to Brooklands.

Jarrott's first motor race was in the 1901 Paris to Berlin inter-country race, driving a Panhard-Levassor. He was eighth in the big-car class.

In May 1902, driving a 16hp Panhard, he took second place in the Circuit du Nord, which over 572 miles took 13hr 3min 12sec. Then in the Paris to Vienna (the Gordon-Bennett Cup Race), on a 70hp Panhard, he finished 12th in his class. His most successful achievement was winning the Circuit des Ardennes, over a distance of 318 miles, six times round the course, this being the first-ever circuit race. It took a gruelling 5hr 53min 39sec on the 70hp Panhard.

In 1903 he was third in the dramatic Paris to Madrid race, covering 346 miles in 5hr 52min on a de Dietrich. Then driving for England on a Napier in the Irish Gordon-Bennett Cup Race he met with a serious accident, owing to the steering gear failing. In 1904, entered on a 96hp Wolseley, he finished in 12th place in the Homburg Gordon-Bennett Cup Race. This was his last continental event.

At the opening of Brooklands in June 1907



The 1897 Sheen House races, and right, this year's recreation of the event which started at the Corinthia Hotel (above)

Charles Jarrott drove his big 60hp chain-driven de Dietrich in the opening procession, and on July 6 at the first meeting he entered the Byfleet Plate, a race over 10.3 miles. Newton on SF Edge's six-cylinder 45hp Napier kept with him for most of the race which resulted in a dead-level finish, so the 450 sovereign winnings were divided between them. Due to this dead heat Edge issued a series of challenges to be contested at Brooklands with stakes of £1000, later increased to an astonishing £10,000. The first of these was that any Napier could beat any car that Jarrott nominated; another was for a team of six six-cylinder Napiers to run against any other team over a distance of three, 60 and 100 miles and win all three, but no one accepted these challenges.

In 1908 Jarrott and his business partner William Letts used the Track for testing the 80hp de Dietrich which they were to drive in the St Petersburg to Moscow event, to satisfy themselves that the car's suspension was capable of withstanding the worst Russian roads.

In 1909 Jarrott entered a race confined to Fiat taxi cabs, of which 12 in 'London Trim' were hired from the Fiat Motor Cab Company. These were allotted to the entrants by a draw and each taxi had to carry two passengers. Harvey du Cros and Jarrott coaxed their taxis to lap at 32.96mph. But it was after racing at Brooklands that Jarrott realised it was the open roads that appealed to him the most.







STD Register

Sunbeams lined up in Wolverhampton and outside the old works, below

Shedding light on the Sunbeam

THE SUNBEAM TALBOT DARRAQ REGISTER (STD), which was formed in 1950, is still thriving. In December 1949 and January 1950, *Motor Sport* published an article by J Coombes and J Wyer, titled 'Sunbeams Between the Wars', which brought much attention to the importance of these Wolverhampton-built cars and led to the birth of the first meeting of the Sunbeam Register. Coombes was willing to assist but too busy to conduct the register on his own, so my wife Winifred agreed to undertake the secretarial work involved. By July 1950 there were 83 members, and by October 1951 we had four Sunbeam Register Rallies.



The aim of the club was to keep as many Wolverhampton Sunbeams on the road as possible by putting members in touch with sources of spares and information; to hold social gatherings in order to give members the chance of contacting each other and exchanging experiences and advice; sporting events to enable members to compete with each other on a level basis, and Concours d' Elegance to provide an incentive for Sunbeams to be kept in immaculate condition and appearance.

The register would organise a yearly weekend visit to the Sunbeam's birthplace at Wolverhampton and drive in convoy and pose outside the old Sunbeam factory. Many of the old employees would turn up at the park and watch with interest as the cars were being judged for the concours. In the evening members would meet at the Star and Garter Hotel for a dinner with a guest speaker. One year I tried to get Louis Coatalen, the famous Sunbeam designer, but instead he sent over from France a scarcely-known Sunbeam driver.

The police would arrange for the traffic lights to be set in favour of the cavalcade as it proceeded through Wolverhampton, and one year we even persuaded Rootes to take their Grand Prix Sunbeam to the event. As it was being readied for towing, the police said they would like to hear the noise of the engine, but as the car was not taxed it could not be driven to the event. Being told there were trade plates somewhere in the car that had accompanied it, they were happy to let it be driven through the town; in fact they escorted it to the park.

Around this time my wife bought a Sunbeam 16 Tourer, which we would use to take the whole family to these Wolverhampton events. Returning home in the dark, with three young children in the back and knowing that the ignition distributor was inefficiently mounted was slightly worrying – but it never failed us.

Parting Shot

United States Grand Prix, Phoenix, March 11, 1990

Starting strongly from fourth, Jean Alesi's Tyrrell 018-Ford out-drags Gerhard Berger's pole-sitting McLaren MP4/5B-Honda on the approach to the first corner. The Frenchman finished the race second after a dramatic early battle for the lead with Ayrton Senna.

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Basalt Black, Black Leather Interior, (PCM/PSM/Sat.Nav./Tel.Module), Heated Seats, BOSE, 6 CD Changer, Chrono Pack, Sunroof, Rear Wiper, 19" Carrera Alloy wheels, Full Main Dealer Service History.

2004/5 - 997 C2S COUPE MANUAL (GT SILVER) 24,000 MILES.
Black Leather Interior (PCM/PSM/Sat Nav/Tel.Module) BOSE CD Changer Sport Steering Wheel Sports Exhaust (Switchable) Alcantara Headlining Electric Seats Rear Park Assist. Climate Control Xenon Headlights 19" Carrera Alloys (OPC Service History)

2005/6 - 997 C2 CABRIOLET MANUAL (ARCTIC SILVER) 22,000 MILES.
Metropole Blue Leather Metropole Blue Hood Interior Sport Chrono Pack (PCM/PSM/ /Tel.Module) BOSE Electric/Heated Seats Rear Park Assist Climate Control Xenon Headlights 19" Carrera S Alloys (OPC Service History)

PORSCHE 996 - GT3 / GT2 / TURBO / C4S / C2 / C4

2003 - 996 GT2 COUPE MANUAL (BASALT BLACK) 31,000 MILES.
Black Leather Interior (PCCB) Aluminum Pack GT2 Bucket Sports Seats Climate Control Xenon Headlights 18" Porsche GT2 Light-Weight Alloy Wheels (OPC Service History)

2002 - 996 GT2 COUPE MANUAL (POLAR SILVER) 25,000 MILES.
Black Leather Interior (PCCB/Sat Nav) Aluminium Pack Bucket Sports Seats Recent Service & New Tyres Park Assistance Climate Control Xenon Headlights 18" GT2 Light Weight Alloy Wheels (OPC Service History)

2001/2 - 996 TURBO COUPE MANUAL (MERIDIEN SILVER) 44,000 MILES.
Mid Grey Leather Interior (PCM/PSM/Sat Nav/Tel.Module) BOSE Sunroof White Dials Computer Climate Control Xenon Headlights 18" Turbo Alloys (OPC Service History)

2001 - 996 TURBO COUPE TIPTRONIC (ARCTIC SILVER) 40,000 MILES.
Mid Grey Leather Interior (PCM/PSM/Sat Nav/Tel.Module) Electric Memory Seats Electric Sunroof Climate Control Xenon Headlights 18" Turbo Alloys (OPC Service History)

2005 - 996 C4S COUPE TIPTRONIC S (MIDNIGHT BLUE) 48,000 MILES.
Metropole Blue Leather Interior (PCM/PSM/Sat Nav/Tel.Module) BOSE Switchable Sports Exhaust Aluminium Trim/Threshold-Plates Electric/Heated/ Memory Seats Climate Control Xenon Headlights 18" Porsche Techno Alloys (OPC Service History)

2002 - 996 TARGA TIPTRONIC (SEAL GREY) 74,000 MILES.
Black Leather Interior (PSM/Sat Nav/Tel.Module) BOSE Crested Headrests Full Carbon Pack Cruise Control Sports/Electric Seats Climate Control Xenon Headlights 18" GT3 Split-Rim Alloys (OPC Service History)

2002/3 - 996 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) 47,000 MILES.
Black Leather Interior (PSM/Sat Nav/Tel.Module) Kenwood Stereo With MP3 & DVD Player Stereo Pack Sports/Heated Seats Aluminum Pack Uprated Radio System & CD-Changer Climate Control 18" Turbo Alloys (OPC Service History)

2002/3 - 996 C2 COUPE MANUAL (ARCTIC SILVER) 46,000 MILES.
Black Leather Interior (PSM) Porsche Radio Heated Seats Rear Wiper Park Assist Climate Control Xenon Headlights 18" Carrera Alloys (OPC Service History)

PORSCHE 993 - TURBO / C2S / C4S / C2 / C4 / TARGA

1997 - 993 TURBO COUPE MANUAL (FOREST GREEN) 29,000 MILES.
Cashmere Leather Interior Full Carbon Fibre Pack Rear Roof Spoiler White Dials Electric Sunroof/Seats Sports Seats Rear Wiper Lightweight Pedals Stainless Steel Kick-Plates Turbo Red Calipers Climate Control 18" Split Rim Multi Spoke Alloys (OPC Service History)

1995 - 993 TURBO COUPE MANUAL (BASALT BLACK) 51,000 MILES.
Grey Leather Interior On-Board Computer Electric Sunroof/Seats Sports Seats Rear Wiper. Uprated Sony CD Radio Nokia Digital Sound System Sports Seats Turbo Red Calipers Full Climate Control 18" Alloy Wheels (OPC Service History)

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 MILES.
Grey Leather Interior;6 Speed Manual, Electric Front Seats, Electric Sunroof, Air Conditioning, Cruise Control, Becker CD player with Bluetooth, Upgrade Speakers and Amplifier, Sat. Nav. lead and Ipod connection.- Full Hands free Becker Telephone Package, Computer, Partially Wooden Steering Wheel, Full Wood Package, Full service History.

1996 - 993 TURBO COUPE MANUAL (MIDNIGHT BLUE) 67,000 MILES.
Classic Grey Leather Interior Rear Roof Spoiler Electric Sunroof/Seats Sports Seats Rear Wiper Uprated Sony Stereo/CD Player Turbo Red Calipers Full Climate Control 18" Porsche Turbo Alloy Wheels (OPC Service History)

1996 - 993 C4S COUPE MANUAL (IRIS BLUE) 59,000 MILES.
(VARIORAM) Marble Grey Leather Interior with Blue Dash Sunroof On Board Computer Electric Seats Sony Radio & CD-Changer Electric Windows/Mirrors Rear Wiper Porsche Climate Control 18" Turbo Alloys (OPC Service History)

1997 - 993 C2S COUPE TIPTRONIC 'VARIORAM' (FOREST GREEN) 42,000 MILES.
(VARIORAM) Cashmere/Tan Leather Interior Rear Roof Spoiler With Integrated Break Light. Sports Seats Electric Windows/Mirrors/Sunroof/Seats Full Climate Control 18" Turbo Alloys (OPC Service History & Specialist Service History)

1997 - 993 C2S COUPE MANAUL (ARCTIC SILVER) 49,000 MILES.
(VARIORAM) Black Leather Interior On Board Computer Electric Sunroof Electric Seats Sports Seats Rear Wiper Electric Windows/Mirrors Turbo Front/Rear Spoiler Full Climate Control 18" Turbo Alloys (OPC Service History)

1997 - 993 C2S COUPE MANAUL (ARCTIC SILVER) 70,000 MILES.
(VARIORAM) Black Leather Interior Uprated Stereo/CD Player Rear Roof Spoiler With Integrated Brake Light Electric Sunroof/Seats/Windows/Mirrors Sports Seats Full Climate Control 18" Turbo Alloy Wheels (OPC Service History & Specialist Service History)

1996 - 993 C2 TARGA TIPTRONIC S (MIDNIGHT BLUE) 68,000 MILES.
(VARIORAM) Klassik Grey Leather Interior Uprated Blaupunkt DAB/CD Player Rear Windscreen Wiper Immobiliser Electric Targa-Top Roof Electric Windows/Mirrors Electric Seats Climate Control 17" Porsche Alloy Wheels (OPC Service History)

1995 - 993 C2 COUPE MANUAL (BLACK METALLIC) 66,000 MILES.
Black Leather Interior On Board Computer Electric Windows/Mirrors/Sunroof Climate Control 17" Porsche Carrera Alloy Wheels Full Official Porsche Centre & Specialist Service History

1995 - 993 C2 COUPE MANUAL (RS-SPEC) (MIDNIGHT BLUE) 58,000 MILES.
Marble Grey Leather Sports Seats Sunroof CD Radio RS Specification Onboard Computer Electric Windows/ Mirrors/Sunroof Sports Seats Rear Wiper Climate Control New 18" Porsche Turbo Alloy Wheels & Tyres (OPC Service History)

1995 - 993 C2 COUPE TIPTRONIC S (SLATE GRAY) 81,000 MILES.
Slate Gray Metallic Full Black Leather Interior On Board Computer Electric Windows/ Mirrors/Sunroof Climate Control 18" Porsche Turbo Alloy Wheels (OPC & Specialist Service History)

1995 - 993 C2 COUPE TIPTRONIC (SLATE GRAY METALLIC) 115,000 MILES.
Grey Leather Interior On Board Computer Uprated Stereo and Speakers Electric Windows /Mirrors/ Sunroof Climate Control 17" Porsche Carrera Cup Alloy Wheels (OPC & Specialist Service History)

1994 - 993 C2 CABRIOLET TIPTRONIC S (RIVIERA BLUE) 82,000 MILES.
Metropole Blue Leather Interior Electric Windows/Mirrors/Hood Turbo Rear Spoiler & RS Front Spoiler (Original Spoilers & Bumper Included Also Painted Riviera Blue) Climate Control 16" Porsche Carrera Alloy Wheels (OPC & Specialist Service History)

1988 - 911 3.2 COUPE MANUAL (GRAND-PRIX WHITE) 88,000 MILES.
Navy Leather Interior/White Piping Sports/Electric Seats Pioneer Stereo & CD-Changer Rear Wiper Sunroof Porsche Fuchs 16" Alloy Wheels (OPC & Specialist Service History)

PORSCHE BOXSTER - 986 / 987 / 'S'

2006 – 987 BOXSTER S MANUAL (MIDNIGHT BLUE) 36,000 MILES.
Tan Leather Interior (PCM/PSM/PASM/Sat Nav/Tel.Module) BOSE I-POD Connection Electric/Heated Seats White Dials Passenger Climate Control Xenon Headlights 19" Carrera S Alloys (OPC Service History)

FERRARI - MODELS FROM 1967 +

2003 – F360 SPIDER F1 (ROSSO CORSA) 16,000 MILES.
Crema Leather Interior Red Piping Embossed Seats Ferrari Navtrack Scuderia Badges Wind Deflector Full Toolkit and Leather Folders Car Cover Electric Seats/Windows Climate Control (Full Ferrari Maindealer Service History/Recent Service, Belts Change, New Clutch)

1998 - F550 MARANELLO COUPE MANUAL (SILVER) 53,000 MILES.
Full Leather Interior Satellite Navigation with DVD ASR Sports Mode Electric Seats Upgraded Radio & 6 CD-Changer Climate Control (Ferrari Service History)

1995 - F355 SPIDER MANUAL (GIALLO MODENA YELLOW) 26,000 MILES.
Full Black Leather Interior Electric Sports Seats Climate Control Sports Suspension 18" Ferrari Alloys (Ferrari Service History)

1976 - 308 GT4 COUPE MANUAL (ROSSO RED) 84,000 MILES.
Rosso Red Cream Leather with Red Carpet Electric Mirrors Electric Windows 16" Ferrari Alloys (Ferrari Service History)

1973 - DAYTONA 365 GTB/4 RHD (ROSSO RED) 38,000 MILES.
Black/Red Leather Interior Red Carpets Climate Control "Ferrari Classiche" Full Continuous History Superb Provenance 3 Owners From New

1972 - DINO 246 GT (WHITE-ORIGINAL PAINT) 38,000 MILES.
One Owner over the last 35 years One of approximately 400 RHD cars only manufactured by Ferrari Black Leather Interior Electric Windows (Complete Service History)

1967 - 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 MILES.
Full Black Leather Interior Detailed Restoration History Full History Original Build Sheets/Sales Invoice/ Tool Kit/Wallet/Hand Books Numerous Concourse & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repaint & Work Done By Ferrari Exceptional Condition Throughout

CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE

1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 MILES.
1 of 26 RHD Lightweights Black Leather Black Metallic Coachwork with White Stripes Full Black Leather Interior Full Weather Equipment Absolutely Stunning Condition Very Rare With Approximately ONLY 28 Vehicles Manufactured.

1991 - AC COBRA LIGHT WEIGHT (SPEED YELLOW) 9,000 MILES.
Black Leather, 1 of 26, RHD, Lightweight's, Previously Owned By Rod Stewart 1st Class Specification Previously Owned By Rod Stewart 9,000 Miles Yellow Coachwork With White Stripes Full Black Leather Trim Full Weather Equipment Side Exhausts AC/Shelby Alloy Wheels Blue Printed Engine Roll Bar Many Extras

1974 – JAGUAR E-TYPE 5.3 V12 MANUAL ROADSTER 'OPEN TWO SEATER' (SERIES 3) (BLACK METALLIC)
Manual Transmission 5.3 Litre V12 Black Metallic Coachwork Full Black Leather Interior Royal Blue Mohair Hood 15" Wire Spoke Alloy Wheels Full Body-Off Restoration Stunning & As New Condition Throughout

1969 – JAGUAR E-TYPE 4.2 MANUAL 'FIXED HEAD COUPE' (SERIES 2) (BRITISH RACING GREEN) 16,000 MILES.
Manual Transmission 4.2 Litre Straight-Six British Racing Green Coachwork Light Green Leather Interior Wood Rim Steering Wheel 15" Wire Spoke Alloy Wheels Superb Recent Ground-Up Restoration Stunning Condition

1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 MILES.
Automatic Black Coachwork Red Leather Interior Power Assisted Steering Wire Wheels. Recent Restoration To Virtually Concours Standard

1936 - BENTLEY 41/4 PILLARLESS COUPE (MIDNIGHT BLUE)
Grey Leather Gurney Nutting Coachwork 1 Owner 40 Years Extensive History A True Classic Completely Original Throughout & Has Been Exhibited At Luois Vuitton Concours D'Elegance In Paris 2003. Full Mid-Grey Leather Interior Sunroof Produced By Gurney Nutting Chassis Completely Original Throughout

1964 - PORSCHE 356 SC COUPE LHD (SIGNAL RED)
1600cc Signal Red Coachwork Soft Beige Leather Interior Left Hand Drive 4 Speed Manual
Recent Restoration To Concours Standard Eligible For Many European Events

OTHER VEHICLES

2002 - MINI COOPER S 1.6 MANUAL (SILVER METALLIC) 33,000 MILES.
Black Leather Interior (Sat Nav/Tel.Module) Multifunction Steering Wheel On-Board Computer CD Radio Xenon Headlights Sunroof Rear Park Assist Rear Wiper 17" Mini Alloys (Full Mini Service History)

2006 - VW GOLF GTI 3DR DSG 1-OWNER (SILVER METALLIC) 56,000 MILES.
Black Leather Interior DSG Transmission Heated Seats Climate Control Xenon Headlights 1 Owner From New Recent Service 18" Monza Alloy Wheels Full Volkswagen Service History

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1967 JAGUAR 3.4 MK2 AUTO. RHD. Opalesent Burgandy with Original red leather trim. Power Steering, Uprated Brakes, Suspension, Unleaded Engine. Original Matching numbers Car, over 60K spent by last long term owner. All books, Tools, etc. Superb History File. One of the Best you will ever see. "Stunning" **£34,950**



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1968 MGC ROADSTER Mineral Blue with Black leather (piped) Overdrive, wire wheels, weather equipment, full tonneau cover, stainless steel exhaust, ONE owner from new, recent engine rebuild, all books, tools, etc. Original matching numbers UK car, a Stunning Original One Owner example.....**£24950**



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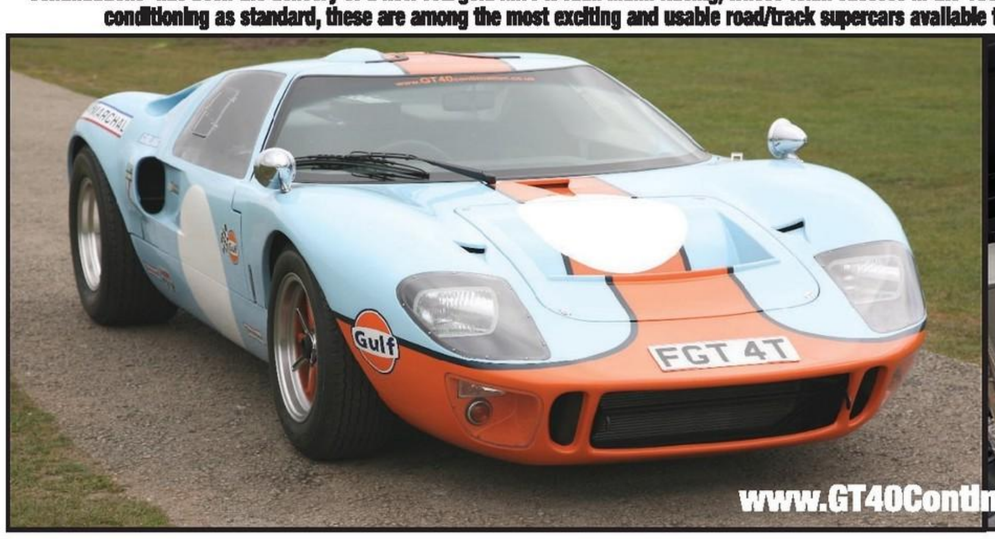
AC COBRA 427 Mk III S/C 'CONTINUATION' - L.H.D.

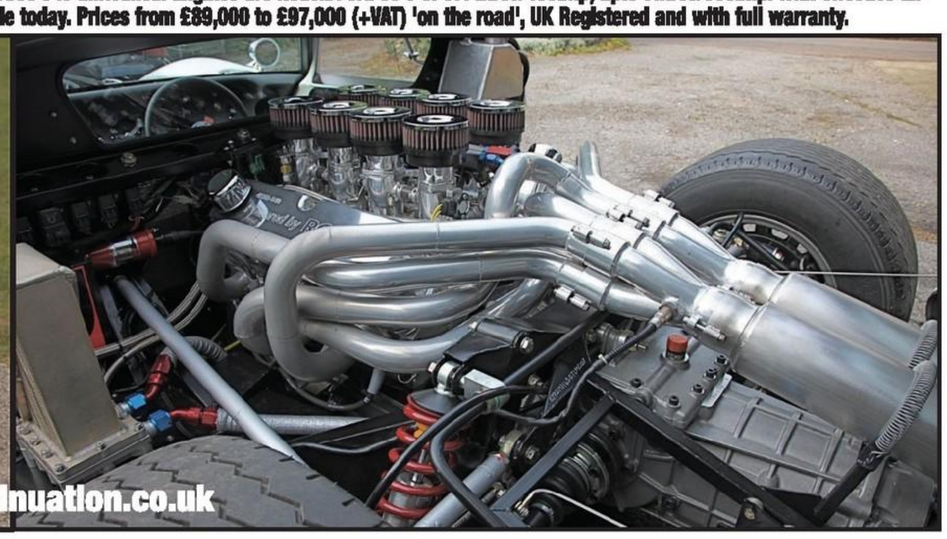
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Source: Eric Claption - The Autobiography - page 189

This significant car is in excellent condition and comes complete with some original garage invoices addressed to George Harrison, one of the Beatles. This actual car lays claim to have started Eric Clapton's obsession with Ferrari. George visited Eric's house in this car in the late 60's which inspired him to order a new 365 GTC.

1963 Ferrari 250 Lusso





1962 Ferrari 250 PF Cabriolet





1965 Ferrari 275 GTB





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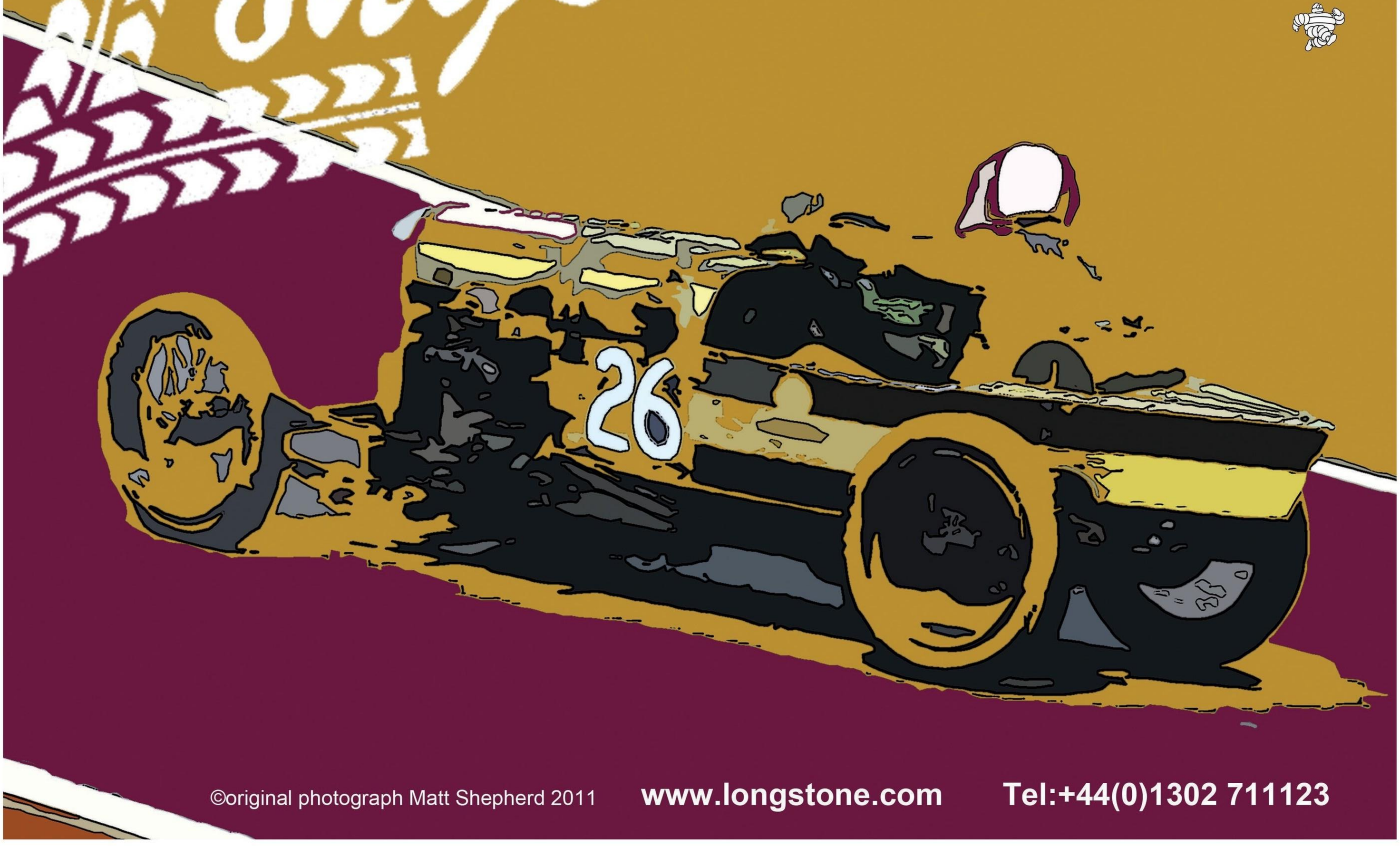
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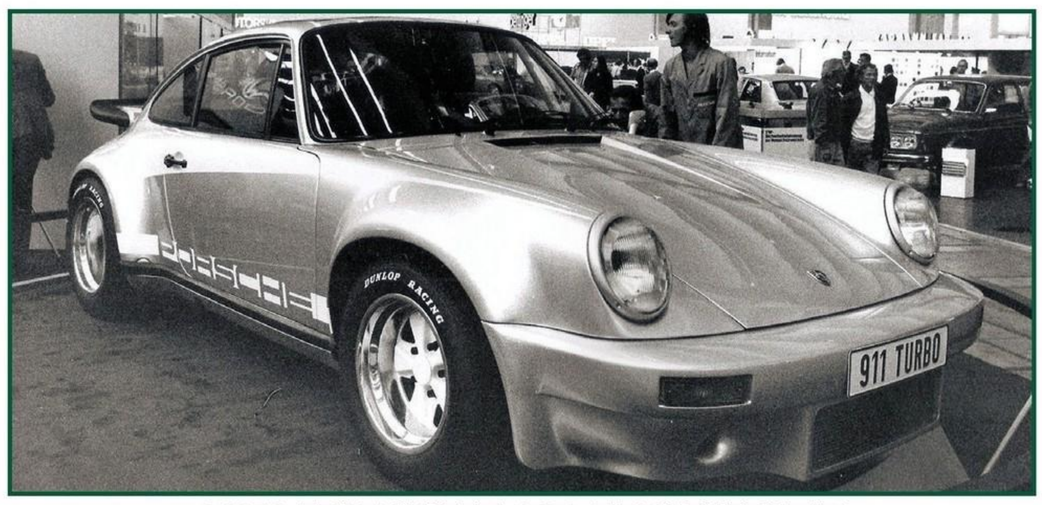
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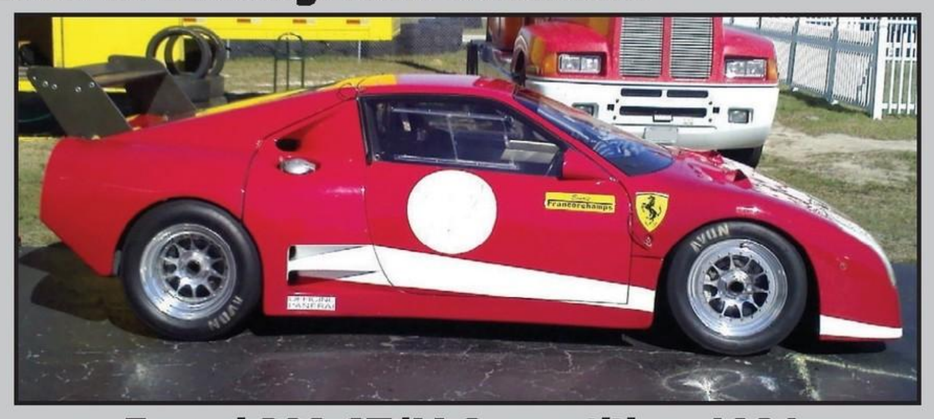
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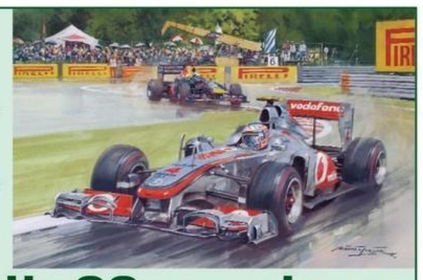
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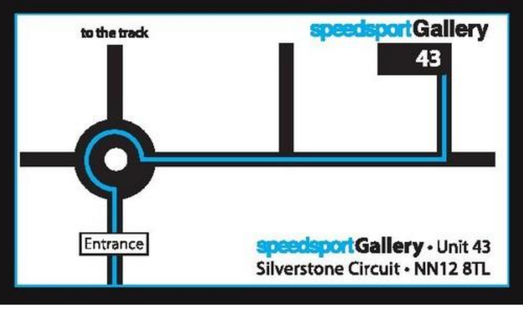
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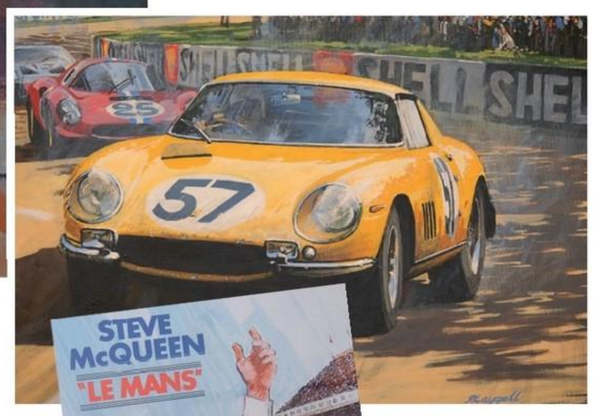


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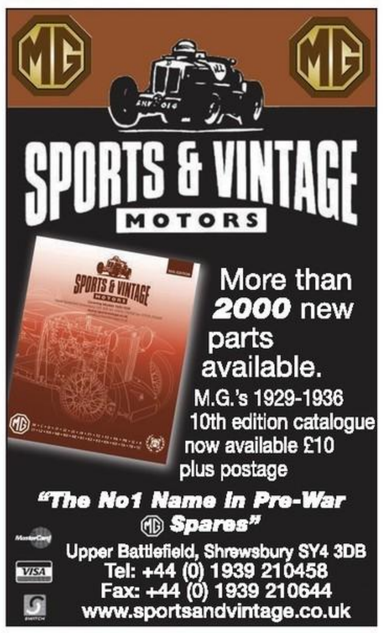
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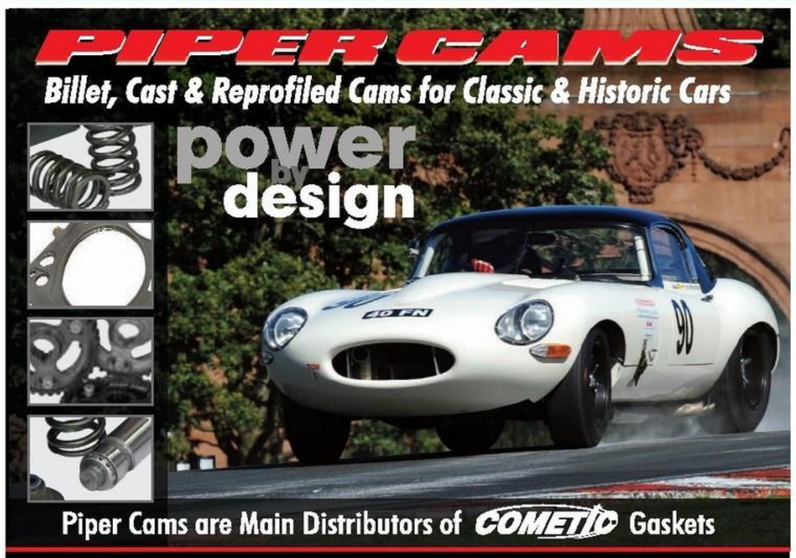
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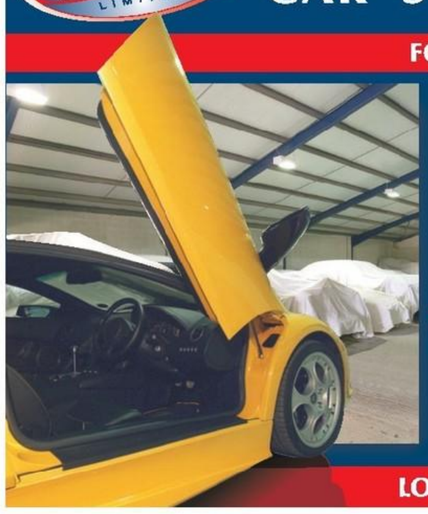
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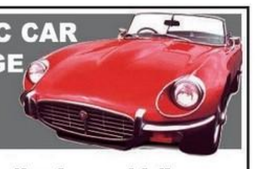


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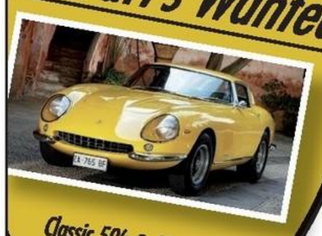


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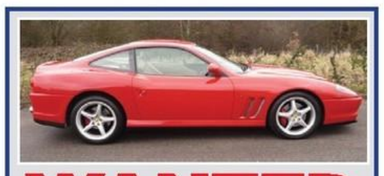
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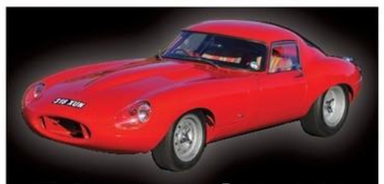
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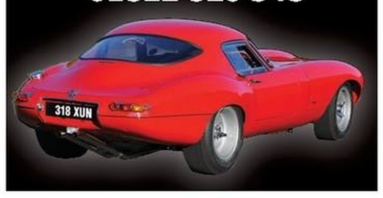
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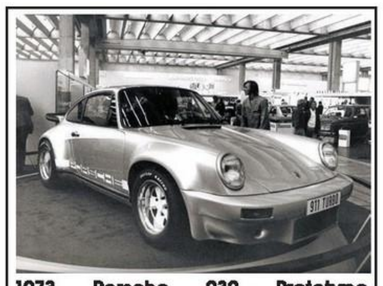
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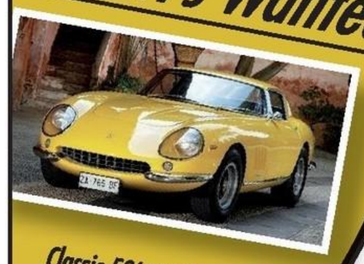
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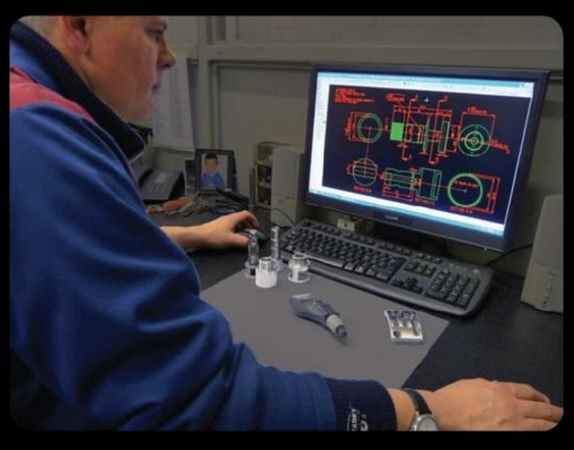






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