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BY GORDON CRUICKSHANK

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HOW LOTUS PLANS TO CONQUER THE WORLD!

F1, sports cars, Indy 500… meet the brains behind the ambition

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PATRICK HEAD ON…

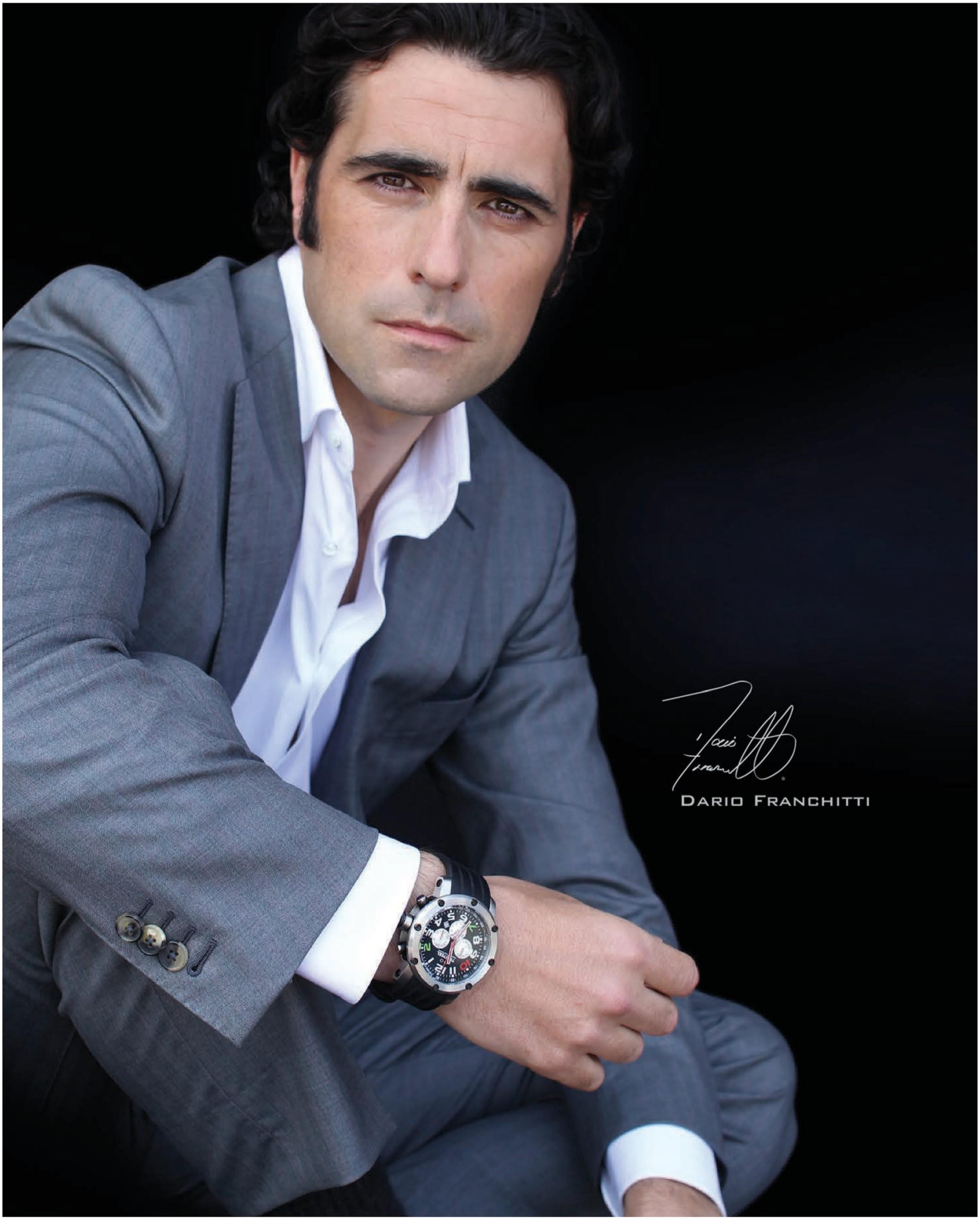
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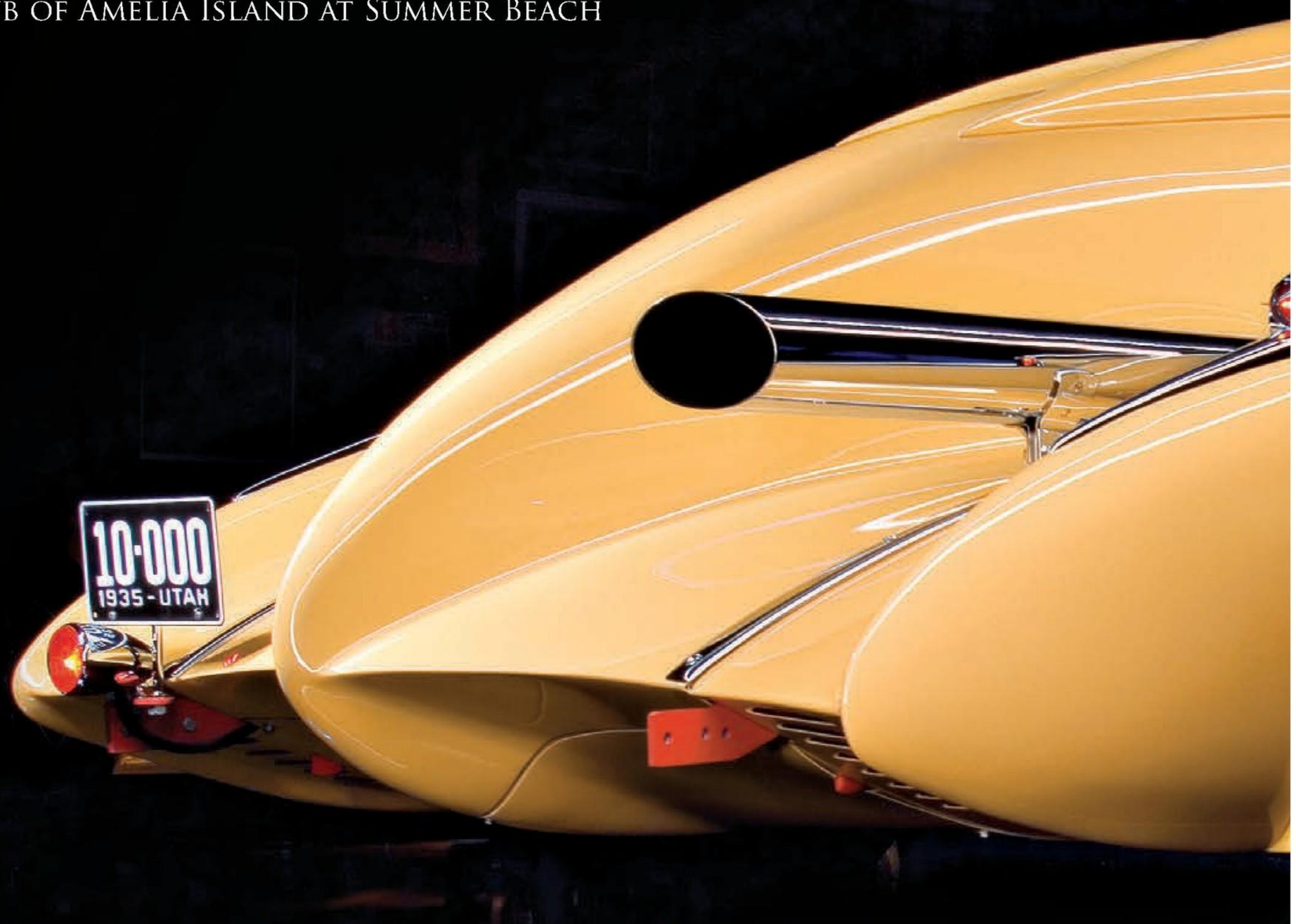
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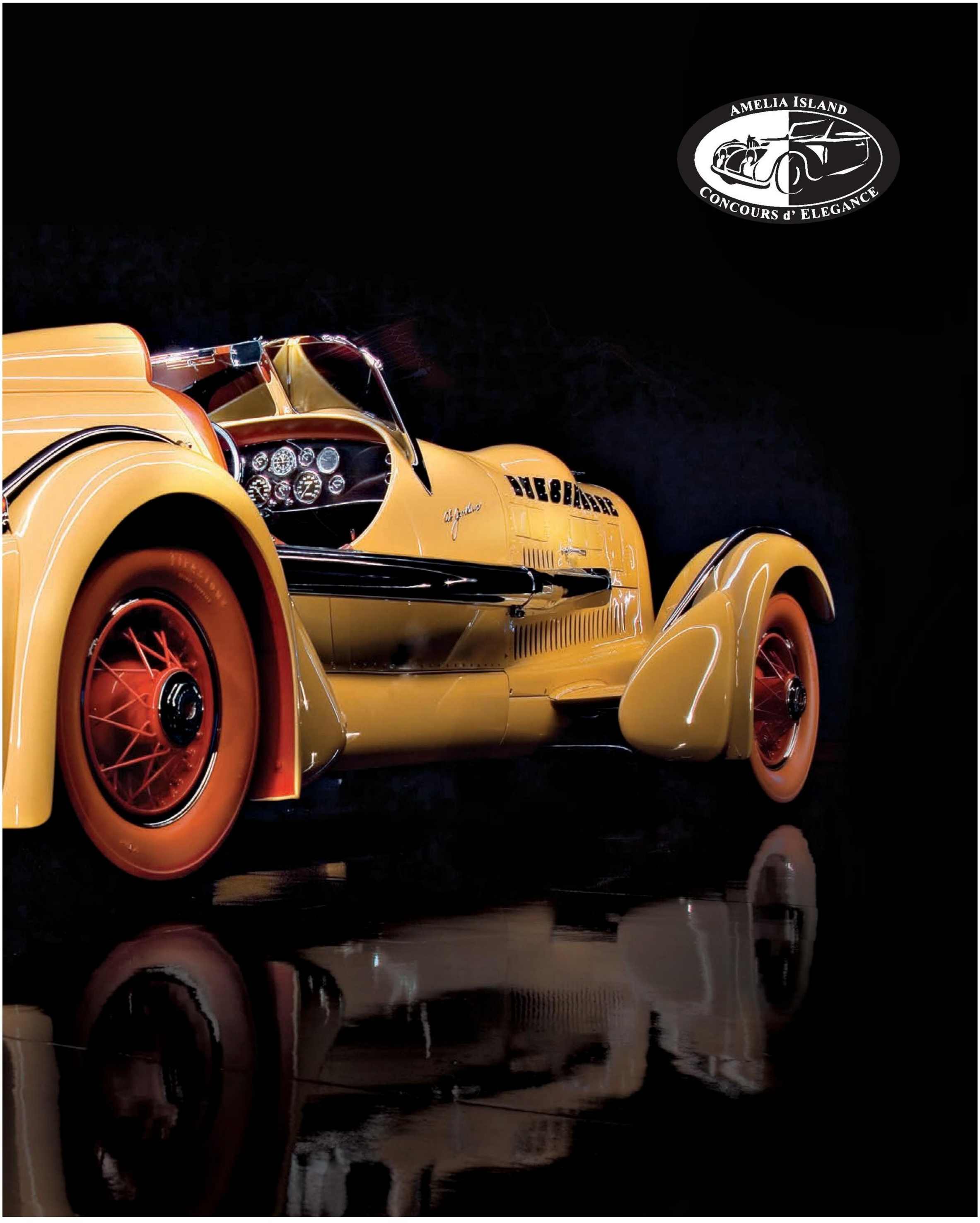
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Contents



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FAVOURITES

14 THE MOTOR SPORT MONTH
Ferrari changes strategy for 2011 title bid; Donington festival gathers pace

21 EVENTS OF THE MONTH
Autosport International round-up

22 ROEBUCK'S REFLECTIONS
Brundle on taking pole at the BBC

33 PATRICK HEAD
Early memories of his father's racing

35 DISPATCHES
Adrian Newey on the next Red Bull

37 ON TWO WHEELS
An appreciation of Mike Hailwood

39 THE US SCENE
Team Penske's sponsorship run

40 LETTERS
A lap of the Targa; P34 inspiration?

120 ON THE ROAD
A tour of Dunlop's tyre factory; why Cooper has moved from cars to bikes

125 AUCTIONS
Coys' joy at McRae Focus WRC sale

127 BOOK REVIEWS
Targa Florio in '66; the Brits at Indy

129 DESIRABLES
Snapshot of the best digital cameras

130 YOU WERE THERE
A historic first for Williams in F1

132 DOUG NYE
When BRM cooked its tyres at Albi

134 BILL BODDY
The early race exploits of ERA

136 PARTING SHOT
Hawthorn waits for wheels at Monza



Ferrari

Cover image: Greg Pajo

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Volume 87 Number 3 Since 1924
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Contents

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FEATURES

46 BMW TIN-TOP SUPER-TEST
Andy Priaulx and Steve Soper compare three of Munich's finest at Brands

54 TOM WALKINSHAW TRIBUTE
He had highs and lows in racing, but remained a determined driver/team boss

60 LOTUS: BRAVE AMBITION
F1, IndyCar, sports cars, road cars,… Lotus chiefs explain their grand plans

66 ARTURO MERZARIO
F1's 'Marlboro Man' is reunited with his 1974 steed – the Iso-Williams

72 TECH TALK WITH LOLA
Smaller, lighter but louder – we look at recent developments in F1 engines

76 LUNCH WITH… ALEX WURZ
Best known for his F1 exploits, Wurz is aiming for a third Le Mans win in 2011

84 PRIVATE VIEW
Reliving the first season of Can-Am

90 CHRIS LAWRENCE
Morgan's Le Mans class winner

94 CHIP GANASSI
He hung up his helmet to become a team boss and has never looked back

102 MIKE EARLE
The Arena boss has (almost) done it all, from rallying, to F1, to the BTCC…

112 ROAD CARS
What's hot in 2011; new Focus verdict



Stuart Collins

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Inject some inspiration!

Motor racing was better in the past. There, I've said it. But do I really believe it? Never! The next race is as enticing as it ever was. Personally, I can't wait for Bahrain.

But I have a conundrum. When it came to shooting the cover image for this issue, featuring the cream of BMW saloon car racers, what did we choose to highlight? The liquid lines of the modern 320Si, in which Andy Priaulx has claimed an unmatched trio of world titles? No way. We stuck that at the back. Instead, we were turned on by the lurid bulges of the fantastic 40-year-old CSL 'Batmobile' and the boxy outline of the edgy M3. Today's Bimmer is third-best, no question. Priaulx and Steve Soper certainly agreed, as you can read on p46.

In mid-January, as I emerged heavy of foot from the energy-sapping halls of Autosport International, I couldn't help but reflect on my personal highlights of the annual racing car show: the collection of classic McLarens, the curvy sports racers on the HSCC stand, the 'fast Fords' up for sale at the Coys auction. The modern racers? Few stood out.

Now, *Motor Sport* today can never be accused of wallowing in the past. We take a leaf out of Jenks's book: to live in the present, but one that is always informed by a rich and colourful past. Still, the conundrum I can't get away from is that old racing cars are so much sexier than new ones! Part of it is human nature, that we react to the familiarities of the past and our memories. But most of it is because engines, aerodynamics, innovation… it's all neutered today. Motor racing used to be about extremes. But you can't tell me a 1.6-litre turbo four – set to power Grand Prix cars from 2013 – is extreme. If the 1000bhp turbos of the 1980s were Sylvester Stallone, the future iteration sounds more Colin Firth.

I don't want to be pessimistic. Standing at Copse watching an F1 'on rails' still makes the hairs bristle on the back of your neck, and I'm sure the leading team bosses and engineers haven't forgotten their pledge that spectacle must always be central to the ethos of F1. But the constant homogenisation of the modern racing (and rally) car threatens to draw all character from the sport. As for the drivers, well, Martin Brundle sums them up perfectly in Nigel Roebuck's Reflections this month – and it's a similar tale.

I'd really like to prioritise the modern racer over the old on the cover of *Motor Sport*, but the fact is they don't inspire me as much – and the evidence is you seem to agree. Perhaps we'll view them differently with the passing of 10 years. But right now, it's hard to believe.

As I write, the team here in Chelsea is gearing up for the second *Motor Sport* Hall of Fame, in association with TAG Heuer. We launched the concept last year, as we celebrated the great names of racing with what turned out to be one of the parties of the year. The Hall of Fame remains 'virtual' for now, but we're returning to the Roundhouse in Camden to add more illustrious figures to our exclusive club on February 15. And in the true spirit of the magazine, they won't all necessarily be from racing's past…

We're offering the chance for five subscribers (plus a guest each) to join us on our special night, with a competition to win tickets. To enter, visit our website and answer what will undoubtedly be a very easy question for any reader of *Motor Sport*! So log on to **www.motorsportmagazine.com** today and give yourself a chance to join us for what promises to be another night to remember.

Damien Smith, Editor

CONTRIBUTORS



Adam Cooper

Over his years in racing, Adam's time in paddocks of all sorts, including Formula 1, meant that he encountered the late Tom Walkinshaw in many guises and moods. One was an unusually self-revelatory session when the fiery Scotsman's businesses appeared doomed. It offered a rare glimpse of the man behind the image, as you can read in Adam's tribute to this larger-than-life figure.



Greg Pajo

Some photographers are great shooting people, some excel at moving action. But the ability to be fast is a real asset when it's a race against deadlines or track schedules. For our BMW story, Andy Priaulx's commitments meant that Greg only had a couple of hours to photograph three cars and land our cover shot – tough when shoots often take all day. But the results were worth the stress.



Ed Foster

He has just about recovered from cycling between John O'Groats and Lands End clad in skin-tight red Lycra as one of The Incredibles (it was to benefit a Parkinson's charity, not personal peccadillo), so who better to find out which famous racing name is now adorning bike frame tubes? Clue: they're not curved anymore. He's also been discovering how Norfolk wants to rival Modena…



Stuart Collins

Poor Stuart – two rain-soaked photo projects in a row. Last month's soggy six-wheeled Tyrrell session was eclipsed by the Merzario shoot in this issue – the single wettest car-to-car shoot Stuart has ever done. But coping with adverse conditions is part of the job: track tests are fiendishly complex to arrange, and we only get one shot at them. Serves us right for organising them in winter! Sorry, Stuart.

SPORTS CARS

McLaren GT readied

The new MP4-12C GT3 racer is the first step in a long-term return to sports car racing by McLaren.

A tie-up with UK-based GT race team CRS Racing to help develop McLaren Automotive's carbon-chassis 12C for the GT3 class was confirmed late last year. McLaren boss Martin Whitmarsh has now revealed that a car built to Le Mans GT Endurance class rules (formerly GT2) will follow and that future models will also be developed for racing.

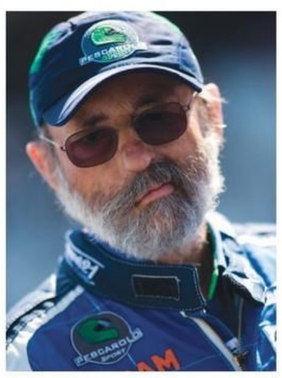
Whitmarsh, whose firm won the Le Mans 24 Hours in 1995 with the F1 GTR, described the MP4-12C as "just the start" and continued by promising that "over the next three to four years we are going to roll out a whole range of products".

The first 12C GT3 should be up and running in March. CRS is planning to undertake a number of races with the car later in the season before production of the first race cars gets underway.

It is planned that 15 GT3s will be delivered to customers in time for the 2012 season, with a total production run of 40 cars.



Alonso and Rossi teamed up at Wrooom PR event



SPORTS CARS

Pescarolo plans Le Mans return

Sports car legend Henri Pescarolo's team will return to the Le Mans 24 Hours after a one-year absence.

The renamed Pescarolo Team plans to field at least one of its eponymous Judd-powered LMP1 contenders in the 24 Hours and the five-race Le Mans Series. Emmanuel Collard, who helped the team then known as Pescarolo Sport to the LMS title in 2005 and '06, has been signed to lead the assault.

Pescarolo, 68, has regained control of his team, which was taken over by the Sora composites group over the 2008/09 off-season. The assets, including two Pescarolo 01 chassis, were bought out of administration by a group including OAK Racing boss Jacques Nicolet and loaned back to the team founder (above) in October.

FORMULA 1

Unrest within FOTA

The unity of the Formula One Teams' Association has come under threat after it was suggested that Red Bull Racing did not comply with the Resource Restriction Agreement last year.

Christian Horner has denied that the team did anything that conflicted with the RRA, pointing out that Red Bull was also accused of technical infringements but that FIA investigations came to nothing.

HRT has dropped out of FOTA, with team boss Colin Kolles claiming that the organisation focused on the interests of the larger outfits. There are conflicting reports as to how much the team had already paid towards the €100,000 FOTA membership fee charged in 2010.

FORMULA 1

Fighting Ferrari reveals team changes

Ferrari has shaken up its approach to race engineering in light of the strategy disaster in Abu Dhabi that cost it the 2010 drivers' title.

Pat Fry, who joined from McLaren last year as deputy technical director, has added race engineering to his existing responsibilities. He in effect takes over the role of Australian Chris Dyer, who has been moved to a factory job.

Former McLaren and Red Bull man Neil Martin becomes head of a new operations research department.

Ferrari president Luca di Montezemolo played down the scope of the changes.

"Believe me, I often still wake up at night thinking of the race in Abu Dhabi, so it goes without saying that we must look to the future," he said at Marlboro's traditional January PR event in Italy. "There has been no revolution within our organisation, just a few adjustments to improve the way the team is run."

Montezemolo went on to insist that the team must come out fighting, having lost out last year because of its form in the early races: "We must make a good start, both in terms of reliability and, above all, on the performance front. Last year, we lost the championship in a first half that found us failing to live up to our expectations."

Fernando Alonso said he expects to be more comfortable with the car than he was last season.

"BELIEVE ME, I OFTEN STILL WAKE UP AT NIGHT THINKING OF THE RACE IN ABU DHABI"
LUCA DI MONTEZEMOLO

"When I arrived at the team in 2010 the car was already prepared, whereas this year, thanks to the reciprocal relationship between me and the engineers, we've been able to try to introduce everything that can be influenced by the driver.

"That includes the cockpit, the controls, the behaviour of the car based on driving style – that will be much more adapted to me compared with last year."

Valentino Rossi attended the Wrooom PR event in his new role as a Ducati rider. Alonso didn't rule out some kind of PR stunt involving the two World Champions: "I can't say anything certain but perhaps at the end of the season, in December, there could be a surprise. On two wheels, four wheels or however many wheels people would like..."

■ FORMULA 1

Drivers with backing take precedence

Commercial considerations played an ever-increasing role in the 2011 driver market, as those without cash behind them were left out in the cold.

Following on from the signings of Sergio Perez by Sauber and of Pastor Maldonado by Williams, the rebranded Lotus Renault GP team confirmed that Vitaly Petrov has kept his seat for 2011. The Russian (below) showed erratic form in his rookie season, although there were flashes of potential.



Nevertheless his funding played a key role, with the build-up to the first Russian GP in 2014 making the sport even more attractive to sponsors from that country.

Jerome d'Ambrosio has replaced Lucas di Grassi at Virgin, having driven in Friday practice for the team in four of the last five GPs in 2010. He becomes the first Belgian to appear in F1 since Bertrand Gachot – who also used French nationality – drove for Pacific in 1995.

Narain Karthikeyan, 34, returns to F1 with Hispania after an absence of five years. The Indian drove for Jordan under its first year of Midland ownership in 2005. Since then he has appeared in A1 GP, Superleague, sports cars and even NASCAR trucks. Karthikeyan is backed by the mighty Tata Group, which clearly wants a presence at the first Indian GP this year.



■ FORMULA 1

Alesi to be first 'Lotus ambassador'

Former Grand Prix driver Jean Alesi will play a pivotal role in the new Lotus T125 million-dollar track day car.

Lotus Motorsport has signed the 46-year-old Frenchman as an ambassador for the coming season. He will be involved in the development of the T125, which Lotus wants to offer F1 levels of performance, and will tutor drivers who purchase one of the 25 cars scheduled to be built.

"My job is to use my experience to help make this car driveable for the customers," said Alesi (above), who is likely to be one of a number of F1 names involved in the T125 or Exos programme. Lotus Motorsport director Claudio Berro said he had a gentleman's agreement with



Nigel Mansell to renew his ties with a brand for which he drove in Formula 1 in 1980-84, and admitted he was in talks with another former Lotus F1 driver, Johnny Herbert.

Lotus took the wraps off its ambitious 2011 motor sport programme in January. James Rossiter has been announced as a test and development driver in a deal that could encompass race outings in the IndyCar Series with the Lotus-backed KV Racing squad. Austria's Jetalliance team will field a pair of Dallara-developed Evora GT Endurance cars (left) in this year's Le Mans Series and, subject to obtaining entries, in the Le Mans 24 Hours itself.

See Events of the Month (p21) and Lotus feature (p60)

■ INDYCARS

Ganassi signs Rahal



Chip Ganassi will run a new two-car IndyCar Series team this season in addition to his existing title-winning squad with Dario Franchitti and Scott Dixon.

Graham Rahal (left with Ganassi), who worked through four different teams last year due to a lack of sponsorship, has signed to drive. He will be joined by Indy Lights graduate Charlie Kimball.

Ganassi believes a pair of two-car teams which are strongly linked and have the ability to share data and knowledge – as in Rick Hendrick's successful NASCAR outfit – is better than a single four-car squad. Rahal said: "Coming off a year like I've just had, it's a huge relief to find a home with a team of this quality. Time and again Chip Ganassi Racing has been the best and to have guys like Dario and Scott to learn from, I don't think there's a better combination. The pressure's on me to succeed."

Chip Ganassi interview, p92

■ BTCC

Two Audis for 2011 grid

Audi will return to the British Touring Car Championship after a 12-year absence with a car developed by key personnel from its successful campaigns of the late '90s.

Rob Austin Racing plans to field two A4s built to Next Generation Touring Car rules by GPR Motorsport. Roger King, tech boss of the Buckingham engineering firm, engineered Frank Biela to the '96 BTCC title at the factory Audi Sport UK squad.

The private programme was described by Rob Austin as a "fantastic challenge". Drivers have yet to be named.

■ RALLYING

Sordo to strengthen Mini line-up

The MINI WRC Team has announced that ex-Citroën factory pilot Dani Sordo will join 2009 IRC champion Kris Meeke as a driver at the new squad.

Sordo drove for the works Citroën team for four seasons alongside seven-time World Champion Sébastien Loeb, and despite being only 27 is one of the more experienced drivers in the WRC.

"There has been a lot of excitement surrounding Mini's return, so to be part of it is fantastic," said the Spaniard. "I'm also looking forward to working with Kris having completed a successful test with him last November."

The MINI team will contest at least six WRC rounds in 2011.

■ FORMULA 1

Bernie puts a damper on Rome GP

Plans to run a Grand Prix on the streets of Rome from 2013 suffered a blow when F1 supremo Bernie Ecclestone told the city's mayor Gianni Alemanno that he wants to restrict countries to one race per year.

Ecclestone has apparently suggested that Rome alternates with Monza. But it's not clear how such a plan will go down with the sporting authorities in Italy, and even Alemanno has said Monza should have priority. Ferrari has stated that it is not keen on the Rome event.

The Rome GP promoter Maurizio Flammini remains optimistic, however, that a compromise can be agreed.

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LAT

Right Time for Martini trophy

Chris Craft, John Miles and John Burton were among the drivers present to mark the launch of the Martini Trophy, the new HSCC series for 1970s 2-litre sports-racing cars.

The Martini Trophy plans were unveiled at Autosport International and interest in the series is high. The HSCC aims for 25 cars for the opening races at Silverstone on May 14/15.

Burton (69) was a race winner in period and still races a Chevron B26. He plans to contest the new series, which has other dates at Brands Hatch, Oulton Park and Dijon-Prenois.

"It will be lovely to see these cars racing as they should do, not with Can-Am cars, but on their own," he said. "They never raced against Can-Am in their day. It's great that the HSCC has created a 2-litre series, and I hope it's going to be a success."

Historics to race all night

The first-ever British 24-hour race for historic cars is being planned for 18 months' time by Goodwood consultant and Top Hat founder Julius Thurgood. It will be run by his recently founded Historic Racing Drivers Club.

No formal announcement has been made, but it seems clear the race will be run for pre-66 production cars in 2012. As only Silverstone and Snetterton are licenced to hold such an event, and as the former is scheduled to hold the Britcar 24-hour race, the MSV-owned Norfolk circuit is currently believed to be the most likely option, though Donington has not yet been ruled out of the running.

Although the race will not be an FIA event, it will run to FIA eligibility criteria, meaning cars with Historic Technical Passports will be given priority on the 40-50 car grid. However it will not accept production racers such as Ford GT40s. Thurgood is adamant that allowing specialist racers and prototypes would be "to take the event out of the hands of the very people it's been organised for".

So expect E-types, Alfa GTAs, Mustangs and Lotus Cortinas. Relay teams may race alongside single-car entries, and if space allows, 1950s touring cars will also be accepted for variety.

Silverstone hosts E-type record

The largest assembly ever of Jaguar E-types will make history as the model's 50th anniversary is celebrated during the Silverstone Classic in July. As well as more than 50 cars racing on the Grand Prix circuit, up to 1000 road-going models are expected to pack into the infield display areas.

The race programme for the July 22-24 event includes the second round of the E-type Challenge, which starts at Brands Hatch three weeks earlier.

"With so many E-types on and off the track, it's going to be the world's biggest and best celebration for one of the truly great sports cars," said Silverstone Classic boss Nick Wigley.



Charlie Wooding

Donington festival will include Group C season openers

HISTORICS

Donington festival grows

Duncan Wiltshire, the driving force behind the Donington Historic Festival, says that he plans to expand the event year by year to make it a major annual celebration of the Donington Park circuit.

The inaugural event will run from Friday April 29 to Sunday May 1, and Wiltshire says that there are long-term plans for the festival. "The most important thing is that the whole festival is about the history and heritage of Donington Park. With Kevin Wheatcroft's support, it's got all the right ingredients, and this event will grow as the circuit re-establishes itself."

Wiltshire opened discussions about a festival before the abortive work started on developing a Grand Prix circuit at the East Midlands venue and now wants to build an event that will, in future years, become a major spectator draw.

Adding to an impressive race line-up are the opening races of the Group C season, Historic F2 and the new 1000kms sports-prototype series, racing into the twilight of Saturday evening. Other races include U2TC touring cars and pre-63 GT cars as well as categories from Wiltshire's own Motor Racing Legends organisation.

Off-track attractions will include Group B Rally car demonstrations on a mock special stage on the Grand Prix loop, with full spectator access, so that Audi Quattros, MG Metro 6R4s, Ford RS200s, Lancia 037s and Peugeot 205 T16s can be put through their paces at Donington for the first time in more than a decade.


LAT

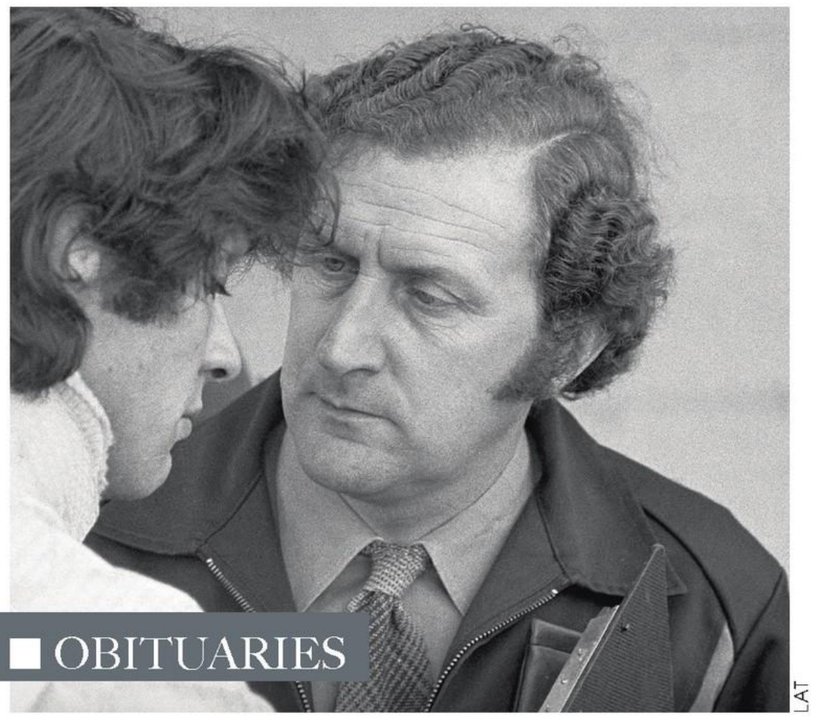
Pageant majors on 4WD

The biggest gathering of four-wheel-drive Formula 1 cars ever staged at an event will be a major attraction at the Cholmondeley Pageant of Power (July 15-17).

"It will be a unique sight, such a big collection of four-wheel-drive Formula 1 cars. We hope to have four or five there with several of them running," said Rick Hall, who is co-ordinating the event. Hall's company maintains several of the cars currently in the Donington Grand Prix Collection, from which will come a Lotus 63, the McLaren M9A, the unraced Cosworth F1 and the BRM P67 that practiced for the 1964 British GP but did not race.

Joining them will be the first such car, the Ferguson P99 (above), which has recently been bought by Stuart Rolt. His father Tony was the driving force behind the creation of the P99, and Rolt has become only the car's second owner after the Ferguson family.

"The car is very special to me as my father was absolutely instrumental in its creation," said Rolt.



LAT

OBITUARIES

Derek Gardner

Derek Gardner – Tyrrell's highly respected Formula 1 designer from 1970-77 – died on January 7, aged 79.

Forty years before, Ken Tyrrell offered him the job of designing a racing car fit for World Champion Jackie Stewart. Bentley-driving Derek, reserved and precise, had never designed a car before.

Born at Leamington Spa in 1931 and brought up in nearby Warwick he showed an early passion for aviation, joining Constant Speed Airscrews at only 17, while studying aerodynamics at Coventry Tech.

In 1949 he swopped to mechanical engineering, joining a firm of consultant engineers with whom he designed the folding hood for the Healey Silverstone. At 23 he began National Service in the RAF, although high-tone deafness foiled his ambition to become a pilot.

After being demobbed at 25 he became a gearbox engineer, first with Hobbs Transmissions, then Ferguson Research, working on the 1964 Novi-Ferguson Indycar and the 4WD BRM F1 hack. In 1968 he joined STP-Lotus at Indy. Rooming with chief mechanic Dick Scammell he told me, "I realised this was what I wanted to do – I had to get into racing full-time".

Through 1969 he worked on Ferguson's 4WD system for the Tyrrell-run Matra MS84, and got to know Ken. He was regarded as pernickety, but 'very sound'. Early in 1970 Tyrrell realised he had to build his own car "to become independent of an outside manufacturer...". Derek had decided to leave Ferguson and freelance when Ken asked if he could design an F1 car. "When I decided I could, I began to wonder whether I should!"

He built the Tyrrell 001 mock-up in his garage in Leamington Spa, where Stewart visited for a fitting.

Derek's Tyrrell designs carried Stewart to World Championship victory in 1971 and '73. His long-wheelbase 007s followed for new boys Jody Scheckter and Patrick Depailler in 1974-75, coming close to another title. For 1976-77 the six-wheeled P34 completed his F1 career. Frustrated more politically than practically by F1, Derek rejoined formal industry, becoming divisional director of engineering and research for Borg-Warner. An engineer's engineer and a great man, sadly afflicted in recent years by failing health. *Doug Nye*



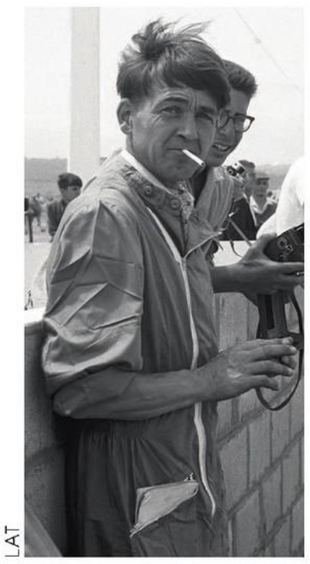
Collection Swaters

Jacques Swaters

Grand Prix driver and team owner Jacques Swaters died in December aged 84 after a long career promoting Belgian racing interests.

In WWII Swaters was arrested by the Germans for resistance activities and was lucky to be rescued from a prison train. Of a wealthy family, he contested GPs in the early '50s in a Talbot and raced a Ferrari 500, but became synonymous with sports car racing as principal of Ecurie Francorchamps and Ecurie National Belge, aiming to promote Belgian drivers. Between the two outfits Swaters oversaw overall victory in the 1965 Spa 500Kms, plus several impressive seconds and thirds at Le Mans to add to his personal third and two fourths in C- and D-type Jaguars there.

As Belgium's Ferrari concessionaire he entered many Maranello machines in Belgium's yellow livery, and Francorchamps became at its height one of the most respected privateer Ferrari teams. Latterly Swaters built an archive housing drawings, artefacts and memorabilia of his beloved marque.



LAT

Jim Endruweit

One of the legendary names from the great days of Team Lotus has died, aged 83. Jim Endruweit was chief mechanic when Jim Clark won both his World Championships, but more than that was Colin Chapman's right-hand man while Lotus turned from a back-street organisation into Grand Prix winners.

He had already done 12 years in the Fleet Air Arm when he joined Lotus in 1958, and reckoned that this experience gave him the organisational abilities which led to him progressing from mechanic to racing manager, with responsibility not only for overseeing race car assembly but also for getting Team Lotus to each GP on schedule. Jim also looked after the Cortina, F2 and sports car operations, and led the forays to Indianapolis culminating in the 1965 victory.

After the deaths in 1968 of Clark and Mike Spence, when it looked as though Chapman might give up racing, Endruweit switched to the road car department, though in 1973 he ran the factory F2 team with Emerson Fittipaldi and Ronnie Peterson. Jim later went on to work in the aircraft industry, but his great recall of the early days made him a popular attendee at historic events and a valued asset to Classic Team Lotus.

John Anderson

Known to all as 'Ando', this popular team manager passed away in Indianapolis a week before Christmas. Anderson, 65, suffered a heart attack while playing racquetball and died shortly after.

An Australian who moved to the US more than 30 years ago, 'Ando' was an old school master mechanic and fabricator. He was also a very funny man and a hilarious storyteller, one of motor racing's truly good guys.

Anderson worked in Formula 5000, Can-Am, Indycars and the ALMS, and became one of the finest team managers in the business. He ran Dario Franchitti's Indycar at Andretti-Green in 2007 when the Scot won his first Indy 500 and IndyCar championship, and Dario says 'Ando' was the most fun guy he ever worked with. In 2008 and '09 Anderson ran Gil de Ferran's ALMS team. Anderson was a tireless worker who could motivate people like few others with his superb skills and bottomless pit of humour.

'Mac' Daghorn

Malcolm 'Mac' Daghorn, who has died aged 79, was a racer, engineer and engine builder who came to prominence in the 1960s after teaming up with hillclimber Peter Westbury.

Coming from hillclimbs in his native Jersey, Daghorn fitted easily with Westbury's Felday firm, and drove the 4WD Felday 4 to a maiden victory at Brands. He had success in sports cars, notably Ford GT40 and Lola T70, and competed in F3, F5000, Formula Vee and SuperVee. He went on to become a top VW engine builder, and was a consultant to BL and Williams F1.

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Motor Sport stand included popular Virgin 'pit perch'



Jake Humphrey and Martin Brundle on stage. Below left: Jody Scheckter





Autosport International

Lotus had new F1 livery on show plus various other racers, below





NEC, Birmingham

THE MOTOR RACING YEAR STARTED in earnest on January 13-16 when Autosport International opened its doors to the public.

Ex-Formula 1 commentator Murray Walker topped the guest list and spoke to a packed crowd about the thrills and spills of the F1 paddock. New BBC lead commentator Martin Brundle and presenter Jake Humphrey were on stage to talk about past stories and the season ahead. Brundle also hosted the Watkins Lecture attended by Red Bull's Christian Horner and Adrian Newey.

Although there was a notable absence of current F1 drivers, 1979 World Champion Jody Scheckter was in attendance, as were drivers from other series including 2010 BTCC champion Jason Plato, WTCC drivers Andy Priaulx and Rob Huff, eight-time Le Mans winner Tom Kristensen, two-time Le Mans winner Allan McNish and 2010 ALMS champ David Brabham.

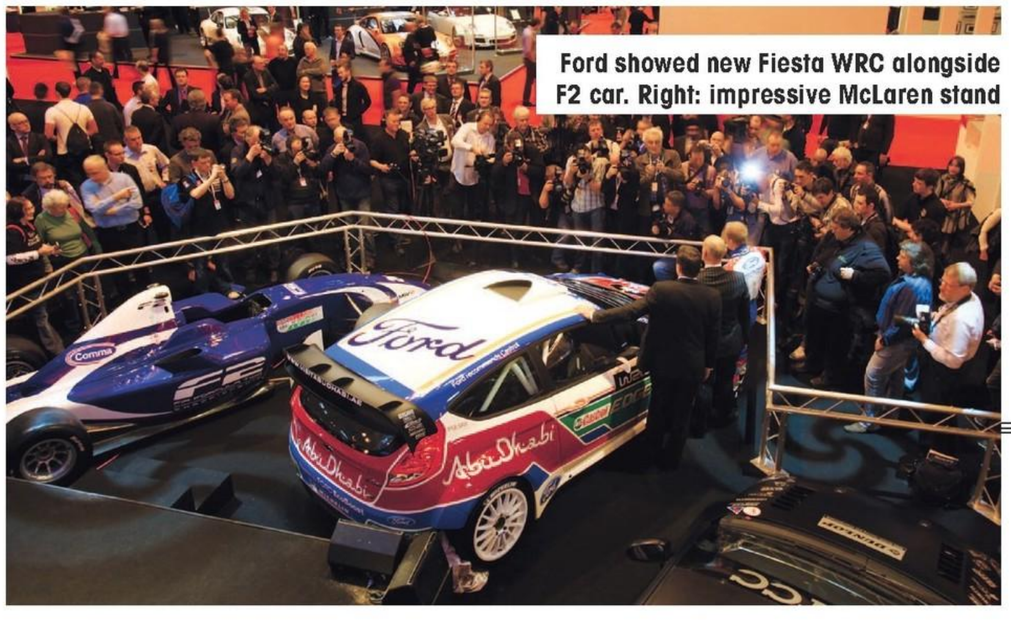
Brabham once again hosted the annual Celebrity Karting Challenge, which this year raised funds for Starlight – a charity that helps children suffering from severe or terminal illness to realise their dreams. Brabham himself drove one of the karts, but he was also joined by Aston Martin works driver Darren Turner, ex-Stig Ben Collins, ex-politician and amateur racer Lord Paul Drayson and, perhaps best of all, the two stars of the BBC series *Gears and Tears*, F1 Stock Car rivals Stu Smith and Danny Wainman.

The NEC show is accepted as one of the best places to launch new race series and cars, and despite the current economic climate, there were plenty of announcements to interest would-be racers. The EV Cup – an electric car race series – was launched on the first day of the show, as well as a new Caterham model, three new Radical sports cars and the new Ginetta G55.

Various manufacturers had large stands showing off their latest race and road machines. McLaren had a superb line-up of cars that included the 1989 MP4-5, 1988 MP4/4, 1974 M23 and 1969 M7C F1 cars, as well as a 1970 M8D, the 1977 M24B Indycar and its latest road car, the MP4-12C.

It was Lotus with the big F1 news though as it displayed the new black and gold Lotus-Renault livery that the team will use during the 2011 season. Flanking the car were many other Lotus racers such as the new GT4 Evora, the 2010 Indycar, new GP3 and GP2 machines and its customer single-seater, the T125 – a project that ex-F1 star Jean Alesi will now oversee as test and development driver (see p15).

Motor Sport teamed up with Marussia Virgin Racing for the show and provided the public with a chance to experience the role played by a race engineer over a Grand Prix weekend. A row of 'pit perches' – where you could alter downforce levels, tyre compounds and engine settings – proved particularly popular, as well as proving to a couple of *Motor Sport* staff members that they were better off producing a magazine than becoming race engineers... *Ed Foster*



Ford showed new Fiesta WRC alongside F2 car. Right: impressive McLaren stand

Nigel Roebuck



REFLECTIONS
– Brundle on the Beeb, Daytona and F1 2011
– Reducing sound while improving the vision

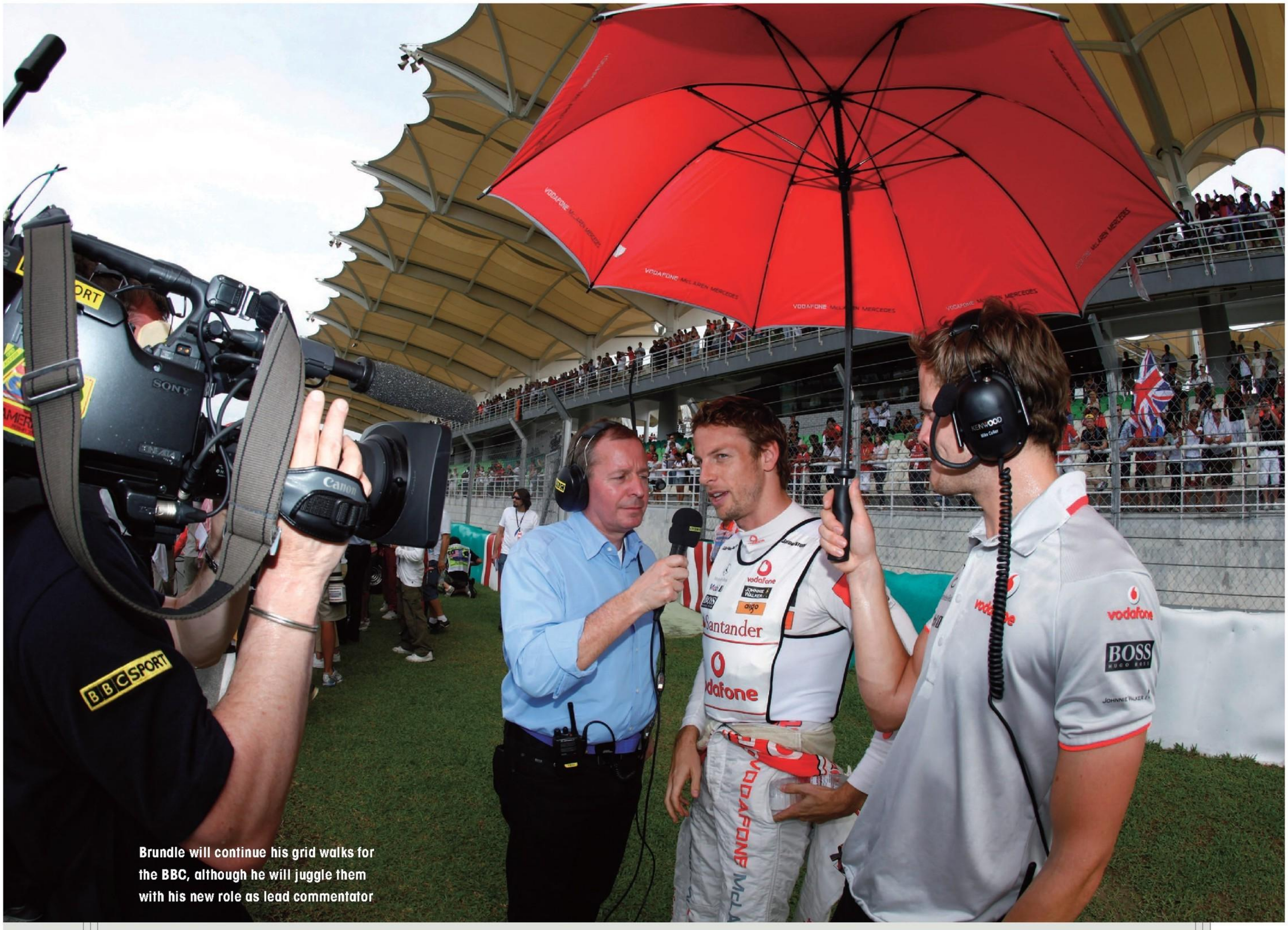
"The idea," said Martin Brundle, "was that David [Coulthard] and I would go to the BBC, have a coffee and spend half an hour talking through the broadcasts for 2011 – but they said they wanted us to do a commentary on last year's Australian Grand Prix! I said, 'How long? Ten minutes?' No, no, they said – all of it. So we did the commentary, without any notes or anything, and it really went well – we never tripped over each other once – and they loved it…"

For 14 years, working first with Murray Walker, then James Allen, then Jonathan Legard, Brundle has been the 'expert opinion' on British Formula 1 broadcasts, but he now becomes the lead commentator.

"The way I see the commentary box," said Martin, "is two circles with a slight overlap – and I think from now on, working with DC, there'll be more of an overlap than there was. I'll do more of the 'colour' stuff, and DC'll take over what was my role – let's face it, he's more 'current' than I am. It's only a couple of years since he retired from F1.

"I'll give you an example of how I see it working: when we did this test Australian GP commentary, we discussed the first-corner shunt – between Button and Alonso – as two racing drivers, and, as it happens, we disagreed over who had caused it! But that was good, I thought – we both had valid opinions, and there's no way we're going to agree about everything. We'll be in the commentary box together, but DC will still do the paddock stuff with Jake [Humphrey] and Eddie [Jordan], and I'll still do some grid walks…"

Recent Fleet Street speculation had it that Brundle was responsible for the departure from the BBC team of Legard, but Martin insists that such was not the case: "Absolutely not. It was not my decision – as



Brundle will continue his grid walks for the BBC, although he will juggle them with his new role as lead commentator

I always say, I work for the BBC, they don't work for me! My relationship with Jonathan was always good – he's the easiest guy in the world to get along with."

A busy boy still, Brundle. At the end of January, for example, he was due to return to Daytona (where he won the 24 Hours for Jaguar in 1988 and finished second in '90), to drive a Grand-Am car.

"As far as I'm concerned," he said, "the Daytona 24 Hours is the toughest race in the world – certainly the toughest I ever did, and that was 20 years ago! Mind you, at least there are four drivers per car now. When I did it before there were only three – or two and a half, really…

"We went out to test at Daytona at the beginning of January, and I loved it. Hadn't been there for such a long time, but the place looks a million dollars, and the resurfaced track is like a billiard table. At 51, I'm going to find the race a massive physical challenge, but I'm in reasonable nick, because I did actually work out last year."

> "I'll do the 'colour' stuff, and DC'll take over what was my role"

Brundle remains the consummate racing enthusiast. When the opportunity arose to return to Daytona – with Mark Blundell, his closest friend, as one of his co-drivers – he thought about it for all of five minutes before saying yes. Through all his 14 years of commentating he continued to race occasionally, and he still harbours a wish to go back to Le Mans, ideally sharing a car with his son, Alex.

"It's a fact that I can't get rid of this passion – it won't let go. I haven't done more racing in the last few years because there's just been so much else, but now I've got rid of all the management commitments, and all the garages, and a number of other things in my life.

"I just had too many things going on – and DC's the same now. He's taken *everything* on, the broadcasting work, the DTM… The thing is, when you stop F1 you're a lost soul, really – where are you going to spend all that adrenaline? I can still do it – I *know* I've still got speed…"

One concern, a few years ago, lay with Brundle's eyesight. When testing a Super Aguri at Silverstone (for a pre-race TV ➤➤➤

LAT

Nigel Roebuck

feature) he realised he "couldn't really see the apex at Copse", and Copse in an F1 car is a very good place to be able to see properly.

Therefore Martin – who has never worn glasses – had his eyes lasered, and if the procedure, as he described it, made me feel a touch queasy, he said it was painful only for about 10 minutes afterwards. More to the point, it transformed his sight. "I remember going out in the garden, and being *amazed* by the vividness of the colours of flowers…

"A couple of months later, again at Silverstone, I drove a Williams – and it was like night and day! What the specialist did was amazing – my eyes are set so that one sees in the distance, and the other one reads. If I pick up that menu I can instantly read it, no problem – with my left eye. If I look up, across the room, I do it with my right eye…"

Although Brundle never passes up an opportunity to say how much he loves working for the BBC, still there came a point in 2009 when, like so many of us, he found himself ever more disenchanted with the sport itself. This was the time when FOTA, the Formula One Teams' Association, was at war with the FIA, then still headed by Max Mosley.

By the end of that year, though, Mosley was gone, and a degree of harmony had been restored. Towards the end of last season McLaren's Martin Whitmarsh made mention of the fact that in 2010, pleasingly, the emphasis in the paddock had been on sport, rather than politics.

On top of that, of course, it was a classic Grand Prix season in its own right, one of the most diverting on record. As Brundle says, the quality and depth in the teams and drivers was altogether remarkable: "Last year there were so many races you'd go to without a clue who was going to win it."

When the World Championship was all done, the team principals were polled for their top 10 drivers of the year. Fernando Alonso came out on top, and Brundle wasn't terribly surprised. "If I did a top 10, though, I'd have [Sebastian] Vettel as number one. When you look back at the







Schumacher wouldn't have made Brundle's top 10. Left: Ferrari should have backed Alonso earlier in 2010. Below: Vettel was Martin's number one

year, the kid was *immense* – OK, I know he had the best car, but he should've won it by August or thereabouts. Certainly he made mistakes, but it wasn't always his fault."

The feeling among the team bosses was that Alonso was the most complete of the current drivers. Just as in the Stewart-Rindt era Jochen was regarded as the out-and-out quickest, but Jackie the *best*, so JYS himself has always insisted that, for him, Alain Prost comes out ahead of Ayrton Senna.

"Yes," said Brundle, "I saw that comment from Jackie recently – with a very rational explanation, I must say. In the end there's no right or wrong answer to this, is there? Someone's opinion is the right answer, because that's what they think – you can challenge it, but it doesn't mean they're wrong. It always amazes me, if I look at F1 forums, how *violently* people will disagree with an opinion you've expressed! It's a bloody opinion, that's all, and we're all entitled to them, aren't we?

"Going back to Vettel… I spoke to him on the grid in Abu Dhabi. There he was, an hour and a half away from becoming World Champion, but he spoke so eloquently – not in his own language – and so calmly. His serenity in the circumstances seemed to me extraordinary for a lad of his age.

"When the championship was coming down to the wire, Sebastian won three of the last five races. As well as that, he would have won in Korea if his engine hadn't blown, and he *should* have won in Singapore where he was beaten by Alonso.

"To my mind, Fernando's win there was the best of the season – he *stole* that race, didn't he? The Red Bull was plainly quicker than the Ferrari, but he laid down a time in Q3, and Vettel nudged a barrier trying to beat it.

"Mind you, the pivotal moment of the race was the start, when Alonso moved across Vettel – that was absolutely brutal, but you could say it was payback for Hockenheim, where Vettel did the same to him. Actually, that was very stupid of Sebastian in Germany – when he chopped Fernando, he delayed himself too, and that let Felipe [Massa] pass both of them. That sort of impetuosity very nearly cost the boy the World Championship, didn't it?"

True enough, and although Vettel indeed calmed down later in the year, his behaviour in the aftermath of the incident with team-mate Mark Webber at Istanbul suggested



that maturity was still some way off. 'We have had an accident – and therefore it's your fault…', he appeared to be implying with his gestures to the camera, and one remembered sundry tales of toys flying out of prams.

"We still don't know the full story of what was going on behind the scenes there," said Brundle, "and probably we never will. I entirely agree with you about that – but then compare that with his behaviour in Korea, where it looked as though his championship hopes were blown. Maybe he just thought, 'Well, the title's gone now – there's no point in getting upset…' Perhaps he grew up in the second half of the year."

Twelve months ago, looking ahead to the 2010 season, Brundle said that if one were starting a new no-expense-spared team, it would be essential to sign either Vettel, Alonso or Lewis Hamilton: those three, he felt, were in a separate category, and I wondered if he still felt the same way.

"Yes – but I'd add Kubica to it. When he was with BMW I used to think Robert had too many off-days, but now… I was *hugely* impressed with what he did with Renault – there's a guy who could have won the title in a Red Bull, no question about it."

Polling F1 folk for a drivers' top 10, you're bound to come up with different opinions, but there's little doubt that the man most in the paddock *wished* to see as World Champion was Webber, who led the point standings longer than anyone else, but came up just short.

"Everyone likes Mark, don't they?" said Brundle. "Just a good bloke, and always very easy to deal with. Mind you, I'll admit I was amazed by the revelation – in his new book – that he drove with a broken shoulder at the last four races! However did he manage to keep that quiet at the time? I liked Christian Horner's remark – that he didn't even know about the book, let alone the shoulder!

"After he'd lost the championship, I sent him a text saying, 'Mate, some of your victories… Any driver who has ever graced an F1 grid would have been proud of them'. Mark seems to be at his best when he thinks the world – or the team – is against him, or when he's angry with himself after a mistake. He seems to need that spur – look at Silverstone, when he was pissed off by what happened in qualifying. I mean, *no one* was going to beat him that day.

"Why the team took the front wing from Mark's car and gave it to Sebastian, for qualifying, I'll never understand – it was absolutely *guaranteed* to incense him. That new wing was a bit better aerodynamically, but the big thing was that it was *lighter*: Mark's incredibly fit and slim, but he's also very tall, and he struggles like hell on weight compared with someone like Vettel.

"He had this thing about the Red Bull team not being behind him, and I thought he played it brilliantly at Silverstone – but when he brought it up again in Brazil, with two races to go, I just couldn't understand it. Here he was, leading the championship, so why did he choose to alienate the team – including the bloke who was maybe going to have to help him? Obviously, Mark saw it as a tactical move, but I couldn't see any upside to it, I must say…"

The friction within the Red Bull team last year has been well documented, the underlying tension at Ferrari rather less so. Massa, returning to the sport after months of convalescence following his Budapest crash in '09, started the year well enough. But it was soon evident that, whereas he had usually had the upper hand on Kimi Räikkönen, he was no match for Alonso.

"Felipe's certainly got to turn it around, hasn't he?" Brundle agreed. "You knew there was something wrong when he didn't even shine at 'his' tracks, like Valencia and Interlagos – places where he'd previously been just about unbeatable.

"There was all that stupid fuss about Ferrari ordering Massa to let Alonso past at Hockenheim, but in reality it went back way further than that – they *should* have told him to do the same in Melbourne, because Fernando could have won that race.

> "Felipe's certainly got to turn it around"

"He'd lost time in that spin with Jenson at the first corner, but then he came through the field – until he got to Felipe, and there he stayed. I know from the Bridgestone guys that Fernando's tyres were in a far better state than anyone else's – even Jenson's – and the other guys' tyres were worn through. It was the same in Korea, come to that – obviously Fernando is an especially smooth driver, in the way he applies the throttle.

"It was an absolute no-brainer in Melbourne for Ferrari to tell Massa to get out of the way, but instead they just ➤➤➤

Nigel Roebuck

parked Alonso behind him. I said that in the commentary at the time, and when I saw Fernando in the hotel lobby the morning after, I said, 'Your team isn't very happy with me because I said they should have let you pass Felipe.' He said, 'I know they're not – but you were right…'

"I think Fernando is like all the really great champions – passing through F1, taking what he needs from it. He doesn't want any new best friends – his close friends are his old mates from school days: he doesn't want anything apart from victories and titles. Senna was the same – and in both cases their teams really rallied around them because that's what they want, too. Fernando has galvanised Ferrari in his direction, and that's no easy job – a lot of drivers have tried to do it, and failed. Kimi never even tried…



"Alonso is always up for a chat on the grid"

"Actually, I tried to behave like that once when I was at Benetton, in a top team for the first time – I felt I had to, because my team-mate was Schumacher! When I was going to my debrief I used to have to push journalists out of the way – they were all there to speak to Michael, and that was quite hard to cope with. I thought, 'Right, how do I need to act here? I need to be more confident, more aggressive and all the rest of it.' But you can't invent that, and eventually one of the journalists pulled me back down to earth with a bump.

"There's no point in Massa spending all winter thinking, 'Right, I'm going to be like Alonso' – you can't be someone you're not, and if you try you get found out very quickly. I wouldn't want to be Fernando's team-mate, but, at the end of the day, I like the guy. In the paddock I'll say to him, 'Are you up for a chat on the grid?', and he'll always say, 'Yes, sure' – he doesn't mind at all, which is not like some of them…"

At McLaren Hamilton came out ahead of Button, but not as emphatically as many expected. As Brundle remembered, a year ago he suspected that Jenson might be walking into a lion's den, but early in the season he won superbly in Melbourne and Shanghai, and at that point Lewis was the one who seemed unsettled.

"Perhaps Jenson was a tad lucky to win in Australia, although he drove beautifully there, but I thought he was exceptional at Monza – he had the confidence to go with his own set-up, quite different from Lewis's, and make it work. And although he couldn't quite beat Alonso, I'd like to have seen him win that race.

"I love to go 'on board' with Jenson, because the way he drives is just poetry, rather like Prost. Alain used to *amaze* me. Yes, he always had a better car, but he'd come past me – and it was like he was on an in-lap. I'd expect him to go into the pits – and he didn't, because he was on a hot lap! The guy was literally working at half my rate.

"The only unfortunate thing about Jenson – and DC was the same – is that halfway through a qualifying session there'll be a radio call saying, 'I've got no grip, I've got no balance, I can't get the power down', or whatever, and you *know* he won't fix it. Now, Prost probably would've fixed it. You just sense there are weekends when Jenson goes on the missing list – he did that sometimes even in '09, when he won the championship.

"A lot of drivers are like that, whereas some – like Michael used to be, and Lewis is – just jockey it along. I get so much pleasure from watching Lewis… acrobatically manage what he's got to deal with. In one top 10 I saw, Lewis was put at number one, which I thought was a bit eccentric, but the guy is a *brilliant* driver.

"It seems to me, though, that there's a lot he needs to sort out in his life: I think he's still trying to find out who he is, and where he's going – and doing it in the most intense spotlight, which is bloody hard. I can't say I found it any easier to deal with him in 2010 than I had before – in fact, it was even harder, to the point that on a professional level he was almost unapproachable. On a personal level, he's better. But you know as well as I do, if we're at McLaren having lunch, Jenson rolls up, happy as Larry, gives you a wave, comes over to chat. A minute later Lewis comes in, dark glasses on, head down, walking at 40mph, straight into the motorhome…"

It is said of many contemporary politicians that they are ill-equipped to deal with much in their working lives because they have gone straight from university into politics, and therefore know little of real life. As Brundle suggests, there are echoes of this in an F1 paddock.

"These days guys like Lewis are professional drivers from the age of eight, so what experience do they have of *life*? None whatever. They've never been to university, never been for a job interview… nothing's ever *happened* to them, has it?

"If you do an apprenticeship, you get punished badly by the older guys you're working with. When I first worked in the [family] garages, I remember getting sent down for a radiator for a Volkswagen Beetle – you wait and you wait, and everybody else is in the know… Stupid little things like that – but you learn from them.

"These guys, who've never known *anything* but racing, are going to make mistakes, aren't they? It must be hard for them to understand normality – they're multi-millionaires, they've got a huge spotlight on them, they're forbidden to say anything interesting – a nightmare, of course, from your point of view and mine! But when you see them in any sort of social context, they're completely different animals. At the track it's just a lockdown these days, isn't it?

"One of the reasons we all love Rubens [Barrichello] is that he's different. To me he's incredible – the way he keeps the enthusiasm, the *passion*, going for so long. We had dinner in Tokyo, and I said, 'How

do you do it?' He said, 'I just love it – I don't want to do anything else.' It's amazing – he was my last team-mate in F1, and that's 13 years ago! I suppose the thing is, you can do that these days – you can last that long, because you're not going to get smashed up or killed. And I also think the cars, relatively, are quite easy to drive…"

Mention of Barrichello made me realise that we had not yet discussed Rubens's nemesis, one M Schumacher. Recently, I said, Prost offered the opinion that all this talk about Schumacher's problems with the Bridgestone front tyres was an excuse for poor performances. "Before Michael was known for his ability to adapt," said Alain. "It was his greatest quality…"

"It's true," said Brundle. "We used to joke that he could win in a wheelie-bin, didn't we? Michael certainly wouldn't have made it into my top 10 last year. Mind you, I defended him all year – and still he treats me like something that's stuck to the bottom of his shoes.

"For a long time, after we'd been together at Benetton, Michael and I were mates, but then he got very upset about something he thought I'd written – which I hadn't – and we ended up not speaking for five years. Last year there was a bit of a charm offensive after the incident with Rubens in Hungary, but Michael still doesn't understand why everyone got so upset with what he did there.

"As far as his driving was concerned, all year long I felt he needed more time – and I think that's been proven to be true. In some races – Montréal, Shanghai, Singapore – he was *appalling*, but towards the end of the year he was definitely looking better.

"The big mistake Michael made was to say, 'I'm only coming back to win another championship'. If he'd said, 'It's Mercedes, it's my friend Ross [Brawn], I'm coming back to drive because I love it, let's see how far I can get…', that would have been so much better. He set himself up, didn't he?

"Fans have said to me, 'Mercedes are going to get rid of Michael', but there's no way that could ever happen – Mercedes could *not* freeze a season like that, could they? Having said that, I'm sure if 2011 is more of the same, he'll just wander off. There is no way he can take that punishment indefinitely…"

I said I thought it ridiculous for company chairman Dieter Zetsche to come out with a statement like, 'Schumacher has not disappointed us…' Mercedes hadn't brought him back for a couple of fourth places, had they?

"I know. It's been a horror story, hasn't it? They bought Brawn – the reigning champions – and they've ended up paying the price of Ross cutting the staff and downsizing – and then they threw Michael into it.

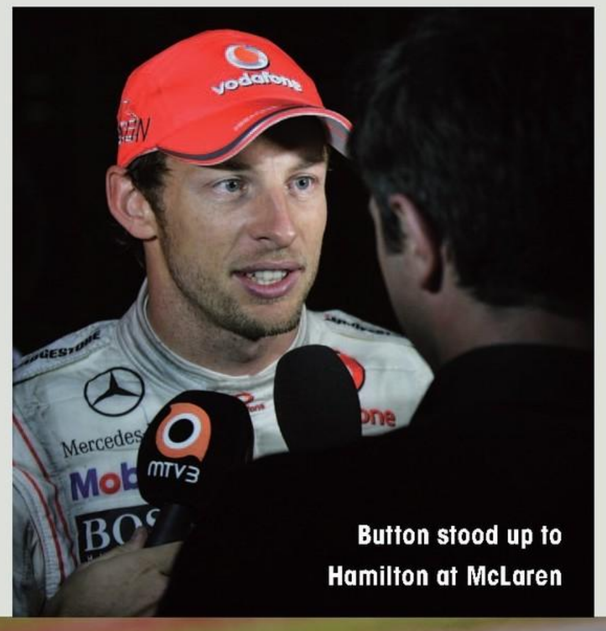
"It was a horrible year for Mercedes – but it wasn't all horrible. I've always been a big fan of Nico [Rosberg] – I think the kid's really good – and if he's trimming up Michael, he should be given credit for that. Instead it's been, 'Michael's having a really a bad time – even Nico's beating him…'

"I really don't understand some people's attitude to Nico – the boy is an *extremely* good Grand Prix driver. He's not spectacular behind the wheel, but he's very effective, and you notice that quietly and calmly he goes forward in races, rather as Kubica does. He was unlucky in Korea to be taken out early by Webber – he'd already passed Lewis, and not many people do that! You get to the end of a race and you suddenly think, 'Nico's had a good afternoon', without having noticed he was there!

"Nico's got a very… specific style out of the car that might not endear him to some people, but I really like the guy. He might not be on your 'must-have' list at the moment, but he's knocking on the door."

Brawn, I said, insists that Rosberg was always on his list, even before Mercedes came into the equation, and Brundle was not surprised. "People like you and me go out on the track, and we watch, and we get a feel for it, and we see the results – and we build a picture in our minds. But people in the teams – people like Ross – have a *forensic* investigation going the whole time.

"Sometimes a team chooses a driver and ➤➤➤➤



Button stood up to Hamilton at McLaren





Brundle admits he finds Hamilton hard to deal with on GP weekends, unlike veteran Barrichello (above)

Nigel Roebuck

you think, 'Hmm, that's an unusual one…' and you start looking for all the political and financial reasons and so on. But in reality they've been checking in- and out-laps, and everything else – they spot these guys, and that's why you get your Alonsos and Webbers plucked out of Minardi: they're out-performing their cars. If you think about it, the two biggest decisions you'll make – with your €400 million a year – are the drivers you'll put in the cars."

Although contemporary drivers might dispute it, their predecessors insist that the modern Formula 1 car is considerably easier to drive than those of times past, and certainly, when one recalls the height of the turbo era and considers the specification of the mid-80s car, it's not difficult to see their point.

Take gear changing, for example. "I can't imagine," said Keke Rosberg, when semi-automatic gearboxes arrived in the early '90s, "how it must be to have both hands on the wheel at all times. In my day, Monte Carlo was a one-handed race track…"

In that period Williams was running Honda engines, and on horsepower only the Renault motor, as used by Ayrton Senna at Lotus, came anywhere close. "Honda couldn't actually tell us how much power we had," said Patrick Head, "because they didn't know themselves! Their dyno only registered up to 1000 horsepower – which they were reaching at 9300rpm. We were revving them to 13500 or so…"

As for qualifying – with boost up – Senna told me the Renault V6 was giving all but 1500bhp. No surprise that Denis Jenkinson – who, like Enzo Ferrari, loved engines above all else – counted the turbo era as his favourite. Those cars were *ferocious*.

By the standards of today, they were also unsophisticated. Far less, obviously, was known about aerodynamics, but in the cockpit, too, everything was much as it had always been: when a driver changed gear, he pressed a clutch pedal with his foot and moved a lever – and if he got things not quite right, there was a big bang behind him.

Until the end of 1982 the cars also had the benefit, if such be the right word, of 'ground effect' as pioneered by Lotus in the late '70s, wherein shaped underbodies, together with 'skirts' which bridged the gap between bodywork and ground, created a vacuum which sucked the cars to the ground. Cornering speeds went up phenomenally, but when the governing body banned sliding skirts and insisted that in 1982 they must be fixed, suspension – in any real sense of the word – necessarily disappeared: to prevent the skirts from being swiftly destroyed, the cars had to be rock hard – which made them extraordinarily unpleasant to drive.

I remember a conversation with Gilles Villeneuve at Rio, a couple of months before his death. In all my life I never met a driver less of a whinger, but he was very angry about the state of F1 just then. "I think," he said, "that I probably enjoy driving – for its own sake – more than a lot of drivers, but I *hate* these cars. No one outside F1 can know how bad they are to drive.

"There is a moment, going over a bump while turning into a corner, when you lose vision – when everything goes blurred. The g-forces are unbelievable, and the steering is ridiculously heavy – like a big truck, with the power steering not working. And, of course, we have no suspension. You go over a bump and you feel like someone is kicking you in the back. Your legs are flung around in the cockpit, and your head constantly hits the back of the cockpit or the rollover bar. After a while your head aches and your sides ache – and you become aware of not enjoying driving a racing car.

"Think of it like this: if you make love to a woman, and every time someone sticks a knife in your back, eventually you won't like making love so much, right? In the same way, if you like driving, but feel your head's being punched every time you come into a corner, eventually you won't like that so much. But… take away the knife, and I still like making love!"

At the end of the year – too late, sadly, for Gilles – Jean-Marie Balestre *did* take the knife away. The choleric FISA president may have had his detractors, but no one ever doubted his love of the sport – or, for that matter, his conviction that the welfare of the drivers came before all else. JMB took a unilateral decision: henceforth F1 cars would be flat-bottomed.

At the time it was unquestionably the right thing to do. Not only, as Villeneuve said, had the previous cars been horribly uncomfortable to drive, they also – thanks to the lack of suspension – had remarkably little 'feel' in terms of appreciating where was the limit, and where was beyond it. The '82 season had been perilous, with two drivers dead and another grievously injured; as well as that, at Paul Ricard a car – Jochen Mass's March – finished up in a spectator area, miraculously without killing anyone.

After the last Grand Prix, at Las Vegas, I chatted at the airport with the late Derek Ongaro, then the FISA circuit inspector. "To be honest," he said, "I've hated every second of this season. There's something very wrong when the chequered flag comes down, and all you feel is relief that another race weekend is out of the way without someone getting killed…"

Therefore major change was necessary, and Balestre recognised it, and acted upon it. Early in 1983 the teams began testing their flat-bottomed cars, and the drivers found it a dramatically different experience. "It doesn't hurt to drive any more," René Arnoux (of Ferrari) told me, "but ›››



Villeneuve lamented the state of F1 cars at Rio '82, where he spun out in Ferrari's 126C2

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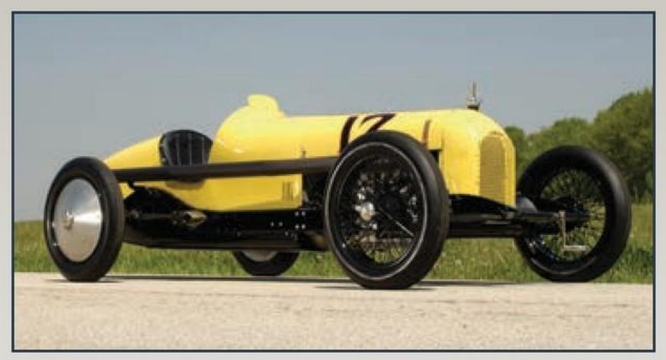


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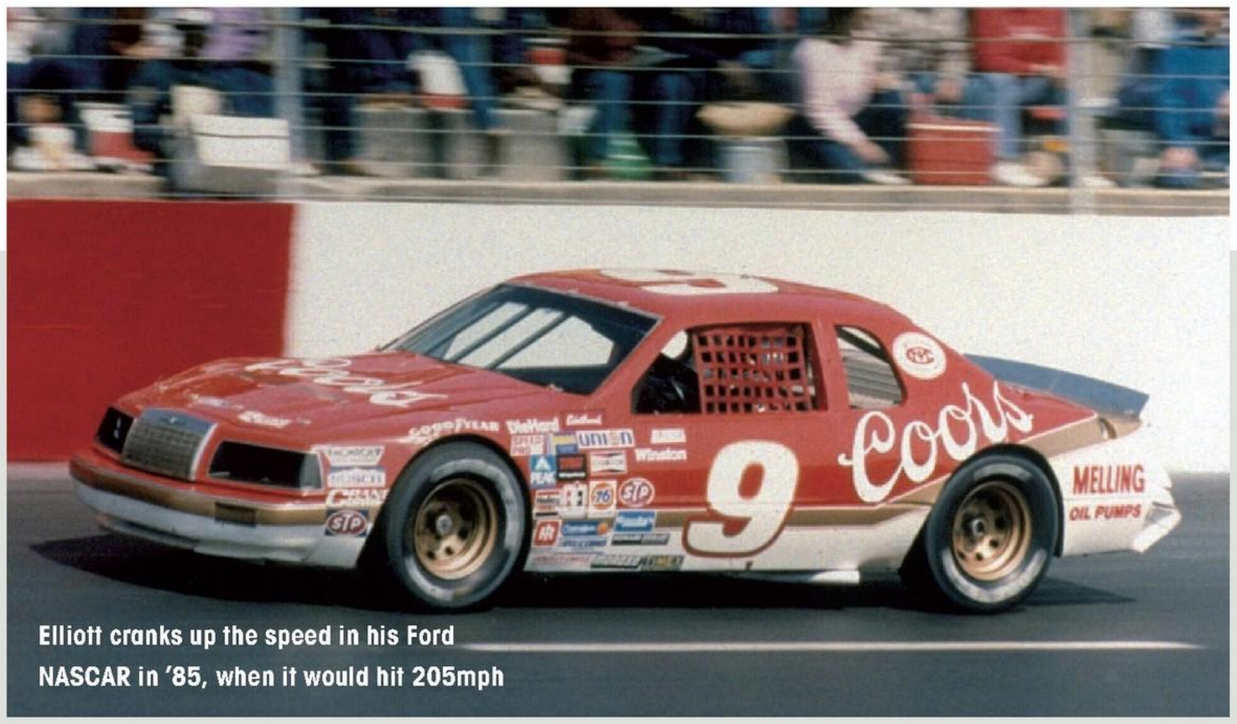
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Elliott cranks up the speed in his Ford NASCAR in '85, when it would hit 205mph

suddenly it feels like you're always driving in the wet! There is *so* little grip…"

It was true, but F1 designers being what they are, it wasn't long before they began to pull back lost grip – which now, of course, had to come primarily from the wings. Over time that would be supplemented by such as bargeboards and other appendages – vile to look at, but highly effective.

What suffered, of course, with this greater reliance on wings was the *racing*. 'Dirty air' – created by the car in front – had a massively greater effect than before, and it became nigh impossible to follow closely that car through a corner of any speed.

Often, when attending CART races in the '90s, I was struck by how much better was the racing – the opportunity to overtake – than in F1. There, of course, shaped underbodies – 'tunnel cars' as they called them – remained, albeit never as they had been in F1 with skirts and so on. So it was therefore possible to have the best of both worlds, to have considerable downforce created by other than external aerodynamics, and at the same time to have a compliant ride.

Perhaps because the stigma of 'ground effect' has remained in the F1 psyche, following those dark days in the early '80s, there has long been a reluctance to entertain a return to shaped underbodies, but now such a thing is on the near horizon.

> "Speed is of less account than great racing"

At the behest of the FIA, Patrick Head and Rory Byrne have for some time been working on a blueprint for future technical regulations, which the teams and the FIA Technical Working Group will discuss at the beginning of next year, and which will form the basis of the 2013 Grand Prix car. Their brief is to come up with a technical specification which achieves greater efficiency – and also an improved ability to *race*. My understanding is that a fundamental is a return to shaped underbodies, together with *considerably* smaller wings.

Strange how things can sometimes go full circle. Towards the end of the '80s, when turbocharged engines were banned in F1, I remember being told – by FIA folk and others – that it was merely in line with industry thinking, that yes, there had been a flurry of turbo road cars but the belief now was that this had been a fad, that turbocharging's future lay with trucks and trucks alone.

More than 20 years on, my road car is turbocharged – yours too? And the next F1 engine – considerably smaller, presumably more 'green' – will also be a turbo motor, albeit restricted to four cylinders, which will have an inevitably deleterious effect on the soundtrack of Grand Prix racing. I much agree with Luca di Montezemolo's contention that the new engine should be a V6, but apparently a 'four' it will be. Sad.

This year we see the return of KERS, for which some have more enthusiasm than others, together with the advent of the 'moveable' rear wing and both, it is hoped, will improve the possibility of overtaking. At the same time, though, one can sympathise with Fernando Alonso's concern that things of this kind do detract from actual *driving*. "It's getting to a point," he said, "that at every corner there are three or four buttons to press, and from a driver's point of view that's not fantastic…"

While they are no longer required to bother with such as gear lever and clutch, therefore, today's drivers must perform tasks previously unknown – the problem, as Alonso says, is that they require the press of a button rather than the input of individual driver skill.

All told, the nature of the Grand Prix car is going to change fundamentally in the near future, of that there is no doubt, and in ways – some ways at least – that will not necessarily have much appeal to the driver, let alone the spectator. Turbocharging may be returning, but don't imagine we are going back to the no-holds-barred days of the mid-80s. "We're only going to have about 65 per cent of the current amount of fuel available for a race," said Head. "That's a given. We were told that's what it will be – and that we have to come up with a spec that's not going to be more than five seconds a lap slower than a current F1 car…"

Ye Gods, five seconds a *lap?* Since the advent in NASCAR of the carburettor restrictor plate the pole lap for the Daytona 500 has been pegged at around 190mph, but back in 1985, when engines were unrestricted, I watched Bill Elliott lap his Ford at 205 – a sight never to be forgotten. The difference in lap time was three and a half seconds, and trust me, you can readily see that difference.

Then again, there's a whole generation of NASCAR fans who never saw Elliott *et al* a quarter of a century ago, just as in F1 most of today's aficionados never saw Senna – with one-lap qualifying tyres and 1500 horsepower at his back – going for pole.

And there's some truth, too, in the suggestion that absolute speed *per se* is of less account than great motor racing. If ever I'm asked to name the greatest pure race I ever saw, I go for the supporting F3 race at the Monaco GP in 1969, when Ronnie Peterson and Reine Wisell swapped the lead constantly, each lapping *three seconds* faster than they had managed in qualifying.

The next generation of F1 cars look set to be slower, and also to sound less dramatic, than the current one. It seems to me rather important, therefore, that the *race* they put on should amply compensate. Then, once we've got the cars right, perhaps we can do something about the circuits. Jean Todt seems mindful of the spectator's interests, and for that we should raise a glass.

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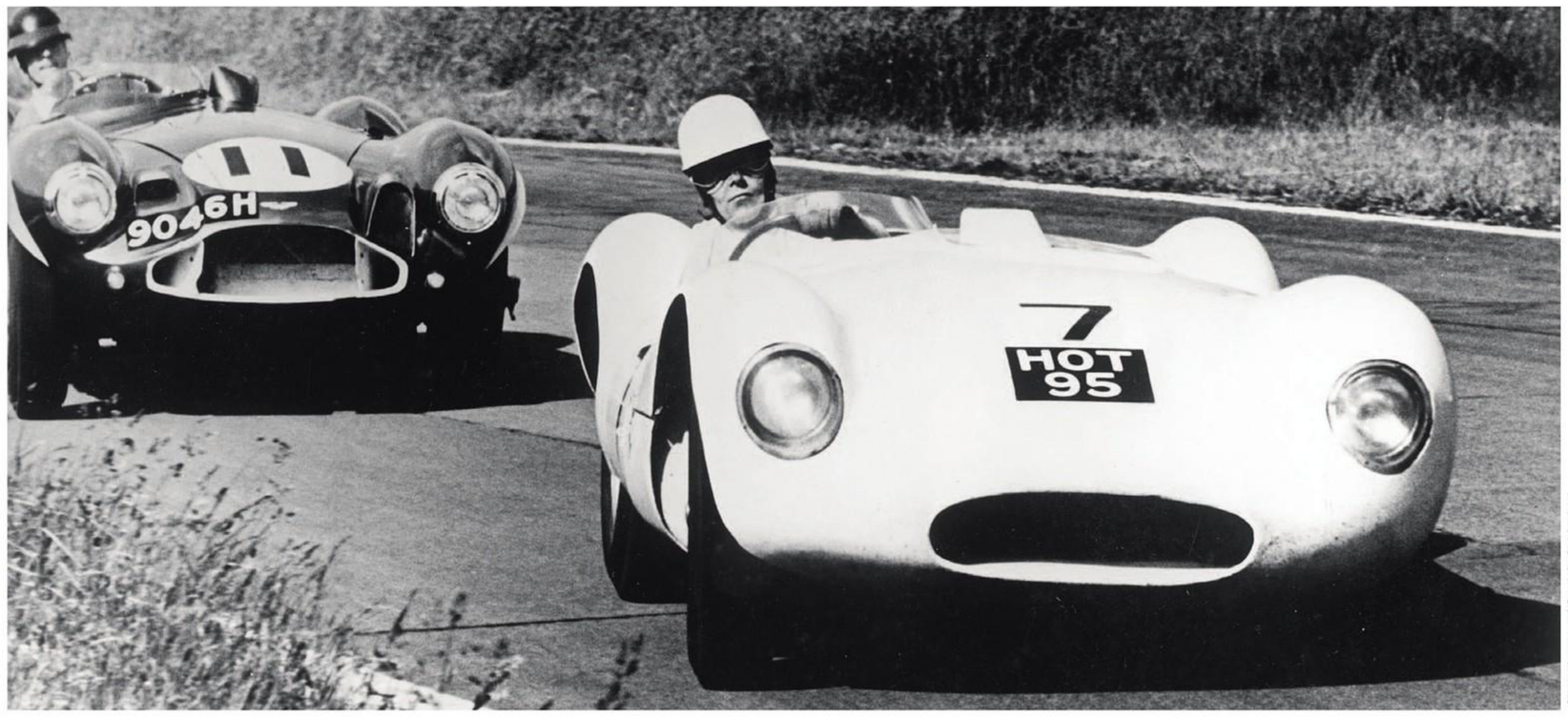
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RACING LIFE



Courtesy of Patrick Head

PARENTAL GUIDANCE

THIS MONTH I'M GOING TO LOOK BACK TO MY EARLIEST connections with motor racing. My father was a very successful amateur racing driver in the 1950s.

Michael Head was first and foremost an army man, but he was passionate about fast cars and spent much of his free time racing them. He was a Jaguar man, loyal to the marque throughout his time in the sport, although his last car was a Cooper-Jaguar. It was very much a sport for him, a family social occasion to be enjoyed, and we took a picnic, sat on a rug with a wicker hamper, that sort of thing. Then, after the races, they would stop at a pub. But he was serious about the actual racing, winning about 60 of his 200-plus events.

He started in Sweden where he was Military Attache after the war, and where he ice-raced on the frozen sea. Years later, in 1955, he notably finished fifth in what was called the Swedish 'Grand Prix' behind the likes of Moss, Fangio and Hawthorn. I wasn't yet a teenager at the time but we went to places like Goodwood, Aintree and Silverstone to watch him compete and I well remember him preparing the cars at home when he returned from London. There was a door from the kitchen into the garage and he'd grab some supper and go straight to work on the cars. I was already keen to become an engineer but he didn't let me do much – in fact I probably got in his way more than anything else.

My father started with a lightweight XK120 that he bought at the Swedish Motor Show and went club racing in England – his cars were always white and he wore a white helmet. He graduated to a C-type that he bought from Tommy Wisdom and which had been made famous by Stirling Moss and Wisdom winning the nine-hour race at Reims. It was one of the first cars with disc brakes, I remember, and is now owned by Richard Frankel who allowed me to drive it in a tribute to Stirling at the 2009 Goodwood Revival – with my 88-year-old mother alongside. I never got it sideways!

After the C-type he ordered a D-type but Jaguar doubled the price before he got it, so he raced one of Duncan Hamilton's cars. My father reckoned the car somehow got slower as the year went by, so he bought a Cooper-Jaguar which we towed behind a Standard Vanguard. He had discs fitted by Dunlop, electrics from Lucas and an aluminium body from Williams & Pritchard.

Amusingly a chap called Bernie Ecclestone also raced a similar Cooper-Jaguar and there was an altercation between this young man and my father, in which Bernie came off worst. After the race my mother told me that he came to discuss this with my father and the situation developed, with my father holding him off by reaching out and keeping him at arms length, while Bernie flailed his arms around. Of course I've since got to know this man rather well, but he has never raised this incident!

Anyway, father enjoyed some success with the Cooper-Jag once he learnt about rear anti-rollbars and sorted out the understeer. In 1957 he won the Whitsun Trophy at Goodwood (above) against stiff opposition and I still have the trophy at home.

Mother always says he drove fastest when he was a bit angry, so once or twice she was bold enough to make him angry before the start of a race. He had one big crash at Aintree when the car rolled and he suffered with back pain for about 10 years after that.

I didn't exactly get the 'racing bug' from these childhood experiences, but I was determined to be an engineer and later in life the two connected. I was only 12 years old when he retired from racing and my aim was engineering in whatever area that might be. In fact I went into the navy, under pressure from my father, and I enjoyed a lot of that. But I bought myself out, for £195, and went to work on the M4 in South Wales to earn some money before doing an engineering degree at University College in London. Then I got a job at Lola with Eric Broadley, who was a great teacher and an inspirational character. But that's a story for another day…

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THE NEWEY PHILOSOPHY

MONDAY MORNING IN MILTON KEYNES. PRETTY MUCH like Monday morning in any English town, except this is home to the 2010 Formula 1 Constructors' Champion.

Inside an ordinary-looking building, at a drawing board, is an extraordinary man. A genius, some do say. The chief technical officer of Red Bull Racing left school at 16 without any A-levels but graduated from Southampton University with an honours degree in aeronautics.

"I could have done maths, physics and chemistry at A-level but had no interest in chemistry. So I took an OND (Ordinary National Diploma) in technology and it was tough to get into university without the maths. But I muddled through."

Talking to journalists is not Adrian Newey's preferred way of passing the time. There's an F1 car to design and build. But Newey has never feared deadlines; he likes to cut things fine.

"My philosophy is to spend as much time as possible in research and design, and if the job is done correctly then we should need less testing pre-season. It's all a bit of a balancing act."

Where do the ideas come from?

"Not in the bath, I don't seem to have time for baths, but occasionally in the shower. The human brain is an amazing piece of kit and I find with problems that have been churning over for a month that an idea suddenly pops up. Sometimes it's a good one, sometimes not. What is fascinating about race car engineering is that it's a combination of art and engineering – getting those ideas to stand up to the test of well-established physical principles."

So where does he go from here?

"Performance-wise RB6 was obviously decent but now we have regulation changes. The ban on the double diffuser is a big loss of downforce and we have to recover as much of that as we can. Then there's minor aerodynamic changes to the front wing endplate and chassis, and the Pirelli tyres. We won't properly understand the tyre characteristics until well into the season, so it's difficult to adapt the car for them. The weight distribution range is fixed this year which takes out one of the big tyre-tuning devices – if a car is weaker at one end, then weight distribution is a powerful way of addressing that. So it's one variable taken away, but it also helps in designing the car because we know the range we have to accommodate. With KERS and a heavier driver like Mark (Webber), getting the car under weight with a bit of ballast to spare so we can tune the weight distribution is a challenge."

Patrick Head says that rivals will try to imitate RB6. Is he flattered?

"If Patrick says so, then yes. But let's see what appears in the pitlane, that's the test. I guess it is the sincerest form of flattery."

How long will racing cars continue to challenge him?

"There's pretty direct feedback because we're out on display every two weeks and then there's the man-and-machine bit, working with sportsmen. I looked at yacht racing – it's a parallel universe in terms of technological challenges – aerodynamics, hydrodynamics, lightweight structures, control strategies and simulation, but applied differently. But I realised that America's Cup racing is even more anti-social than motor racing from a family point of view. Two years development, two years away racing, a bit like being in the army."

As I prepare for Madame Mégane to return to the Regie (sad – it's a very good car) I ask what he drives on the road these days?

"The Ford GT40 and lightweight E-type are road-registered. They're good fun, but not very comfortable. Then I have a Jaguar SS100, but as a treat to myself for the championship I bought an Aston Martin V12 Vantage. It was delivered just before Christmas, in the snow. I jumped in, went about 10 yards, but couldn't get out of the drive. I had a proper go on Boxing Day and I love it."

For a man who muddled through university, things have turned out pretty well.

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SALUTING 'MIKE THE BIKE'

MOST BIKE PEOPLE WOULD ONLY CONSIDER BESTOWING the accolade 'greatest motorcycle racer of all time' on one of two men: Valentino Rossi or Mike Hailwood. This year is the 50th anniversary of 'Mike the Bike's' first World Championship success, an anniversary worth marking in *Motor Sport* because Hailwood (above, in 1959 TT) was a special racer on both two and four wheels and a sportsman of the old school. His motto was 'For love of the sport'.

During his motorcycling career Mike won nine World Championships, 76 Grands Prix and 14 Isle of Man TTs. He had a couple of goes at Formula 1, first with the Parnell team in the 1960s and then with Surtees and McLaren during the '70s.

When Hailwood won the 1961 250 world title he was just 21; young even by today's standards. He started racing early because his father – a wealthy businessman with a toothbrush moustache and a gammy leg (the legacy of a motorcycle accident) – gave him a hand-made miniature motorcycle when he was seven. This was years before anyone had even thought of building minibikes.

Stan Hailwood was determined his boy would succeed and therefore threw serious money at his son's career, which is why Mike ended up on a Honda earlier than most; though this was definitely a case of talent exceeding privilege. The 1961 title wasn't only Hailwood's first, it was also Honda's first. Soichiro Honda and his wife Sachi flew from Japan to Sweden – a major undertaking in those days – to be there at Kristianstad on the big day.

Hailwood spent the next few years riding MV Agustas, winning four straight 500 world titles for the cantankerous Count Domenico Agusta. Taking the 1964 championship was particularly impressive considering he also contested most of that year's F1 series, scoring his first points at Monaco. In 1966-67 he did his damndest to give Honda-san a first 500 World Championship, but failed because Honda's four-cylinder RC181 was an evil thing through the corners.

Remarkably, for one so quick, Hailwood is remembered as much for his character as for his speed. He was a gentleman racer who just happened to be hellishly fast. Proudly technophobic, his only concern the moment he got off the race track was to have as much fun as possible. He was a natural at the art of hanging louche and an inveterate practical joker.

During the 1965 East German Grand Prix – well before the days of warm-up and sighting laps – Hailwood helped his friend Jim Redman win the 250 race by bamboozling Redman's rivals on the starting grid. Hailwood had just won the 500 race, which had started on a damp track, so he conspired with Redman to fool the rest of the 250 pack into riding too cautiously on the opening lap.

Here was the plan: during that hushed, tingly moment between the 'stop engines' sign and the drop of the flag, Hailwood would stroll past the front of the grid and Redman would loudly enquire if the track – a lethal five-mile street circuit, cobbled in places – was still wet. Hailwood's reply would be with the opposite of the truth. Seconds before the flag dropped, Hailwood answered his friend's query with a shout: 'Be bloody careful, it's f***ing slippery!'. By the time most of the pack had gingerly completed their first lap of the now entirely dry circuit, Redman was out of sight and on his way to victory. As racing con tricks go, it surely takes some beating.

Hailwood quit bike racing in 1969 because "the terrific strain of responsibility (to win) has robbed (bike) racing of most of its pleasure". His second attempt at F1 brought two podium finishes, including a best of second at Monza in 1972. At Kyalami in '73 he bravely pulled Clay Regazzoni from his blazing Marlboro BRM.

In 1978 Hailwood made an emotional return to the Isle of Man, winning a TT after an absence of more than a decade. Three years later he was mortally injured in a road car accident – driving to the local chippy he collided with a truck making an illegal U-turn. A gloomy end to a glittering life.


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THE US SCENE



HHP Harold Hinson

ON THE MONEY

AS EVERYONE KNOWS, ROGER PENSKE'S TEAM IS THE MOST successful IndyCar operation in history. Five years have passed, however, since Sam Hornish won Penske's 12th and most recent championship. Will Power came close last year but was beaten to the title by Dario Franchitti and Chip Ganassi's team. Can Team Penske bounce back and win a record 13th open-wheel championship this year?

If sponsorship has anything to do with it, Roger's three-car squad comprising Power, Hélio Castroneves and Ryan Briscoe will be the one to beat. At a time when most IndyCar teams are struggling to land sponsors Penske has struck the mother lode with Shell/Pennzoil backing Castroneves's car (above, with Penske's NASCAR ace Kurt Busch), Verizon supporting Power, and series sponsor IZOD moving from Andretti Autosports to Briscoe's car.

Meijer, a big Midwestern grocery and superstore chain in the US, is also switching to Penske this year from Michael Andretti's team as an associate sponsor of all three cars. And Castroneves's car will be backed in two races – Long Beach and Texas – by the Automobile Club of California, a division of the AAA which is another new associate sponsor. Furthermore, Shell/Pennzoil and the Auto Club will back Busch's Penske NASCAR entry.

Penske is motor racing's most successful global entrepreneur with more than 36,000 employees and annual revenues exceeding US$16 billion. Team Penske president Tim Cindric says Roger himself and the Penske Corporation were key components in attracting and selling new sponsors.

"Without doubt it's played a huge part. We've had to look at things from an overall perspective rather than just a racing perspective, because I think the days of having a billboard running around a race track are over. We've approached things from a leverage point of view, not only in terms of our competitiveness and what we have to offer at the track."

Building successful business operations among Penske's sponsors is essential to the equation. "We've looked at how we service our partnerships for business-to-business relationships," says Cindric. "We've made sure we can show results and numbers. We have to deliver return on investment and it becomes more difficult to look at sponsorships of any kind and say, how does that actually affect my brand?

"With the Penske world we're able to return numbers that show sales and new business and added value in addition to what the racing programmes bring to the overall package. Some people use it to sell their product. Others use it for internal motivation and awareness. We zero in on what the end game is and try to figure out how to deliver that.

"Roger has built his businesses based on his reputation in racing. When you look at them they're all related to the transportation industry and we try to hone the art of putting sponsors together with each other to do business. That's a big part of it."

Cindric has no doubt that Penske is the best salesman in racing. "Roger has always been a visionary and he's the guy you want to bring in for the ninth inning. He's a great closer, he thinks outside the box and has a different idea for how to get there. He's certainly the guy who knows all the pieces that go into the puzzle.

"But he also realises that no partnership lasts very long without it being win-win. Look at our associations over the years with Philip Morris, ExxonMobil and Hugo Boss. There's always an end to these programmes, but the average length of our sponsorships is 15 years and that's unheard of in motor sport. Roger is obviously respected in the racing industry but also in the real world."

On race day Penske is completely hands-on, leading his team's pre-race meetings and calling the pitstop strategy for Power's car. But it's his exceptional business acumen and wide corporate reach that make Penske the man to beat.

Letters

A Targa lap with quick Vic

Sir,

Reading Vic Elford's account of his Targa Florio history (December issue) took me back to 1968 when he asked if I would like to "do a lap" with him. I was *Motor Sport's* photographer then, and some of the pictures you have used are very familiar. Official practice was, as usual, on Friday, and on Saturday the roads were open again to the public. Right-minded Sicilians tended at least to travel in the same direction as the race as drivers used that day for unofficial practice. The *Carabinieri* turned a blind eye.

Vic had an ex-Monte works Porsche 2.2. From the start area at Bivio Cerda, he began a running commentary describing every corner, every change of road surface, before we got to them. We were running very quickly, and the bends arrived in rapid succession. How on earth was he able to read them without recourse to notes? He was navigator and driver at the same time, and had a photographic memory.

On a winding downhill section between Collesano and Campofelice, Vic was using most of the road when we met a local in a Lancia saloon coming the other way, face to face on his side of the road. I remember seeing the whites of his knuckles as Vic flicked the Porsche sideways to avoid him. That put us onto the loose unsurfaced roadside, with a steep drop on my side. We were now fairly sideways and I watched, fascinated, as Vic went from lock to lock to get us back onto the asphalt, wondering if he was going to be able to do so, but knowing he would and enjoying watching. We spent quite a long time out on the dirt.

Back on the road, eventually, nothing was said as we went on at undiminished speed until we reached Campofelice where we pulled off for a break. That cigarette was so good. I have a vague recollection that we did the lap in around 47 minutes, even including the pause.

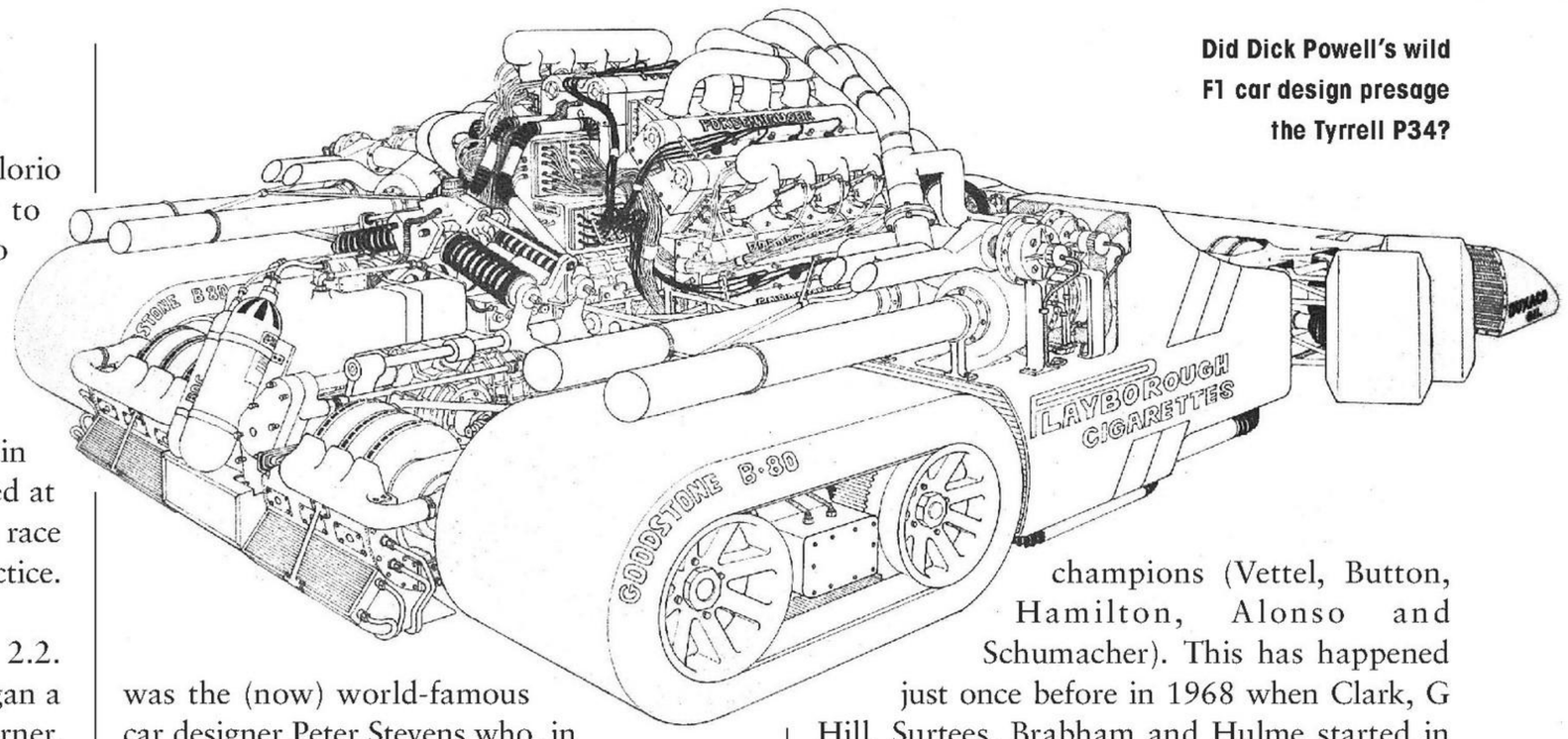
It's such a pity the glorious Targa Florio is no more. It was a unique challenge for drivers, a great spectacle for fans and a joy to photograph.

Laurie Morton, Fordham, Cambs

My wacky racer

Sir,

I hugely enjoyed your Formula 1 innovation special and coverage of the Tyrrell P34 (February issue). Back in the early '70s I was a design student at the Royal College of Art and a huge fan of all things motor sport. One of the tutors



Did Dick Powell's wild F1 car design presage the Tyrrell P34?

was the (now) world-famous car designer Peter Stevens who, in his free time, did beautiful illustrations of hot rods for *Custom Car* magazine. I used to enjoy drawing all kinds of quite wacky race cars and Peter suggested I take one extreme F1 car along to the *Custom Car* people to see if they would publish it. They did, and commissioned three more!

The drawing (above) was published around nine months before the P34 was unveiled, which embedded in me an unshakeable belief that some F1 designers were probably *Custom Car* readers (I know for a fact that one was)! CC did a follow-up piece the month after the P34's launch, crowing about their prescience! The fact that mine had a rule-breaking 32-cylinder turbocharged engine and tracked 'tyres' should not distract from the general point that, well… great minds and all that!

Dick Powell, SeymourPowell Design, London

F1's quality quintets

Sir,

I believe that history will record 2010 as one of the great Grand Prix seasons. Five drivers, all of whom won more than one race, led the championship at some stage, and four were still in contention at the last round. Any of them would've been a worthy champion, but Sebastian Vettel is the youngest ever, and his 10 pole positions suggest he was the driver of the year.

This means the first grid of 2011 will have five champions (Vettel, Button, Hamilton, Alonso and Schumacher). This has happened just once before in 1968 when Clark, G Hill, Surtees, Brabham and Hulme started in South Africa. It was the only GP they raced in, with Clark killed before the next round.

The last two races of 1985 (South Africa and Australia) also saw five champions taking part as Prost had won the title with two rounds to go. Lauda, Rosberg, Jones and Piquet were the others. These I believe are the only GPs with five current or past World Champions competing.

The debate is which quintet is the greatest. Personally I'd say the class of '68 had the best driver (Clark), but 2011 is the best quintet. Not only is Schumacher an all-time great, but I believe Alonso, Hamilton and Vettel will win several more titles between them.

So roll on 2011 when I think we'll see the same five drivers pushing hard again. If Mercedes or Renault can improve relative to the rest that would add Schumacher, Rosberg and Kubica to the brew. It's going to be a great season.

Gareth Tarr, Chertsey, Surrey

A fond farewell to Bobby

Sir,

I was saddened to read that we have had the pleasure of Bobby Rahal's last column. I enjoyed being educated about motor sport from the perspective of someone so knowledgeable, hands-on and from the other side of the pond.

When Bobby was replaced at Jaguar F1 I wrote to him to express my disappointment. Imagine my surprise when I received a hand-written note on a card depicting the end of his last Champ Car race. He expressed concern, not for himself but for the talented people he'd left behind. I feel privileged to have been able to correspond with such a gent and offer him my best wishes in his future motoring endeavours.

Peter Dring, Codnor, Derbyshire ›››

LETTERS TO THE EDITOR

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

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Letters

Silly races in sandy places

Sir,

Reading Nigel Roebuck's Reflections in the January issue and his comments regarding the pushing of Grands Prix towards the Far East, I think it's time that we F1 enthusiasts had our say as to where the races are held, rather than Bernie Ecclestone and CVC.

The start times of such GPs are organised for the benefit of European TV audiences, so why do we put up with silly races in sandy places? If we didn't turn on our TVs to watch would there be any point in organising them? Apart from filling the pockets of CVC, where is the logic of running a Grand Prix in Abu Dhabi or any other country where there is no interest in motor sport? What we need is a Grand Prix Enthusiasts' Association – it is our sport (for the want of a better term) not a PR exercise for countries with more money than sense. We are being led by the nose and it's high time we dug our heels in.

Brian Palfrey, Ranelagh, Dublin, Ireland

Glory days of The Glen

Sir,

I would like to thank Nigel Roebuck for his great piece on Watkins Glen being the true home of the US Grand Prix (December issue). Nigel captured all that we Yanks loved about the atmosphere, both on and off the track. The first Grand Prix I ever went to was at 'The Glen' in 1972. I went back for almost every race until the last one in 1980. Back then you could rub shoulders with the drivers in the Kendall Garage, camp next to them in the paddock and collect all their autographs with ease. Yes Nigel, the colours of the trees, the smell of campfires, burnt rubber and F1 car exhausts – now that was intoxicating indeed.

I did go to the races at Las Vegas and Detroit (I live there) in the following years. There was no comparison, no character and no lifelong memories. I still make a pilgrimage each year to The Glen to watch the vintage car races in the fall and have a drink at the Glen Motor Inn. They still have a life-sized picture of Regga in his BRM in the bar downstairs. I tell the friends that I bring along about the fearless drivers, the screaming engines, how close you could stand to the track and how I bought one of Ronnie Peterson's driving suits in the mechanics' annual year-end sale. They love it!

That was an experience, that was a race track, and those were the days.

Mark Hall, Royal Oak, Michigan, USA

Hobbs' victory salute

Sir,

I was delighted to read the long-overdue profile of David Hobbs in the January issue (Lunch with…). My smile grew even wider when he mentioned, in passing, his 1970 Formula A victory at Donnybrooke in the United States. That event was the first 'big-time' race I ever attended in person. My experience that day – capped off by Hobbs' convincing victory in a high-winged Surtees – ignited in me a passion for racing that has continued for 40-plus years.

That day at Donnybrooke, my cousins and I waved to Hobbs during his victory lap. We were sure he waved back, just at us. We left the circuit thinking that Hobbs was one of the coolest guys in the world. It's good to see he still is.

Robert C Phelps, Piedmont, California, USA

Innovation hobbled

Sir,

A reference to the Hobbs automatic gearbox in Lunch with… David Hobbs reminded me of Michael Tee's article in the November 1962 issue of *Motor Sport* entitled 'Car Tests at Goodwood', about a Lotus Elite equipped with a Hobbs Mech-a-matic gearbox.

He wrote, "Our three laps in the Hobbs Elite were fascinating to say the least, and unless there is some hidden snag which we are too dim to see, it is quite inconceivable to us why this gearbox has not been adopted by manufacturers."

In the December '62 issue there was a longer article about the car and its Hobbs 1015 gearbox, which praised the part highly and referred to Stirling Moss as having a Hobbs 'box fitted to his Elite.

As it turned out, manufacturers did not take up the gearbox, and sadly David Hobbs' father's company went out of business.

MJ Crawford, Wotton-under-Edge, Glos

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 p40).

Not-so-plain sailing

Sir,

I enjoyed Bill Boddy's model boat stories in the January issue. Unfortunately Master Boddy was perhaps a victim of a slight of hand by the shop assistant. A 'screw' propeller is either left or right hand whichever way round it is fitted and reversal of rotation is the only cure. Still, the assistant got away with it for a good few years!

My father ran boats at Brockwell Park before the war and is still active in the hobby. A small number of us run Tethered Hydroplanes "round the pole" and of course Mr Boddy used to report on Tethered Cars in *The Model Engineer* during their heyday in the late 1940s.

Rick Benson, Sawston, Cambridge

Podcast predecessor

Sir,

I was interested to read the background and explanation behind the podcast development in the January issue. I think the origins may go back further? In the late '70s I was fortunate to be invited onto Rob Widdow's *Track Torque* radio programme in Portsmouth. It was a groundbreaking programme locally, with Rob pushing his motor racing passion.

I first appeared as the winner of an *Autosport* competition, and later to promote the then promising career of Neil Bettridge. I remember John Watson being there and a certain Richard Noble, who at the time was generating interest in his first attempt at the Land Speed Record. Pre-broadcast the routine was to have a rundown with the evening's guests at the pub next door.

It's good to see Rob's involvement now in many areas of our sport. Good memories.

Graham H-Jones, Whitbourne, Worcestershire

Inside line on Interlagos

Sir,

I enjoy your magazine, and reading the Letters section I couldn't help but notice how much knowledge your readers have. I am writing a book about the history of Interlagos and, as Brazil is not a country that is good at remembering its own history, it's a challenge to find sources of information about races in the '70s, especially as most of the 'players' (drivers, team owners, mechanics, journalists) were European. I include my contact details in the hope that anyone willing to tell me their stories can get in touch.

Marc Zimmermann, R Colonial, 92–12941-233, Atibaia, Brazil (interlagos@mandic.com.br)

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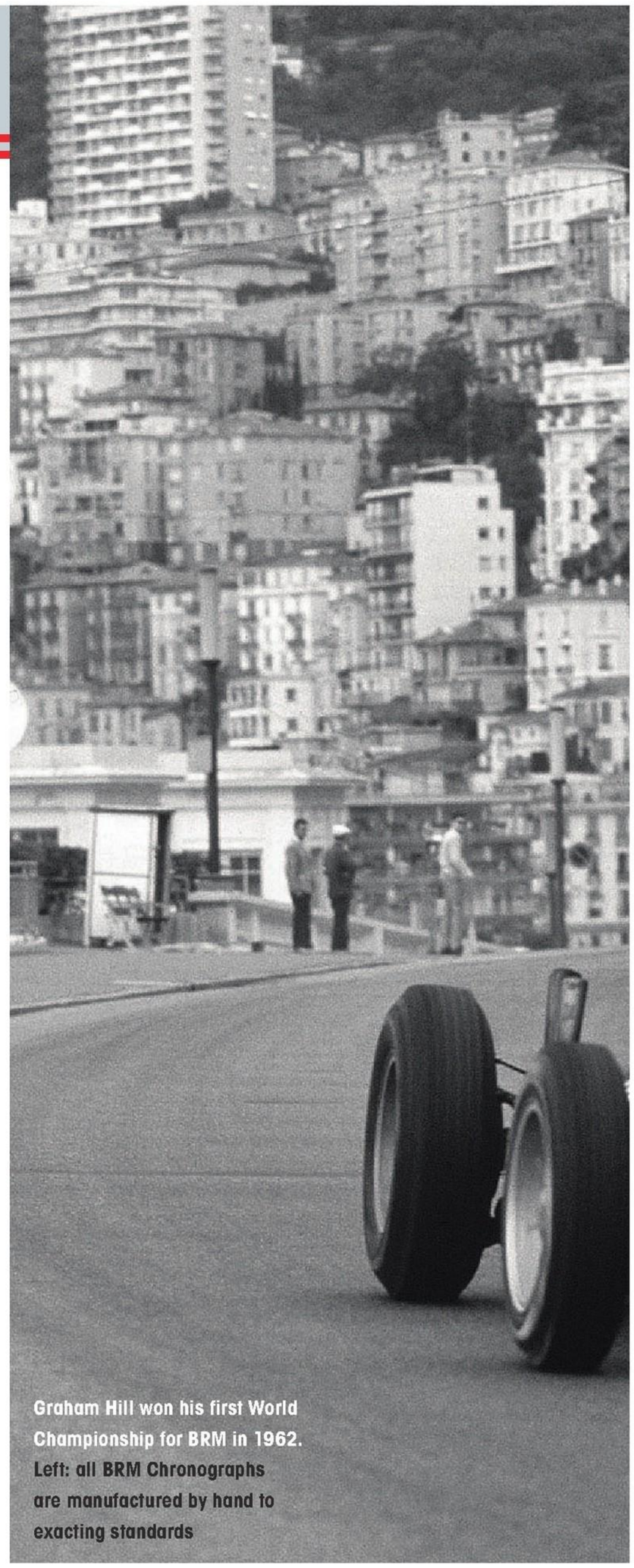
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Custom-built like a racer

BRM Chronographs prides itself on its links with motor sport – an influence that shows in its hand-made timepieces



Graham Hill won his first World Championship for BRM in 1962. Left: all BRM Chronographs are manufactured by hand to exacting standards

Three letters: B, R and M. For *Motor Sport's* readers, they will be forever associated with British Racing Motors, Formula 1 team of the nation that scored 17 World Championship Grand Prix victories between 1959 and '72, and the 1962 world title thanks to Graham Hill.

But BRM means something else today, especially in the world of luxury timepieces.

Bernard Richards Manufacture has been making chronographs since 2002 and is the only French manufacturer in standard serial watch production. However, it is not just this that has made the company famous in a very short space of time – far from it. Founder Bernard Richards is an avid motor sport fan and this enthusiasm is clearly evident in the design and manufacture of his chronographs.



The racing influence on the timepieces is obvious in the use of chequered flags on the cases and straps. Then there are the race numbers on the facias, the names of the watches – the V8, V12 and the motorcycle engine-inspired R50, to name a few – and the racing car construction materials used in the manufacture, too. Every single BRM component is hand-made in France and Richards never has to worry whether his timepiece creations will sell. They always do.

The ties between the company and motor racing go far beyond the aesthetic parts, however. Like a BRM single-seater, every single piece of a BRM watch is machined one after the other – the link the company makes to the racing car industry is certainly a real one. Like a 1960s BRM every watch is unique, as every one is finished and polished by hand.

With these strong links to the motor sport industry it's no surprise that existing teams, such as Peugeot Sport and historic sports car racers OAK Racing, partner BRM.

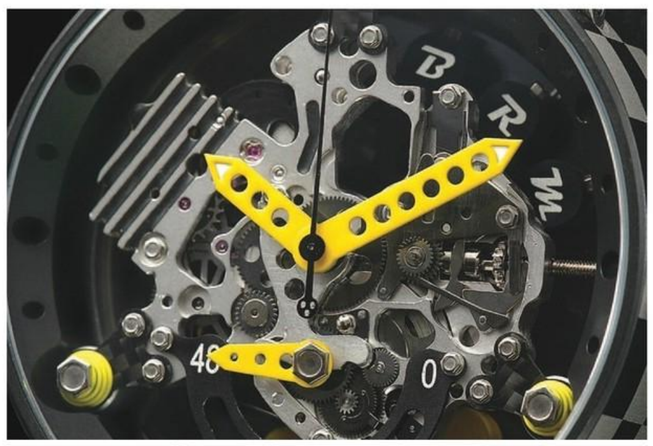
The differences to other watch manufacturers don't end there, though, as BRM Chronographs is well-known for being different. Richards and his team aren't happy unless new designs, new materials and new concepts are introduced on a regular basis. You need only look at the 'shock absorbers' holding the movement to the case on the R50 to see that this isn't any old manufacturer churning out unimaginative timepieces. Like a race team, the company is always looking for that extra bit of performance, and consequently has become a trendsetter rather than a trend follower.

The company makes 2000 units a year in its workshop outside Paris, and thanks to a €5 million investment, BRM Chronographs has been able to move further towards total independence by purchasing a micro-lathe to machine all the staffs in-house.

It has taken only a few years for BRM Chronographs to be accepted as one of the world's leading watch manufacturers, and a large part of that is due to the talent of Richards and his team. The attention to detail is such that Richards is often asked to build components for other watch manufacturers. However, one of the great benefits of making the watches and their components by hand is that every model can be customised.

There are four models that can be customised online (www.brm-manufacture.com) – the V6, V8, V12 and V14 – but here you only get half the picture. In reality there isn't a limited number of colours you can use as BRM Chronographs can work with every client individually to create any colour scheme they want. Like a Dulux advert, you can take a picture of a colour you like, or even bring in some bodywork off your racer, and they will use those colours to manufacture your watch. Thus the chances of






R50 movement, manufactured in-house, and its rotor

someone else having the same finished product are very slim.

The cost of having a watch that is built specifically for you? There are two main types of BRM product: a Swiss movement timepiece which starts at £1900, and one that uses BRM's unique movement – designed in-house – which starts at £16,400. As well as these there are even more intricate movements such as the Tourbillon, Birotor and Trirotor.

BRM Chronographs really is different from other watch manufacturers in terms of its specialised knowledge, its strong links to motor sport and the opportunity to customise every piece. It's not surprising that BRM Chronographs has become one of the major players in the industry in such a short space of time.



V8 competition, £4550 V12 BN, £3980 R50, £16,400

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THE BRITISH

BMW's great record in touring cars owes much to two Brits – Andy Priaulx and Steve Soper. Now they come together to switch cars and experience very different eras

BY GORDON CRUICKSHANK



M-POWER

A bitter wind snakes through the Brands Hatch pits. Three cars stand within, racers of three distinct generations. Crew members check, prime, plug in starter batteries. Two race-suited figures look out at the empty track, talking quietly, then one jerks his head towards the furthest car.

"Had a look yet?" They walk over and admire the shape, pointing and nodding. Under the raised bonnet six huge orange intakes, like a bank of mortar launchers, gape silently, ready to inhale the cold Kent air. The two men gaze. They know it's one of the great racing power units, and that if they were racing 40 years ago, this is what they would be driving. It carries the blue and white roundel they both revere, badge of the Munich marque that earns them both their living. BMW called it the 3.0CSL. Everyone else took one look at its fins and named it 'Batmobile'.

Homologated for the European Touring Car Championship in 1972, its alloy, Perspex and thin steel qualified it to wear 'L' for 'light'. Having taken the title in 1973 it grew up a little, sprouted those wings and carried the series every year from '75 to '79. In different forms CSLs scored successes in endurance racing, at Le Mans and in IMSA, and if you need an image of BMW's motor sport passion it has to be a CSL off the deck at Pflanzgarten with Hans Stuck at the joystick.

This is what 'touring car' used to mean – long bonnet, long legs – but the meaning had changed by the time these two men raced them. By then 'touring car' was a way of avoiding the phrase 'saloon' – too prosaic. But there's nothing prosaic about what this pair can do with a 'family car'. »»

All Images Greg Pajo





Priaulx felt unprotected in CSL. Top, Andy primes Soper for WTC drive before, right, trying M3. Far right, wings and arches define CSL

Steve Soper – touring car legend with a reputation for tight-lipped toughness – and Andy Priaulx – touring car legend with a ready smile and four titles under him. Racing in different eras – overlapping by just one race – they tackled the same job in very different ways. Soper wrestled victories out of anything he could elbow his way into: brawny V8 Rovers, popping and banging Sierra Cosworths, snarling homologation 'saloon' BMWs and McLaren's F1 in Le Mans trim. He retired 10 years ago, but not before coming up against a young stand-in for the Vauxhall team in a BTCC round at Oulton Park. From nowhere Priaulx put his Astra on pole, and Soper noticed. Thanks to his lobbying Priaulx signed early for BMW, and that suited both. Soper's Munich allegiance is strong – he's now a dealer – and he still wants BMW to win. And he recognised that the affable young Guernseyman would be good for the marque. Now that one has inherited the other's mantle, they're here to swap mounts: Soper to try Priaulx's 2010 320Si World Touring Car, while Priaulx gets into a DTM M3 and relives the 1980s. But first, some neutral ground, a car neither knows, the CSL.

"Right," says Andy, rubbing his race gloves together. "I'm looking forward to this." It's not happy with the cold at first, but within a lap or two that six-pot bark rings out clear and sharp. Andy sticks scrupulously to his rev limit, but very quickly he's getting the most he sensibly can from the orange-nosed beast. Though it carries emotive livery, this was not a Schnitzer Jägermeister racer – but owner Roger Wills has the perfect excuse for the paint job. He has another CSL, a works Alpina car with great history and so original it would be a crime to risk it. This is the 'costume jewellery' version, which Wills can and does race with gusto.

Now a gruffer noise joins the CSL's deep exhaust boom; Soper wedges himself into the WTC car and gives the signal to fire up. It takes a whirring age to catch – the injected, restricted four has none of the CSL's eagerness. WTCC is a showroom formula, tightly tied down. Yes, its 275bhp is 100 up on stock, but block, head, suspension layout, H-pattern shift, bodyshell all match the road car. Barring a million mods by Belgian team RBM which has turned the car, and Priaulx, into title winners, first in ETCC, then three times in WTCC. But equivalency regs have jumped on such success – now it's front-drive diesels which make good box office…

With a last blaaap Priaulx rolls into the pitlane and climbs out of the Batmobile. "I don't know how Stuckie drove that round the 'Ring," he laughs. "In compression the steering practically locks solid!" But he loves the torque, the noise, the forgiving nature. "It's quite an oversteering beast, but it's progressive, not snappy. You expect to slide it, where you never slide my car. That's just throwing away time."



He knows the history, too; knows who drove them, what races, when the first Art Car CSL appeared at Le Mans.

Steve returns, levering himself out from the deep seat and complex rollcage.

"Thought I'd better come in before I crashed. It's so heavy, once it goes it doesn't want to come back."

Priaulx knows what he means. "Shame it was cold. If there was some heat in the tyres you'd like it more."

Now it's Soper's turn to be Batman. "I've never driven a CSL." His brow furrows. "Or have I?"

"Stevie, be careful," calls Andy. "The throttle and brake are very close." A flash of orange and Soper is away, plunging through Paddock, blipping into Druids, surging on to Cooper Straight as we watch. He's at home now, and soon Andy is after him in the compact, muscular, blaring M3.

> "I'd love to do a lap of the 'Ring in it. But only one!"
>
> ANDY PRIAULX

Ah, the '80s – when if you wanted your car to win in Group A you built a racer that looked like it and sold some to the public. It might be going a bit far to call it a silhouette racer, but they say it shared only bonnet and sunroof with the road car. And it didn't have a sunroof. Instead it had a 2.3-litre four, virtually two-thirds of the glorious M1 unit, a Getrag gearbox, LSD and wide-track suspension, all clad in a stiffer, broad-arched, airdammed body. In various Evo iterations it raised its spec, its capacity and its game, muscling its way between 1986 and '92 to a sheaf of British, European, Italian, German and Australian saloon titles, not to mention rallying, and – especially if Soper was inside – continuing to punch above its weight in Germany's much more liberal DTM even when the Audi 4WD steamroller looked unstoppable. A race winner which privateers could buy with theoretically the same shot at success as factory-supported teams. Except that they had first call on the aces – Roberto Ravaglia, Johnny Cecotto, Marc Duez and that man Soper.

Since then there's always been an M3 for road and track – in fact, there are currently two racers, both V8s. There's an almost standard GT4 and a more radical GT2 which races in the American Le Mans Series, won the 2010 Nürburgring 24 Hours, and ran at Le Mans as the latest Art Car, bedecked by Jeff Koons. And Andy Priaulx drives it, so when Soper makes unappreciative comments about the WTC car you can sense his frustration that his mate hasn't enjoyed what a proper current BMW racer can be.

But now both are out in these historic machines, enjoying themselves remembering what opposite lock feels like, the urgent scream of the M3 interweaving with the Batmobile's deep bark. It's not racing, but it's more joyful than running your dealership or battling midfield in a ballasted car… Andy returns first.

"Enjoyed that more than the CSL. Really nice, really racy." The CSL crackles into the pitlane and with a defiant last blip shuts down. The guys from CCK Motorsport who maintain it on behalf of Twyman Racing (and handle four other CSLs) roll it inside and Soper unbuckles. Priaulx is there to quiz him. He's never effusive, Steve, but he's nodding, mouth pursed in restrained approval. He liked that.

"Yes, it drove well. Good car for long distances."

"I'd love to do a lap of the 'Ring in it," says Andy. "But only one!" Then he hesitates. "Steve, did you feel – um, scared?" Soper looks puzzled; he never raced with the sort of protection the WTC car gives Priaulx.

"I liked it," Andy continues. "The only thing that was tiring was the feeling that you're going to die at every corner!"

Steve approves too. "If it weren't for my back injury [in a Peugeot in that 2001 Oulton event which ended his career], I'd like to do some historic racing in that."

Meanwhile there's a warm M3 begging for walkies, and it's clear from the crisp way Soper nips onto the track and attacks Paddock that, although he hasn't been here for a decade, he's feeling at home. We hear the revs whisk up to the identical limit on each gearchange, see him skittering on the edge of adhesion without falling off it. He's in the blue-and-white zone.

Andy pats him, laughing, as he climbs out. "Didn't want to come in, did you?" And even Soper has to release a grin. They've both met this M3 before; both have caned it up the hill at Goodwood. Plus it's one of Steve's own racers, part of the Bigazzi team for the Mainz DTM race in 1990, with Jo Winkelhock and Jacques Lafitte. Owner Howard Wise is still trying

to confirm who drove which when, but anyway it brings back favourite days for Soper.

"Those years with Bigazzi in the DTM are my fondest memories of racing," he muses, gazing at the M-power stripes. "Zakspeed were too German, but I clicked with Bigazzi." After his Cosworth triumphs and the demise of the ETCC, it was Zakspeed which in 1989 gave him his first BMW drive, a loyalty which lasted 11 years, mostly with the Italian outfit.

There's a whine as the Batmobile is winched onto its transporter, leaving the saloons. Side by side in the pit it's a shock to see how distinct these two 3-series are. Though the M3 arrived in 1986, that body shape dates back to '82, and with its slim pillars and clear-cut, boxy outline it looks leaner despite its bulging wheel arches than the squat and solid 320. Today's car, hunkered down on rubber-band tyres, is larger, a softer, subtler shape despite the aero add-ons, while inside it the crash cradle of rollcage, deep A-pillar brace and bear-hug seat with helmet lugs seem to imprison the driver. Did Andy feel exposed in the M3?

"I must admit I did. In the modern car you're so shut in you can hardly see the road, but the M3 is much more like a stripped road car. Of course, I came from hillclimbing, so I'm used to not much protection, but things have changed a lot. For sure it's not as safe as the car I drive now. And the performance is like a mountain peak – it falls off rapidly just a fraction either side. What revs did you use, Steve?

"This is red-lined at 9200. The hot ones hit 10k, but they'd only last 300km. You couldn't practice and race on the same engine."

"But you can get away with a lot more," Andy continues. "In my car you have to drive to the grip. After only a lap in the M3 I felt 'this is a proper racing car' and I got aggressive with it. WTC punishes you for overdriving, whereas in that DTM car you can push the envelope. I think that's why you see the driving you do in WTCC. Steve was always known for being aggressive, but now WTCC is like karting, or BTCC. You're touching, you're pushing, you're nudging because you feel safe. It still hurts when you go off, though, when you stop dead from 150mph. I suppose when you were driving that DTM car you never thought about it?"

"Never gave it a thought. But we did lose a couple of people in touring cars. Kieth Odor was T-boned and didn't survive. I thought – bloody hell, touring cars are meant to be safe..."

"Mind you," Priaulx recalls, "I won a historic race in Copenhagen this year, in an old BMW 2002, and it got a bit stupid because I was racing with Tom [Kristensen] and Allan McNish. And it was raining, a street track, but you go for it, don't you? Your pride won't allow you to back out." The two of them muse on how you forget to be scared once in the car, how Soper hated Le Mans but always said yes, how Priaulx sometimes says hopefully 'I don't mind if I don't do that one', but always signs on because racing is a team game.

"Of course," says Andy, "if you're scared actually in the car it shows in your lap time."

"I was scared at Le Mans," Steve ripostes with a sly glance, "but it didn't show in my lap time." Gamesmanship doesn't stop just because you've retired.


LAT



Three eras of 'touring' car: CSL was a GT, M3 a special, 320Si is a stock saloon
LAT



BMW

"You could get away with some nice drifts," says Priaulx of the M3. "It would reward slight overdriving where in our car you're really penalised for it."

"I think that's right," Soper replies. "In WTC there's a lap time technique, and it's not a race technique, it's to get the max out of the car. Very tidy and early on the throttle with lots of grip is quick, and the ragged edge is slow. Because it's so heavy, once it gets away it scrubs off speed very quickly, and the delay in getting that slide back takes even more time if you have to get out of the throttle. A little slide in a single-seater can lose you a split second, whereas in that a big oversteer will probably lose you three tenths."

"I don't think your DTM is as stiff as ours," says Andy. "I wouldn't want to clatter over too many kerbs in that car. I don't know if you used a lot of kerbs in DTM?"

"Yes, we did. But on Howard's car the ride height is set too high; we'd be burning wheel arches. (Here Howard points out that surprisingly there's no series to race his car in, so he hasn't needed to tweak it.)

"Your car would do a quicker lap time than mine, I would think," Priaulx says.

"Oh yes. And if you spent a day messing with it you'd get more out of it for you than if I spent a day in adjustments with yours."

"Yes. You might find a tenth, a tenth and a half, but you could find much bigger chunks with the DTM. But that's because these formulas nowadays are so controlled, so restricting; they're so much about equality it doesn't give you much you can do technically." Both men look ruminatively at the 2010 car. Priaulx is a sound company man, putting up with the heavily restricted machine because the close-racing stock series brings brand exposure. And of course there's always the GT2 to race for enjoyment. One wonders if Soper would have been so tolerant.

"I'd love you to drive the GT2 car, Steve." He turns to me. "Can we do this again sometime with the GT2?"

"We could compare it with the last of the DTM M3s," says Soper. They're both excited by the thought, even though Priaulx has come here straight off the plane from Macau. Well, it's another chance to drive racing cars. If he can find a gap between WTCC, ALMS, V8 Supercars and the GT2 programme. Not to mention doing pretty well in the Race of Champions. Soper used to be the same – 37 round trips to Japan in 18 months.

"Or the new DTM car. You'd love that, Steve." Following its withdrawal from F1, BMW is preparing to return to the DTM for 2012 with a new M3.

"What's the spec?" asks Soper.

"The regs aren't out yet, but it's going to go in the direction of a GT2 car. But it's good. It feels like a sports-proto – you can really feel the aero. Round the Nordschleife it's very, very quick." Enthusiasm for DTM bubbles out. "All rear-drive, all the same weight, same spec engines – that's more like production racing. That to me is exciting; you can push the envelope, whereas with the WTC you have a very small envelope you're trying to expand." Steve wants to know more, but I have to steer them back to today.

"Jumping into the WTC car after 10 years away," says Soper, "it just felt heavy, under-powered, under-tyred. Engine and ➤➤➤

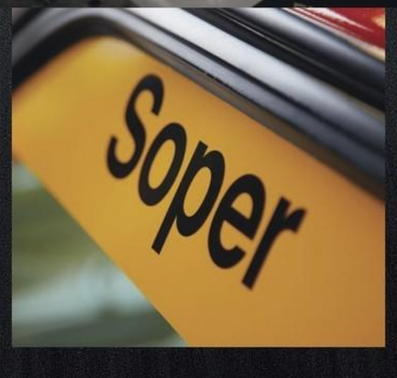
WTC's specialised lap technique demands smoothness above all. Below, dials change, but not much else – except safety factors













gearbox were quite nice, and all the seat and security. But it made me focus very quickly that if you're not careful this thing will bite. It's what – 1200kg and 280hp? Mine was probably 975 kilos, with plastic glass, etc. That's 200 kilos lighter, and over 300 horsepower. It was hard work to get them under 1000kg, mind you, and the more successful you were, the more weight you had to carry."

"We're on 1175. But in this formula they're trying to equalise everything all the time. Clearly the BMW would be the best car, with RWD and better brake balance, so they slow our car down to make it equal to a FWD diesel. And the tyre is made for a heavy front-drive diesel and doesn't work for us." This is why the triple WTC champ was mid-grid last season (what he calls 'the shunt zone') while Chevrolet and SEAT made hay.



"But having driven sports and DTM Steve will never be impressed by a WTC car," Andy says. "*I'm* not impressed by it – but what makes any championship exciting is how close it is."

"I know – it's the regulations, not the car. But having driven it – well, I knew Andy was good, but if he can win in that sort of car he's even better than I thought!"

"Steve, from you I take that as a real compliment." Andy turns. "I grew up watching this guy race. I always said I'd like to be Steve Soper in a BMW. I owe him a lot. He's the reason I wear this badge."

Slightly gruffly, Soper explains about pushing a guy he didn't know at the time towards the team. "There were a lot of phone calls," he concludes. "But I knew he was right for them. After all, I've got BMW branded on my forehead. They're good guys. At Munich even the receptionists know your last results. It's in the blood. That's worth a lot when you drive for a company like that."

With so much to look forward to next season and beyond, Andy Priaulx's repeated nod of agreement is entirely genuine.

We'd like to thank: BMW Park Lane, Roger Wills, Joe Twyman, CCK Motorsport, Howard Wise Cars, Soper of Lincoln, Brands Hatch

INSIGHT

PERPETUAL MOTION

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Keeping famous racers such as the CSL in action is going to be that much easier with the announcement of a British arm to the BMW Classic operation. By co-ordinating the archives, drawings, parts and knowledge relating to older BMWs, the company can now solve most problems that owners of classic BMWs might come up against. Currently the parts catalogue for obsolete models extends to 34,000 items dating back to the 1930s, and if they can't supply what you need, the chances are that they can manufacture it. All the firm's technical drawings for every vehicle it has ever made are retained in Munich. BMW Classic also offers a full restoration service. So whether you're lucky enough to have an ex-Steve Soper M3 to race or are working to get your pre-war 319 back on the road, visit www.bmwparklane.com or www.bmwclassic.com

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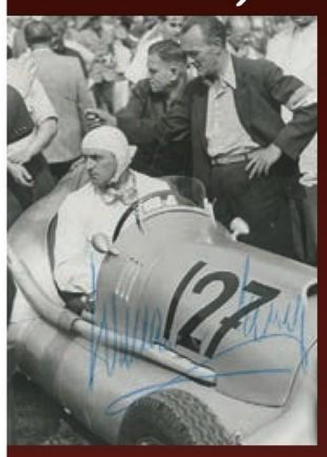




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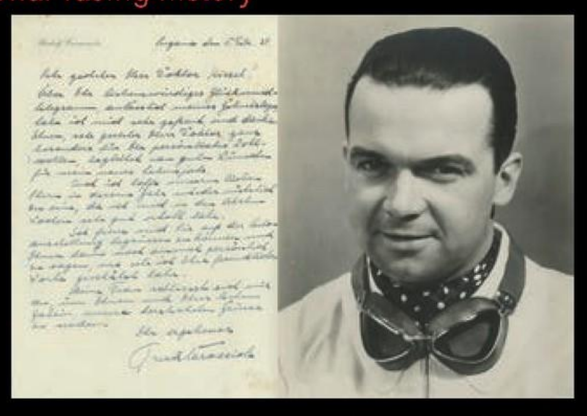
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Tom Walkinshaw
1946 - 2010

A talented driver in his own right, Walkinshaw was even more successful as a team boss and became the architect of Benetton's early F1 success

BY ADAM COOPER

On the Saturday afternoon of the 2002 Belgian Grand Prix I visited the Arrows motorhome to do an interview with Tom Walkinshaw. I wanted to ask about a race that had happened two decades earlier, but my timing could not have been worse. All season the financial net had been closing on Arrows and its beleaguered boss. The team had missed the previous race in Hungary, and while it had a presence in Belgium, the cars had not gone out on track.

Before I set my tape running Tom was more interested in talking – or perhaps I should say baring his soul – about the situation. Let down by sponsors, tormented by a financial institution that had a stake in the team, and under fire from all sides, he was a distracted bundle of nervous energy. This was a man I was used to seeing in total control, so it was something of a shock.

Spa was to be Tom's final appearance in a Formula 1 paddock as a team boss. In the days that followed Arrows finally passed the point of no return, and its failure brought down the whole TWR Group a few months later.

Folk with whom Walkinshaw had tussled on the track – or in business – expressed little sympathy when things went wrong. That included the many British Racing Drivers' Club members who went apoplectic when in 1992 Tom persuaded the club's board to invest £5.3 million in a 50 per cent stake in his garage business, triggering an acrimonious legal dispute which badly dented Tom's reputation.

The BRDC saga was somehow typical of the yin and yang of Walkinshaw, the rough with the smooth, the good and the negative. His involvement may have ended in acrimony, but as chairman of Silverstone Circuits he kick-started the process of bringing the track out of the dark ages, overseeing the 1991 redesign.

Tom had been chosen for the job because the BRDC hoped to benefit from the same forceful, driven personality that won Le Mans and the World Sportscar Championship (WSC) for Jaguar, and later helped to turn Benetton into a title-winning Grand Prix team.

For decades Walkinshaw pushed the limits in every aspect of his life, achieving huge success along the way. His tough approach wasn't appreciated by everyone, and he had many critics. But the employees who had worked for him over the years, and the drivers in whose careers he played a major role, knew him as an inspiring leader. »»»


Ford
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WALKINSHAW: A TRIBUTE

"He did come in for a lot of stick at times," says former TWR driver Win Percy. "But as a loyal friend, as a partner in a car and as a boss, he gave 100 per cent, and I believe I gave him 100 per cent. Whenever I needed a friend, like when we lost our son and when I was disabled, Tom would appear. He was always there. He was hard, he was determined, but he was a good-hearted bloke."

"He was a ruthless man, there's no doubt about it," says Martin Brundle. "You couldn't mess about. He gave you everything, and you had to give it back. But that wasn't a problem."

Tom's death from cancer last December turned out to be the final chapter in a life story that featured twists and turns of almost Shakespearean proportions.

From a farming family, he started racing with an MG Midget before progressing to an FF1600 Lotus 61. After one early outing at Ingliston ended in a crash he was presented with a bill for repairing the barrier, but he soon proved to be a winner.

In the early 1970s his focus remained very much on single-seaters, although an ankle-breaking crash at Brands Hatch didn't help. A Ford contract led to success in saloons and also gave him access to a Cosworth V6 engine supply for use in F5000, and in 1974-75 he proved competitive in the Shellsport series with Modus and March chassis.

Tom's stocky build and aggressive style didn't really suit single-seaters, and from 1976 – the year he turned 30 – he focused on saloons. While still racing a Capri in Britain, he joined forces with BMW for international events. The muscular CSL proved to be right up his street and he scored a string of major wins over the next couple of seasons.

Tom could have sustained a career as a paid works driver for many years to come, but his ambitions lay far beyond the cockpit. By 1977 he was officially BMW GB's motor sport manager, and the Munich connection led to the birth of TWR.

"We were originally based at Bill Shaw's workshop in Tottenham," recalls Walkinshaw's first employee, Eddie Hinckley. "We built a BMW 530i to run in the British championship. Tom decided that he wanted to look for some premises, and one day we drove up to Oxfordshire and looked at a unit in Kidlington. I remember thinking, how are we going to fill all this space?"

Tom and Eddie painted the factory floor at No1 Station Field Industrial Estate and set to work. The operation duly began to take shape during 1978. The original intention was to run Gunnar Nilsson in between his Arrows Formula 1 commitments, but the Swede's illness put a stop to that, so Dieter Quester drove a Pentax-backed car, while Tom also fielded a Toleman entry for Rad Dougall.





Clockwise from above: TWR took first of two Le Mans wins in '88; Tom won '78 Brands ETCC race in CSL; Hill came close to Arrows victory at Hungary '97; Tom was key to Benetton success in '94; in F5000 Modus in '75

Having initially focused on managing the team, Walkinshaw returned to the cockpit late in the season, providing the ubiquitous Capris with a stiff challenge. Frustrated by the RAC's handling of the complex Group 1 homologation rules, he spotted a loophole and stripped out the interior to save weight, triggering controversy when he won a couple of races at the end of the year. It was not the last time that Tom would push the boundaries of rule interpretation.

The hallmarks of what made TWR so successful were established from the off, namely get the right people on board, scrutinise the rule book, do everything to the highest standards and, perhaps most importantly, attract manufacturer support rather than rely on the vagaries of commercial sponsorship. The BMW involvement also soon extended to aftermarket parts and conversions, establishing road cars as a key element of the business model.

> "We used to reckon we should put him in a lion's cage and wheel it up to the car"

The early years saw an incredible expansion. In 1979 Walkinshaw created the BMW County Championship and went international by fielding an M1 in the Procar series. However, the BMW origins of the company were quickly submerged. That year Tom demonstrated that he had no intention of being tied to a single manufacturer by running a Mazda RX7 in the British Touring Car Championship, which led to a heroic Spa 24 Hours win in 1981.

He continued to extend his relationships with other manufacturers, somehow managing to juggle seemingly conflicting contracts. In 1981 TWR added both Audi (with Stirling Moss) and Rover works BTCC deals to the roster. There were also rally projects, including the Range Rover that won the 1981 Paris-Dakar.

"He obviously had a master plan, but we never sat down and discussed where we were going," says Hinckley. "It just seemed to roll along at a rapid rate! Obviously he was a great motivator, but it was hard work because there weren't many of us initially. He was certainly very dynamic."

"He started work at 8.30am and never went home much before 9pm seven days a week," says long-time right-hand man Andy Morrison. "He had a race most weekends, and if there was a problem everyone sat down on Monday morning, talked it through and resolved it. That was part of the DNA of TWR. The business



All images LAT





was built on reaction times and a tremendous amount of enthusiasm, which came from the top and permeated through to everybody else. His energy levels were fantastic."

The Audi and Rover projects had both been started by other teams, but the RX7 was not the last time that Walkinshaw would do something new and surprising. In 1982 he turned the Jaguar XJ-S into an unlikely European Touring Car Championship contender for the new Group A rules.

Initially there was no official support from Coventry, but early success meant that it came for 1983. The following year Tom won the drivers' title, and when Jaguar's involvement was subsequently refocused on the WSC, TWR remained successful in the ETCC with Rover. And Walkinshaw was still at the top of his game as a driver.

"It was an honour to drive with the bloke," says Percy. "The beauty of it was that if something broke, he didn't blame anybody. It was up to the team to put it right, to make it foolproof. He was hard on a car, so he expected that. Everything was so physical, but that's the way he wanted it. He put 100 per cent into it, and so did you."

"We used to reckon we should put him in a lion's cage," says Hinckley. "We'd wheel it up to the car and slide the door open! When he was in the car he was alright. When he was out of the car he could be a pain in the arse…"

In 1986 Walkinshaw created Holden Special Vehicles as a joint venture with General Motors, which led in turn to an involvement in the Aussie touring car scene. Tom's last outing was at Bathurst in 1988, before he retired at just 42 to concentrate on running the expanding Kidlington empire.

As a driver Tom had inevitably been the main focus of most TWR touring car activities. The Jaguar sports car programme was the first time he had sat on the sidelines, but his personality continued to dominate the operation, even when he employed star drivers.

Having honed its collective skills in the ETCC, the team won the World Championship in its second full season in 1987, while its heroic Le Mans efforts captured the hearts of the public. Tom rewarded the fans with victory at the third attempt in 1988, repeating the feat in 1990. TWR also moved into the USA with an Indiana-based IMSA team that twice won at Daytona.

For 1991 the WSC rules demanded 3.5-litre F1-style engines, and Tom prepared for the change by hiring Ross Brawn. The former Arrows designer duly set to work on what became the XJR-14, the car that moved the goalposts in terms of sports car design.

Jaguar won the title in '91, but with the category dying on its feet the marque pulled out of racing. The XJR-14 subsequently had a second life as a Mazda in 1992, and – with the roof chopped off – eventually became the Porsche that won Le Mans in 1996 and '97.

Walkinshaw was never shy about re-using existing technology, having previously turned the Metro 6R4 V6 into the Jaguar Group C turbo that later found its way into the XJ220, the ultimate expression of TWR's road car involvement. However, it wasn't the car that buyers had been promised – no V12, no four-wheel drive – which caused considerable acrimony. But he could also pull off surprises, such as running the Volvo Estate in the BTCC.

Tom had long hoped to take Jaguar into Formula 1, but he found another route. In the middle of 1991 it was announced that TWR had taken a significant stake in Benetton, and Tom was given the role of engineering director. The deal was simple – Flavio Briatore would take care of the money and Tom would do everything else. It suited both parties.

At the time the team was struggling. Key players had left for the Reynard F1 project because they could not work under John Barnard, only for the star designer to subsequently leave. It was a mess, and engine partner Ford was not impressed.

Tom put Brawn in, and when Reynard floundered, he brought back Rory Byrne, Pat Symonds and others. Later he created a state-of-the-art facility on the Enstone site that had been earmarked for Reynard. And most significantly it was Tom who fought Eddie Jordan for the services of Michael Schumacher prior to the 1991 Italian GP, creating the dream team that would go on to win the World Championship three years later. »»»

"He had a great vision of lateral thinking about how things could or couldn't be done," says Brawn. "Tom never really accepted no as an answer."

After Schumacher's stunning 1994 season Walkinshaw was ousted in somewhat cloudy circumstances, having in effect been made to carry the can for allegations that the team had employed illegal traction control. Briatore now had sole custody of a team that Tom had honed into a formidable fighting unit.

"It was inevitable even with success or failure that that was going to be a bit of a fraught partnership," recalls Brawn. "It was difficult to have two cockerels in the farmyard…"

Immensely frustrated, in 1995 Tom went instead to Ligier, then part-owned by Briatore. Running a team based in France was not ideal, but the carrot was that TWR would eventually gain full control. In the end Flavio reneged on the deal, and after a showdown in Melbourne in 1996 Walkinshaw was steered towards cash-strapped Arrows by Bernie Ecclestone.

The team was soon moved into TWR's new technical centre at Leafield, which had been intended for the Ligier test team. Tom had a point to prove.

"I think part of what drove Tom to do the Arrows and Ligier things was he felt frustrated that Flav got all the credit at Benetton, whereas he was the man on the ground," says Brundle, briefly involved in the Arrows management. "There were a lot of good people at Benetton, but he put it together and was instrumental in getting Michael there."

Walkinshaw put together an impressive package for the first full season under his stewardship in 1997. He was the first to commit to Bridgestone tyres, landed a works Yamaha engine supply and convinced Damon Hill to come on board.

Hill nearly won in Hungary – a race that could have transformed the team's fortunes – but after a difficult first season he moved to Jordan and the Yamaha deal also ended.

For a while Barnard led the technical side, although his exacting standards did little to keep a lid on spending. All the time Walkinshaw was juggling sponsorship deals and potential investors, but crucially what was missing was the manufacturer support that had bankrolled so many TWR projects. Although he usually had one decent driver, Tom also had to take guys who brought funding. It was not the way he wanted to go racing.

A misguided flirtation with 'Prince' Malik Ido Ibrahim in 1999 led nowhere, but more importantly the Nigerian's involvement left a share of the team in the hands of investment bank Morgan Grenfell.

Arrows stalled as a midfield runner, picking up points here and there, but little more. Engines were a regular headache. Tom bought out Brian Hart, and the team had its own powerplant for a couple of years. That was followed by a season with Supertecs (leased from Briatore), then another with the former Peugeot engines under the Asiatech name. The latter was at least a low-cost solution, but for 2002 Tom wanted the best package available and went to Cosworth to source the engine that Jaguar Racing was using.



"What drove Tom to Arrows was frustration that Flav got all the credit at Benetton"

In the course of that year the financial squeeze became unavoidable. A Cosworth deal cost US$20m in those pre-restriction days, and the engine supplier – then overseen by an unsympathetic Niki Lauda – held all the cards. More than once the cars remained in the garage pending payment for services rendered, and so began a downward spiral.

There were potential rescuers, notably Red Bull, which would eventually buy Jaguar Racing. But Morgan Grenfell wanted to sell its own stake rather than permit new investment, the men in suits seemingly oblivious to the fact that the market value of the team fell by the race. Tom himself summed things up just weeks before Arrows folded: "It's a very gladiatorial environment that we have in F1, and it is part of its allure as well. It's survival of the fittest…"

After Arrows folded the TWR Group – by now more involved in the industry than the sport – collapsed like a stack of dominoes, finally going into receivership in February 2003. For a workaholic who for 25 years had poured his heart and soul into building the business, it was a bitter defeat.

"That was the biggest shock Tom ever had," says Percy. "Until then it was all forward motion – go, go, go. He was very much in control of his life and the people around him. He demanded respect and got it. Although he wouldn't discuss it, it hurt him a lot."

"He was completely devastated," says Morrison. "I don't think it helped his ultimate health problems."

Tom retained his successful interests in Australia and later established a UK business under the Walkinshaw Performance name, albeit at a modest level. He also had his extensive involvement in professional rugby.

Some three years ago came another hammer blow – cancer. He fought it with every ounce of the determination and drive that saw him achieve so much both as a driver and team owner, although for a long time this intensely private man kept his true condition to himself, even from those who knew him well.

"That was typical Tom," says Percy. "It was, 'That's for me to know and you to find out.' When I last saw him there was no question of the cancer getting him. He was going to beat it. 'I'm not giving into this…'"

Last year he went to the Monaco and British Grands Prix, catching up with old friends in the paddock. But then in the autumn things took a turn for the worse and his planned trip to Bathurst in October was cancelled. On the morning of December 12 Tom lost his final battle, at the age of 64.

"It's like a huge hole in your life because he's not there," says Percy. "You can't pick up the phone and say hello, what are you doing? I haven't come to terms with it yet. This one is as hard to accept as a member of the family."

HILTON & MOSS

ACHIEVING PERFECTION

2011 LOTUS EVORA S

The Evora S is the latest addition to the Lotus range and is powered by a supercharged version of the 3.5 V6, now producing 345bhp which allows a 0-60mph time of just 4.6secs. This Aspen White car is the 2 seater variant and features contrasting Anthracite alloy wheels, Graphite leather interior, Bi-Xenon headlamps, Powerfold door mirrors, Sports Pack, 6 speed close ratio gearbox and stainless steel sports exhaust.



2011 LOTUS EVORA

Starlight Black with black leather. This delivery mileage Evora is available for immediate delivery and comes with the following specification: 276bhp 3.5 V6, 6 speed close ratio gearbox, Bi-Xenon headlamps, 2+2 seating, Sports Pack featuring switchable traction control, engine oil cooler and black painted brake calipers. Low rate finance available subject to terms and conditions – contact us for details.



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“We might seem super-aggressive and ambitious... Well, we are”

Lotus has always aimed high – and so do the men behind its latest motor sport and road car plans

BY ED FOSTER

All images Greg Pajo

LOTUS: BRAVE AMBITION

When it was announced that Lotus had bought into the Renault Grand Prix team in December 2010 I was quite surprised. Not because there were already two Lotus cars on the grid, but because when I went to Hethel last November I asked Lotus CEO, Dany Bahar, whether the company's entries into GP2 and GP3 were a precursor to a Formula 1 programme. "Absolutely not," he replied. A month later, and a matter of days after the F1 announcement, I reminded the ex-Ferrari sales and marketing chief of our conversation.

"You see, I didn't *really* lie to you when I said that our GP2 and GP3 entries weren't a precursor to Formula 1, because they weren't. The F1 entry is entirely separate. Also, at the time we weren't too sure about getting into F1." Clever people, these CEOs…

This is all well and good. However, as I write that means there will be four Lotus cars on the 2011 grid. Two of them will be running under the Team Lotus banner driven by Heikki Kovalainen and Jarno Trulli, and two under the new Lotus Renault GP flag driven by Robert Kubica and Vitaly Petrov.

> "We wanted to fight at the top end of the Formula 1 grid"

Before Bahar joined Lotus in October 2009, Air Asia airline owner Tony Fernandes had made an approach to Malaysian car maker Proton (which bought Lotus in 1996 after it went bankrupt under Bugatti in '94). Fernandes was interested in using the Lotus name for his new 1Malaysia Racing Team in F1, and Proton agreed, keen to get the company's name back in the racing limelight.

But once Bahar arrived he didn't think being associated with a new Grand Prix team was the way forward and tried to end the licence agreement. "We wanted to fight at the top end of the grid," he says. "Formula 1 has always been part of our plans, but we didn't think it was the right time this year. We wanted first to lay out our plans, come up with the products and go racing in other series.

"But F1 is all about opportunities, and opportunities that don't come when you want them to. So when this beautiful one with Renault came about it was an easy decision. We did try and find a solution with 1Malaysian Racing Team [something Fernandes has since denied], but when the counter-proposals are ridiculous it doesn't make sense to continue the discussions. If buying into a top-five team is a third of the cost of what they were asking then this is what we decided to do.

"We don't have the financial resources or the time to invest in a newly-formed team and we wouldn't have the courage. Buying into an existing team, which is well financed, is a more conservative approach."

A 'conservative approach' is not a phrase you would use to describe Lotus's other motor sport and road car proposals. Since Bahar was announced by Proton as the Lotus CEO he has spent a great deal of time and money bringing in people – and lots of them – from Mercedes, Porsche and Ferrari.

Wiebke Bauer came over from Ferrari as director of licensing and merchandising, Claudio Berro from the Fiat Group as director of motor sport, Donato Coco from Ferrari as director of design, Michael Och from Porsche as director of production, and Wolf Zimmerman from Mercedes AMG as chief technical officer. Globally, Lotus's list of employees has increased in number by 94 people from 1402 to 1496 since Bahar's arrival.

"What I tried to do when assembling the new team was identify people who've already made big transformations in the sports car industry in order to avoid mistakes," Bahar tells me at his Hethel office.

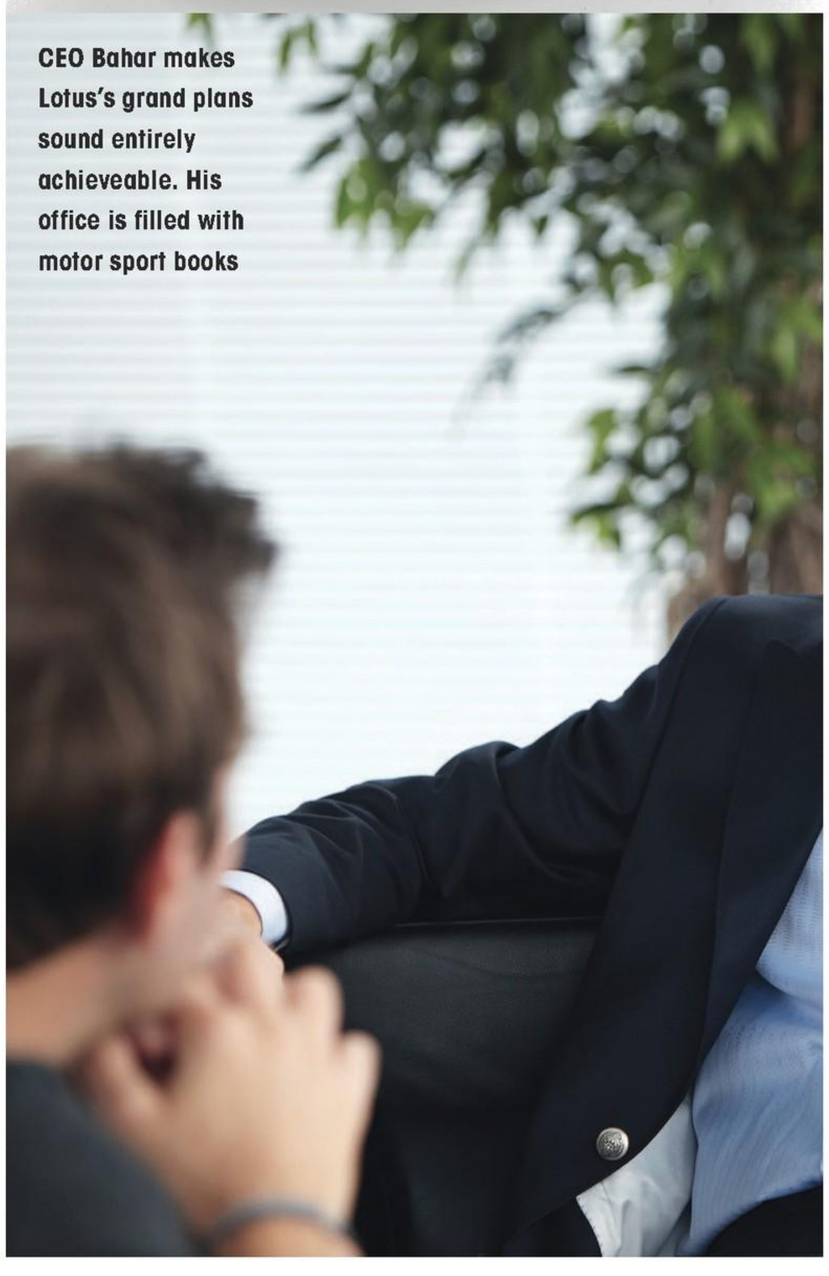
"The other thing is I don't think you can reinvent the sports car industry. Everything is already out there so I believe the best thing to do is compile the best of that – the best is not only Ferrari, so we have people from Porsche, Mercedes AMG and Aston Martin. It's a combination of what's good in all those brands and we've put them together."

Once everyone was in place Lotus started work with a renewed vigour after 15 years of accumulated loses. There were rumours of a new Elite, and soon ambitious IndyCar and Le Mans Series plans were announced. Then a bombshell was dropped at the Paris motor show last October – Lotus would be building five new road car models, which would all be on sale before 2016. Not only would they revive famous Lotus names with a new Esprit, Elan, Elite and Elise, but the company would also build a super-saloon – the Eterne. But the biggest shock was still to come – Lotus would be moving into Ferrari, Porsche and Aston Martin territory with its pricing. The plans would hopefully see sales rise from 2100 cars a year to 6-8000 by 2015, and the five-model expansion would cost in the region of £750 million.

Bahar is quick to go on the defence when the scale of his ambition is questioned. Lotus fans who witnessed the company being passed from owner to owner like a hot potato over the past couple of decades had spent the previous ›››



Finishing touches are made to an Evora, fresh off the production line (right)



CEO Bahar makes Lotus's grand plans sound entirely achieveable. His office is filled with motor sport books





Berro explains plans for circuit revamp, new pits and motor sport building at Hethel. Left: Colin Chapman still watches over work at the old site



COMING SOON...



ESPRIT
IN PRODUCTION: end of 2012
ON SALE: Spring 2013
SEATING: 2-seater
ENGINE: 5-litre V8
POWER: 611bhp
FUEL/CO_2: 250g/km
0-62MPH: 3.4sec



ELAN
IN PRODUCTION: summer 2013
ON SALE: Autumn 2013
SEATING: 2-seater & 2+2 option
ENGINE: 4-litre V6
POWER: 443bhp
FUEL/CO_2: 199g/km
0-62MPH: 3.5sec



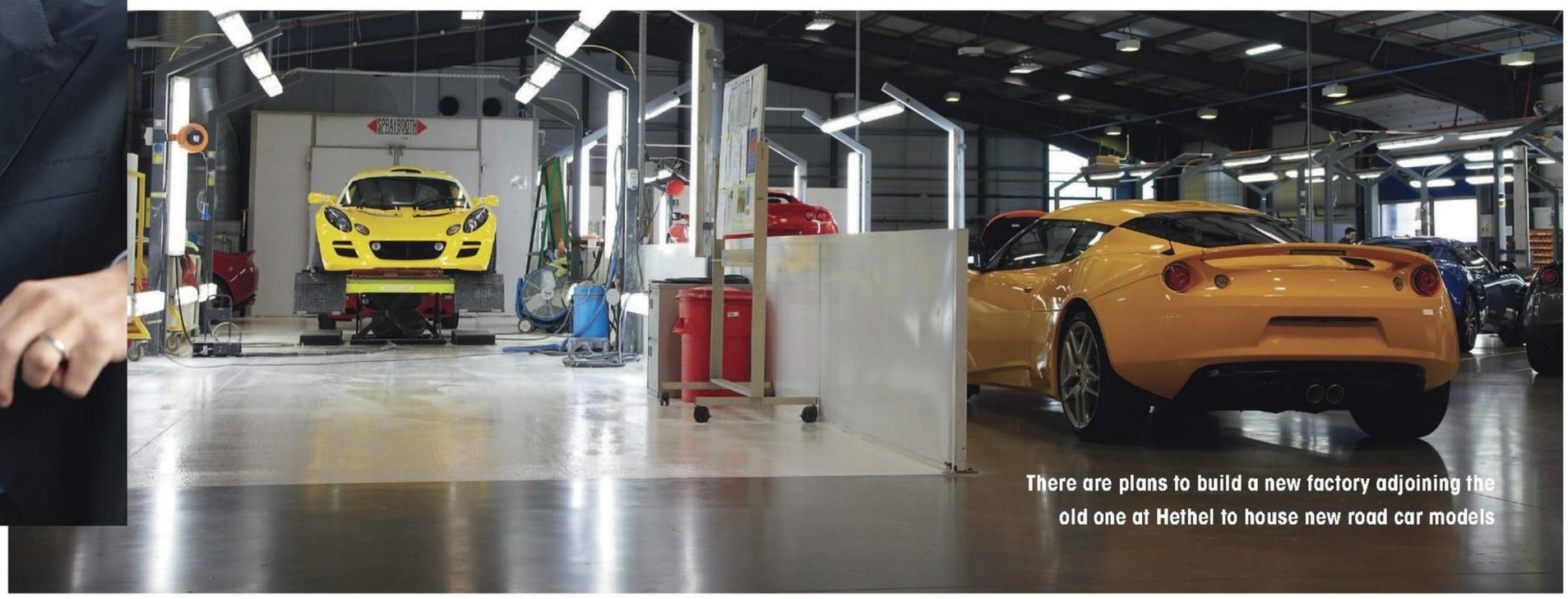
ELITE
IN PRODUCTION: early 2014
ON SALE: Spring 2014
SEATING: 2+2-seater
ENGINE: 5-litre V8
POWER: 611bhp
FUEL/CO_2: 215g/km
0-62MPH: 3.7sec



ELISE
IN PRODUCTION: early 2015
ON SALE: Spring 2015
SEATING: 2-seater
ENGINE: 2-litre inline 4
POWER: 305bhp
FUEL/CO_2: 150g/km
0-62MPH: 4.3sec



ETERNE
IN PRODUCTION: early 2015
ON SALE: Spring 2015
SEATING: 4-seater
ENGINE: 5-litre V8
POWER: 611bhp
FUEL/CO_2: 220g/km
0-62MPH: 4.0sec



There are plans to build a new factory adjoining the old one at Hethel to house new road car models

two months attacking the plans and proclaiming them to be nothing short of ridiculous. "We thought a lot about a business plan that would make this company profitable and it wasn't a one-man decision," counters Bahar. "There are so many people involved there must be something right with it. We might seem super-aggressive and ambitious – well, we are – but we want to run at a pace that is a bit different to what the automotive industry is used to.

"If I look at the feedback we've got it seems that being ambitious and trying to transform a company into a profitable enterprise is wrong. I do strongly believe that it will bring us back into profitability in the next five years." There are reasons for Bahar's enthusiasm. "The biggest risk for us is timing, but it's a very clever engineering exercise because all five cars are based on one platform and there are high degrees of commonality across them. Big car manufacturers are doing this already, but not on the scale we're proposing. In essence we are only designing and building two and a half cars.

"Our brand is not as strong as Ferrari or Porsche," Bahar continues. "They only need two cars to be profitable because they can sell in higher volume. We don't have that strength so we've opted for five cars that will sell in lower volume to reach the same target. If you look at our business plan, our market share and the segments in which we'd like to play, you'd agree that we will be able to sell 1500 cars worldwide for each model. I don't think we'll be breaking any world records by achieving these numbers."

No one can tell whether this is true until the cars hit the showroom, but if the 'new' team at Lotus and the proposed car details are anything to go by, the numbers are certainly reachable. The main topic of disagreement has been the new price sector that Lotus wishes to sell cars in, and whether people will want to buy an aluminium four-door Eterne for over £100,000. Again, it's hard to draw any conclusions until the car is on the road, but Lotus fans will be praying that the answer is a resounding 'yes'.

The road car plans may be revolutionary – no other manufacturer has launched so many cars in such a short space of time – but Bahar's view on how the industry works is not. "I think motor sport is the only credible marketing exercise for a sports car manufacturer. We won't be going into advertising because I believe motor sport will deliver this credibility and passion. If someone sees the Le Mans car racing, the IndyCars, whatever cars are out there, that's the intangible asset you really want in any sports car company and Ferrari is the master of it. That's what we have done in the past at Maranello, and that's what we are aiming for in the future at Lotus."

Lotus's new director of motor sport Claudio Berro is certainly taking this approach and has announced plans that would make even the likes of Porsche flinch. The Lotus Cup Europe (in its current guise) has been running since 2009, as have various race series for the 2-Eleven and the Elise. But Lotus has now announced that it will be building GT4 and GT2 cars based on the Evora, a Le Mans prototype, and the T125 (a 650bhp, 650kg customer single-seater). What's more, it entered the IndyCar Series as a partner to KV Racing Technology in 2010, has teamed up with ART Grand Prix for the 2011 GP2 and GP3 seasons, and plans to revamp the Hethel test track and build a new pit complex at a cost of £2.5m.

Even operating with 10 per cent of Lotus's entire budget, the motor sport plans are ambitious. But, as with the road cars, Lotus has brought in people it believes will transform a minimal motor sport involvement into a full-scale, successful operation. With anyone else at the helm this might seem fanciful, but before he became operations racing director for the ill-fated Speedcar Middle-East International Race Series, Berro held a similar role at Ferrari, Maserati, Alfa Romeo and Abarth. From there he became solely responsible for the Fiat Group's entire racing empire.

Bahar and Berro assure me that future racing activities will not just be branding exercises. The venture into IndyCar was exactly that, but in 2012 – when new rules come into force – Lotus is taking on Chevrolet and Honda with an engine and aero kit designed in-house.

"There's always a right way or a Lotus way to do activities, and it's certainly not branding," says Bahar. "But if you need to get there through a little branding exercise to understand the activity, then of course we'll do it.

"The American market is the biggest in the sports car industry. It usually makes up a third of your overall sales and we'll be concentrating a lot on the open-wheel programmes. Since we won the Indy 500 in 1965 we have a certain obligation to go back one day and win it again. What we did [with KV Racing] last season was a little exercise to test the waters and understand Indycar racing again – what's wrong, what's right – and now we'll be going into it properly."

The 'Lotus' way of doing things may not be through branding exercises, but as Bahar points out with its recent F1 involvement, starting from scratch in any series is an expensive way of doing it. That's why the company has teamed up with ART in GP2 and GP3, KV Racing in IndyCar and Renault in F1.

So what of the GT programmes? The plan is to sell customer cars to national teams. However,

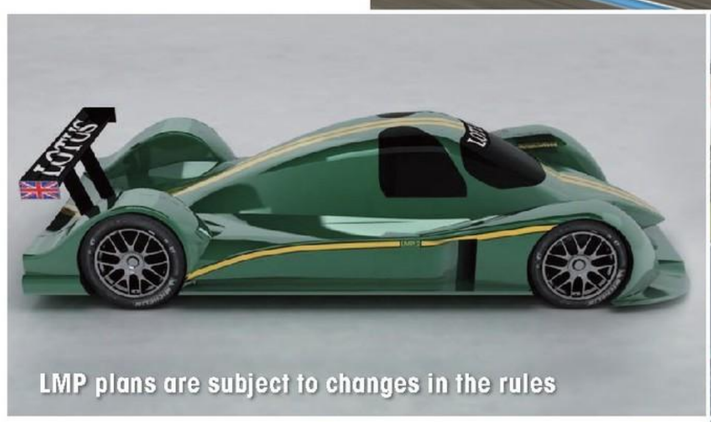


2-Elevens are already popular racers



Lotus will join ART in GP2 in 2011


Takuma Sato's Indycar is Lotus-branded



LMP plans are subject to changes in the rules


Ollie Hancock (left) raced GT4 Evora at Nürburgring

Group Lotus/Evers Media/GP3 Media/LAT

there are rules… For that team to use the Lotus name – which should hopefully encourage sponsors – they must use the classic green and yellow livery and call themselves Lotus Sport Italy, Lotus Sport Dubai etc. As you can imagine, there's been plenty of interest.

"We don't just want to supply a car to these teams, we want to be involved and use technical knowledge from all the disciplines to help us with the road cars," explains Berro. "For example, Ferrari race in America with the Risi team. If tomorrow Risi wanted to race with Lotus then it would have to be called Lotus Risi. There must be a link.



"The opportunity with Renault was an easy decision"

"The GT4 Evora was our first project when we started here in November 2009. At the time we only had two engineers and 10 mechanics, so we went to Dallara to do an aerodynamic study. The first version was launched at Autosport International [in January 2010] and the final version at the Geneva motor show [in March]. Since then we've been testing with Johnny [Mowlem, see right] and it's going really well.

"The Evora is a great platform to work from so we've already created an Endurance version, which has more power, is lighter and has more advanced aerodynamics. There are so many endurance races, like the 24 Hours of Dubai and the Nürburgring 24 Hours, that these are proving really popular. From that we're working on the GT2 version, and I don't see any problems with making a good GT1 car from the Evora.

"There's also the LMP2 project, but we'll do a 'recce' in LMP2 like we did with the Indycar programme." Berro is obviously delighted with Lotus's level of involvement in motor sport, but Bahar seems even more excited and cuts in, "Of course, if we're successful in P2 then why not LMP1?" I ask how long it will be before there is a full-scale assault on victory at Le Mans. There's a long pause while they look at each other, and then Bahar says, "I want to do it now!"

"For me, LMP2 and P1 is the same sort of challenge as between GT4 and GT2," says Berro, after a nervous laugh. "GT2 is a real challenge because you've got Porsche, Ferrari and Aston Martin, and in LMP1 you've got big names like Audi and Peugeot. It's a very expensive business, but hopefully in the near future there'll be more logical rules in the LMP classes so it will be easier to go from LMP2 to P1 without there being a huge additional cost.

"How and when we do these other series is very much down to the rules. If we can work on two projects with one budget then that would be ideal. A GT2 and LMP2 engine are internally 99 per cent the same, so we'd only have to develop one engine. I think in the future an LMP1 car will use a similar platform to an LMP2. Doing it like this means you can do a lot more but with the same amount of money."

Even with the team partnerships and the sharing of data and parts, Lotus has a huge task on its hands. "Our ambitions are high," Bahar states. "We aren't going into GT2 just to say we're in GT2. Absolutely not – Claudio and I come from the Fiat Group, we come from Ferrari and Maserati, so when we go to GT2 all our old friends will be there. We can't afford to just turn up! It will be a fight, and that's something I love."

F1, GTs, LMPs, IndyCar, a customer single-seater, five new luxury road cars… Can one company really do all this in just a few years? The last time I heard such ambitious plans I was at Donington listening to Simon Gillett talking about hosting the British GP… However, there are some significant differences here. With Lotus the right people are in the right positions, and, most importantly, the finance is in place. Can a manufacturer famed for building light, relatively cheap two-seaters really build something that people will pay over £100,000 for? A great many people are hoping so. Ⓜ



INSIGHT

THE LOTUS TEST PILOT

Racer Johnny Mowlem will have a hand in Lotus's new fleet of cars

SINCE WINNING 17 OUT OF 17 EVENTS IN THE 1997 British Porsche Cup, Johnny Mowlem has competed in both GT and prototype racing all over the world. It's because of this wide range of experience that he was approached by Claudio Berro at Le Mans in 2010 and asked whether he would become Group Lotus's first factory driver.

Mowlem (above) met Berro at the 2003 Daytona 24 Hours when he drove the Risi Competizione Ferrari 360 Modena to second overall alongside Ralf Kelleners and Anthony Lazzaro. Their paths have crossed many times since, but there's no masking Johnny's enthusiasm for being at Lotus as Claudio's driver once again. "It's fantastic being part of it all," he says after greeting every mechanic in the motor sport building at Hethel. "I had a poster of a British racing green Lotus Esprit on my wall as a kid. At that time you could look through *Exchange and Mart* and the Esprit would be up there with Ferraris and Porsches. It's where Lotus want to get back to and it's where I want to see them."

Mowlem's is no easy task. The Evora may be a great base from which to build a GT4, GT2 and even a GT1 racer, but the sheer volume and diversity of cars the manufacturer plans to produce means he'll have to switch from doing system checks on the Lotus T125 (see left), to testing the latest GT cars, to helping develop LMP machines.

Johnny admits that development of the T125 will be handed over to either an ex-Formula 1 or current single-seater driver after he's completed the initial checks. "I'd love to be involved, but if I'm being honest there are areas where I'll be outside my experience."

But he is tailor-made for all the other Lotus work. "I've helped develop GT3 and GT2 cars, and I've got a lot of experience over the past few years in LMP1 and P2. I feel as though I can help. In fact, I know I can."

Mowlem's Lotus contract comes at a perfect time in his career and no doubt he'll play a vital role in bringing the company back to where it – and he – wants to be.


Marlboro
Firestone

ARTURO MERZARIO III

RETURN OF THE MARLBORO MAN

He was the chain-smoking, Stetson-wearing little Italian at Frank Williams' team in 1974. But when we reunited Arturo Merzario with the Iso-Marlboro, the fags were just for show...

BY DAMIEN SMITH



Stuart Collins



It may be 35 years since he raced FW03, but Merzario still competes on a regular basis



Little Art struggled for results in '74, scoring points just once

LAT

The man in the cowboy hat pushes open the café door. The few people tucking in to breakfast stop, forks poised, mouths open. The tiny, wiry figure is wearing pale blue overalls and race boots, and there's a swagger to his walk as he approaches the counter. The customers murmur, then carry on eating. It's not yet eight in the morning, but Arturo Merzario is ready.

The night before, he'd entertained us at a local pub with fragments of stories told in broken English. The locals had stared then, too. "Who's the guy in the hat?" asked a barmaid. "That," I said, "is an Italian Ferrari Formula 1 driver from the 1970s. He's a bit of a hero." Not the answer they expected on a cold November evening deep in the heart of the East Midlands.

'Little Art' had flown in that morning, courtesy of *Motor Sport*, to be reunited with a tempestuous old flame: the Iso-Marlboro Formula 1 car that he'd driven for a chancer called Frank Williams in 1974 and early '75. Speedmaster's Paul Hanson had met him at Stansted airport and taken him for a seat fitting in his old mount. Then it was off for a flying visit around Lotus and a quick stop at Snetterton, where Merzario made his UK race debut in 1963. "I was driving a 1000cc Abarth," he says. "This was the first time I'd been back since."

At dinner, the cowboy hat was removed to reveal shorn, fuzzy grey hair. The tight shoulder-length curls that used to frame his leathery face have wisely been consigned to history and he looks all of his 68 years. But still there is not an ounce of fat on him. He's clearly in good shape.

So do you still smoke, I asked? He shook his head, "No. I stopped four years ago, but before I smoked five packets a day. It was May 28, 2006, 10am at Vallelunga. I was opening my second packet of the day. I lit the cigarette, then flicked it away. Finish. I kept the packet like a trophy, wrote the date on it and I still have it. There are only 19 cigarettes in the packet."

Merzario was motor racing's very own 'Marlboro Man', the white Stetson emblazoned with the familiar red and white chevron his trademark. Today, it's been replaced by a plain black hat: still striking but much less dramatic. I heard that the original Stetson had been lost, much to Arturo's dismay. But he says not. "The Marlboro hat is at home. I have a new one. I can't wear it anymore because of the ban on tobacco advertising."

At Donington Park this morning the man in the black hat saunters towards the wedge-shaped FW03. The boys from restoration specialist Mirage have it ready and waiting. Rain is on the way, so there is no time to lose.

Merzario walks slowly around the car, staring intently with a contented half smile on his face. He likes what he sees, but not all is as he remembers: "The front suspension is not exactly the same. The wishbones are chrome now; they weren't before. Also, it was single-wishbone and now it is double. The radiators are different, too. Also, the nose and airbox are not how I

remember them. There was no oil pressure gauge back then. We just used a dipstick in the oil tank! I remember the depth was 22cm…"

Details. He likes to impress with what he recalls. But he agrees the restoration is remarkably sympathetic, given the paucity of information that survives. Mirage had pondered why there was an extender in the pedal box when the car came to them. It all became clear when 'Little Art' arrived for his seat fitting.

Old photos and a brochure to lure in sponsors for the 1975 season (see p70), most likely written by Frank himself, offer some insight into the shape of the chisel nose and high airbox. But like the total history of Frank Williams Racing Cars, before the 1977 formation of the Williams team we know today, information is convoluted and patchy. Posterity was far from Frank's mind as he wheeled, dealed and scraped through the '70s.

The trusty Cosworth DFV fires up first time and Merzario, complete with period white helmet and Marlboro flashes, rolls into the pitlane. It's freezing. "In 1974 I remember doing a lap of Monaco in this car with my wife and a blond friend riding on the sidepods," he'd told me. "It was a slow lap – only 100kph!" Little Art's reputation as a wild one was no exaggeration, but still he's a professional. There'll be no madness today. I'll confess I'm a tad disappointed.

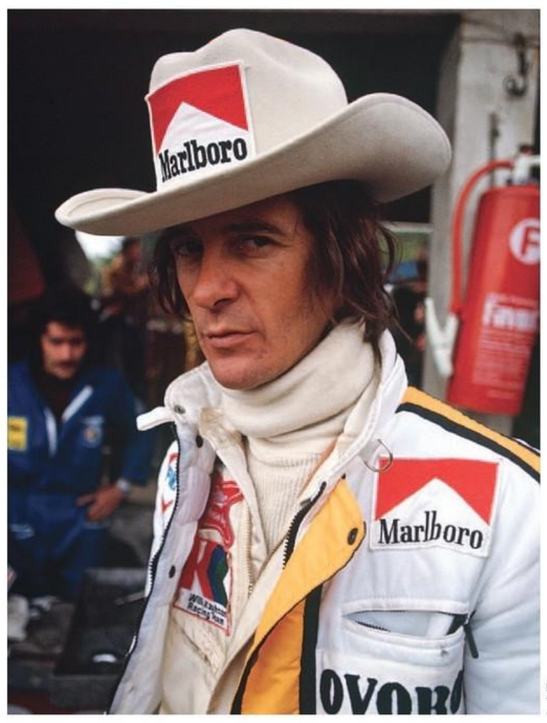
Merzario trundles gingerly down the pitlane to join the ubiquitous Porsche 911 and Caterham that always seem to be at these mid-week open tests. The blip of downchanges echoes as Merzario gets back into character.

FW03 slides into view out of Goddards and Merzario accelerates over the finish line. He brakes early for Redgate, but the downchanges are crisp and precise. He manages five laps before the 911 ditches into the Redgate sand and the session is red-flagged. As FW03 is rolled back into the garage, James Hanson puts his hand on the slick tyres. They're stone cold. In these temperatures, he was right to take it easy.

Then the rain comes, and it doesn't stop. I ask Merzario whether he fancies another go, but I know the answer before I finish the question. "It was very easy to crash. Not correct," he says with a wag of his finger. "*Gran casino*. Stupid." But he agrees to some slow laps for photos. After that, we retire to the warmth of the cabin office in the transporter.

Shell-shocked Frank Williams ran Marches to little effect in 1971 following the debacle of De Tomaso and the death of his friend Piers Courage the year before. But to qualify for travel subsidies and freight facilities for races outside Europe, he needed to be a constructor. The Len Bailey-designed Politoys FX3 was the result in '72, but Henri Pescarolo wrote it off on its debut at the British Grand Prix.

So Frank tried another new approach for 1973, under another new name: Iso-Marlboro, in deference to Frank's new title sponsors (he couldn't afford to be precious about such things). Renzo Rivolta built his first Iso GT car in 1962 and named it after himself, with styling by Bertone. The Grifo followed in 1965, with the Lele replacing the Rivolta in '69. But when Marlboro suggested a link-up in F1 for '73, Iso was already in trouble. Still, the two companies pledged £40,000 each to Frank Williams, although as Frank told Maurice Hamilton for his biography of the man and the team, "Iso forgot to pay after the first 5000 lire. They got loads of publicity and I got loads more debt. But Marlboro always paid, thank God."



LAT

"The Marlboro hat is at home. I can't wear it anymore"

Marlboro had plunged into F1 with BRM, but the in-decline team offered little value for money. So it was decided the tobacco giant should pour some cash into a bottom-end outfit to show that a huge corporation wasn't averse to backing an underdog. Frank's team fitted the bill.

New safety regulations concerning deformable structures came into force at the start of the European season, and new cars had to be created. Frank employed ex-March man John Clarke to draw the IR01 and IR02, which bore a family resemblance to the FX3 under their wedge shapes. But the slog continued. Gijs van Lennep and Howden Ganley scored a point apiece in '73.

In 1974 shaky Iso went under, but Frank plugged on with the renamed IR01 and 02 as FW01 and FW02. So began one of racing's great lineages (although our own Jenks refused to accept the name change and continued to use the IR prefix). 'Our' car, FW03 (sorry, Jenks. It's easier this way), was an update of the '73 cars and was carried through by Roy Stokoe. Clarke had left Williams after refusing to accept recommendations on the rear suspension from consultant Gian Paolo Dallara, Frank's old friend from the De Tomaso days. By the time it made its race debut at Jarama for the Spanish GP, driver Merzario had already made his mark as Marlboro's replacement for Ganley.

By the end of '73 Little Art had lost patience with Ferrari and F1 team-mate Jacky Ickx. He remains cool about the Belgian to this day: "Ickx was very political. I was faster than him in sports cars. If I said something to the team, he asked for the opposite. I had a good relationship with Mr Ferrari. The problem was the entourage."

Latin tempers had boiled over at the Nürburgring 1000Kms, and if one story follows Merzario more than any other – perhaps unfairly above his role in pulling Niki Lauda from the flames at the same track in '76 – it's this one.

The pair of 312PBs ran unchallenged at the 'Ring in '73 – but only after the faster Matras imploded early on. Ferrari team manager Giacomo Caliri ordered his drivers to hold formation to the finish in numerical order: Ickx/Brian Redman in No 1 and Carlos Pace/Merzario – who weren't on speaking terms, even before the race – in No 2. At the stops, Ickx and Merzario jumped in their respective cars, and Little Art couldn't resist. He closed in on Ickx, tapping his F1 team-mate up the gearbox. Jacky had no option but to engage in combat, the battle lasting for two laps until Merzario finally had to pit for fuel.

As an example of a racing driver strop, it's hard to beat. "I stopped the car in the pits. I said to them, 'f*** off'." An enraged Caliri reached into the car, undid the belts and pulled his driver out. After the inevitable heated exchange, Pace jumped in, caught up with Ickx and obediently played his part in a near-formation finish. On the podium, Ickx, Redman and Pace celebrated in bemusement. Merzario was already back at his hotel.

A switch to BRM looked on the cards for '74, and Merzario tested for the team at Silverstone – which is where he met Williams. The Marlboro link paved the way for a move, but from Ferrari it was evidently downmarket for Little Art.

Still, dividends paid early at the South African GP where Merzario qualified a surprise third in FW02. He dropped places at the start, but still claimed sixth place and a championship point. Now for FW03.

"The sensations were the same as I had in 1974. The car is a good car," maintains Merzario today. "When the car lasted I always finished well." His words are born out by the stats. Art qualified seventh on the car's debut at Jarama and was running fourth until a collision with Jean-Pierre Jarier's Shadow. FW03 was launched by a barrier and flew into a photographers' enclosure, fortunately causing no serious injury to the occupants or the driver himself. ›››

From there, it makes miserable reading. At the next race, Nivelles, Merzario qualified sixth but retired with a driveshaft failure. At Monaco he was caught up in a multi-car startline accident and FW03 did not reappear until the British GP in July. At Brands he retired – engine. DNFs followed in Germany and Austria, before finally – and for one time only – the car made it to the finish of a Grand Prix. In a competitive position, too.

At Monza, Merzario qualified mid-grid and there was little hint of an upturn in fortunes. There was even less when he completed the first lap in 23rd place. But on home ground, Little Art got his head down. A combination of grit and attrition moved the Marlboro Man up the order. At the finish Merzario found himself fourth – behind only Ronnie Peterson's Lotus, Emerson Fittipaldi's McLaren and Jody Scheckter's Tyrrell.

But after Monza, the story reverted to type: 1974 ended with two more non-finishes in North America, and the woe continued into '75. By Belgium in the Spring the relationship between team and driver was at an end. Merzario turned his full attention to sports cars, while the car continued to soldier on in the hands of Damien Magee (Sweden '75) and Ian Scheckter (Zandvoort '75). Williams then sold it to Loris Kessel, who failed to qualify for both the '76 and '77 Italian GPs.

The story goes that Little Art would tape a packet of cigarettes to the cockpit of the Iso-Marlboro to keep him going when the car broke out on the circuit. I ask him – cue much laughter: "Yes, but two packets for the race," he grins. He gets into authentic spirit at the photo shoot when I hand him a packet of Marlboro reds. He even goes as far as popping one in his mouth, but he pulls up short of lighting it…

Merzario smiles again at the mention of Frank Williams. His memories of the man are not soured by the string of DNFs. Indeed, Art would drive for him again just a year on from their split. By this time, Williams had teamed up with Walter Wolf – Merzario claims he introduced them – and Art would step in when his old nemesis Ickx walked out mid-season.

From there, ignominy awaited our poor hero: while Frank Williams finally reaped from all he had sowed with the formation of Williams Grand Prix Engineering, Arturo created the horror show that was the Merzario Grand Prix team. I have to ask him, and tentatively bring it up. "Oooh," he groans with a half-smile. "Next question!"

Today, Merzario races on – because it's all he knows. He goes back a long way. In the late 1960s he was friends with Jochen Rindt and tells me the Austrian's manager once changed his tyres for him. Yes, that'll be BCEcclestone. Thanks largely to Bernie, Merzario's sport has changed dramatically – "around 1985 to 1988 racing was finished as a sport and became a business, you understand? Now it's crazy. And not just in F1" – but you sense that nothing is different for him. The cars are a little more humble now, but he's just as committed.

"I had my biggest accident on Easter Saturday, 1991," he says. "I was racing a prototype in Italy, at Magione. I was nearly paralysed. The doctor told me it would not be possible for me to walk. Four months later I was racing again and won, in the same car. I still race now. Last weekend I was racing a Lotus Exige at Vairano. Next weekend I'll be driving an Abarth 500."

The reunion with his old Williams has been an enjoyable diversion for a day, like his visits to Goodwood each summer. But the man in the cowboy hat isn't living in the past. He saunters off, ready to return to Stansted. Ready for the next car, and the next race.

Our thanks to Speedmaster, Darren Stone at Mirage Engineering, Jackie Perkins and Donington Park for helping with this feature.



The weather conspired against Merzario and FW03, but he still enjoyed the reunion



INSIGHT

FRANK'S HARD SELL

A 1975 sponsor brochure offers a great snapshot of F1 'pre-Bernie'

ASSISTANCE

It will cost £250,000 to field a competitive two-car team in the 15 events of the World Championship. £50,000 is recoverable in start monies and other assistances. So £200,000 is required to finance the team for the 1975 season. This covers all expenses including the construction of new cars, new engines, team maintenance, salaries and travel.



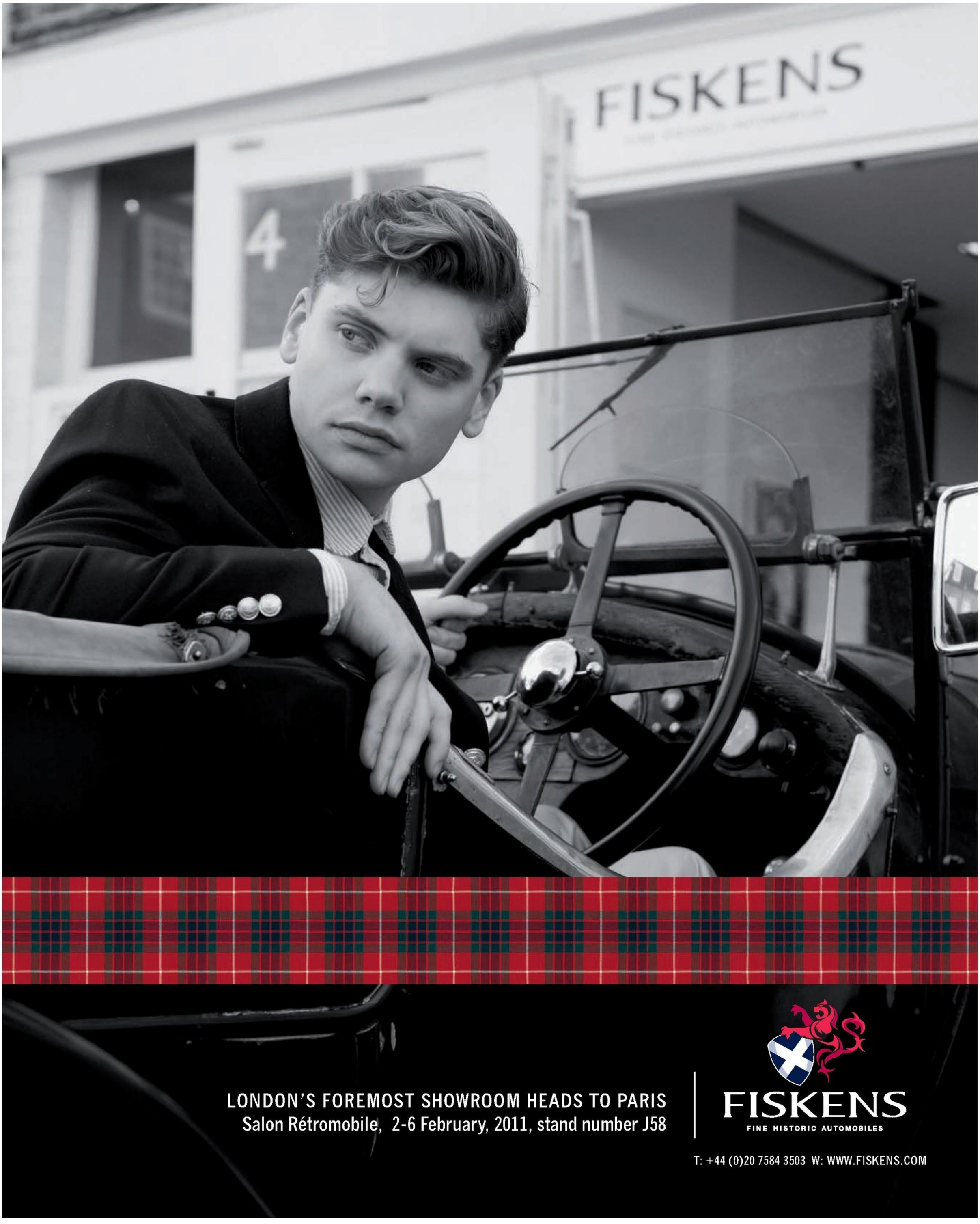
RETURN

The sponsor could enter the team and cars in his name and colours. The cars and drivers would be available for promotional appearances, television advertisements and other methods of public exposure. F1 racing gives sponsors an international showcase with which to display their products and services to the world.

AUDIENCE

The average attendance at each of the 15 Grands Prix throughout the world is 100,000. This means a direct audience of 1,500,000. The races are covered by the wire services with a European following of an estimated 50,000,000 readers. But an accurate picture of overall media exposure is difficult to judge. An indication of the degree of its audience can be assessed by the 1974 British GP.

This race was televised to 20 countries including Brazil by satellite. Estimated audience in this case was 200 million. Eleven countries took live radio commentaries. The North American specialist press with a readership of four million also covered this race. This total audience was predominantly male (70 per cent) and had a high ABC1 demographic profile.


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TECH TALK

RACING ENGINES

By 2013 we'll miss the piercing shriek of today's V8s... But how do they achieve such startling revs?

BY GORDON CRUICKSHANK

We'll have to look in the history books for 2020 to assess whether the year 2000 was some sort of peak for F1 engine sophistication. Since then the economic rev-limiter has been wound back and back until now we are looking ahead to an engine spec which sounds like a family hatchback. But the F1 world is confident the forthcoming 1.6-litre turbo four will match today's 750bhp (perhaps 600 from combustion, the rest from KERS), and still cut fuel consumption by 35 per cent. If it does, it will be thanks to techniques learned in the unfettered development era, when revs soared to almost 20,000.

Since the DFV, outputs have doubled without any major change in design. How has this been possible? To a great extent it has been through sky-high revs – twice almost any road car – plus a host of refinements which are virtually invisible. That's not just because they're inside the block; today's piston or valve might look similar to a few years ago, yet is able to reliably last two race weekends. And this powerhouse is even more compact, particularly thanks to small clutches which allow the crank to sit lower. Much of this progress is now stalled by regulation, with minimum bore spacing, crank height, and engine weight specified in order to stop teams spending excessively. Even the angle of the 2.4-litre V8 is fixed at 180 degrees. But the techniques will carry over to the future four, and to road cars.

Despite its immense power, an F1 engine may well have less torque than your road car. What's different is the bhp per litre, which at 300 is more than double any road engine. And those ear-piercing revs. Even the 17,000 they're now pegged to is staggering, while the 19,000 of two years back was unimaginable just a few years before. One of the crucial leaps has been in reducing piston weight. New materials such as metal matrix composites (for example beryllium alloy, which lops a third off the poundage) were significant, but the drive to slash costs has outlawed such exotics. But although we're back to forged aluminium pistons and iron crankshafts, CAD allows dead weight to be safely nibbled away without affecting strength. The skimpier the piston, the less the load as it changes direction over 300 times a second, hitting 90mph mid-bore before stopping dead and reversing, experiencing an astonishing 8000*g* as it does. And in one Grand Prix it does this over a million times.

It's not enough, however, simply to make parts 'stronger'. In a racing engine it may not be excess load but going into resonance which causes a fracture. Every part has a natural resonant frequency, and if it's allowed to vibrate at that frequency for long enough a fatigue failure is likely – think of the opera singer and the wine glass. Identifying that frequency and refining the design to shift it above or below the engine's likely operating regime can boost reliability without technically making the part any 'stronger'. Elaborate computer programs help predict this type of behaviour under simulated high-rev conditions. Although it requires huge processing power, this sort of dynamic analysis saves time and money over making and physically testing parts.

Better metallurgy and lubrication have also boosted performance. Sophisticated ultrasonic and X-ray techniques mean fewer unsuspected flaws in engine parts, which feeds back into yet lighter components with more predictable stress performance. At the same time ever-smarter surface coatings and treatments have both reduced friction and increased wear resistance. The grind of piston against liner can be eased with super-hard coatings – and what's the hardest substance of all? Diamond. No, even F1 engine innards aren't carved from De Beers' finest, but there is a carbon substance which boasts much of the gem's hardness plus low friction. It's called Diamond-Like Carbon, and it can be deposited on many materials. You probably own some already – it's commonly applied to safety razor blades. In an engine, DLC eases the life of, for example, cam against follower, giving more revs on the track – and better mpg on the road.

Sustained high revs demands sophisticated lubrication, and synthetics have permitted thinner oils – which again reduce friction – to endure the intense temperatures and abrasion within block and gearbox. One result of both these areas is slimmer main bearings – again, less friction, more revs. Computer studies of internal oil movement has also reduced 'windage' – the drag that oil spray causes.

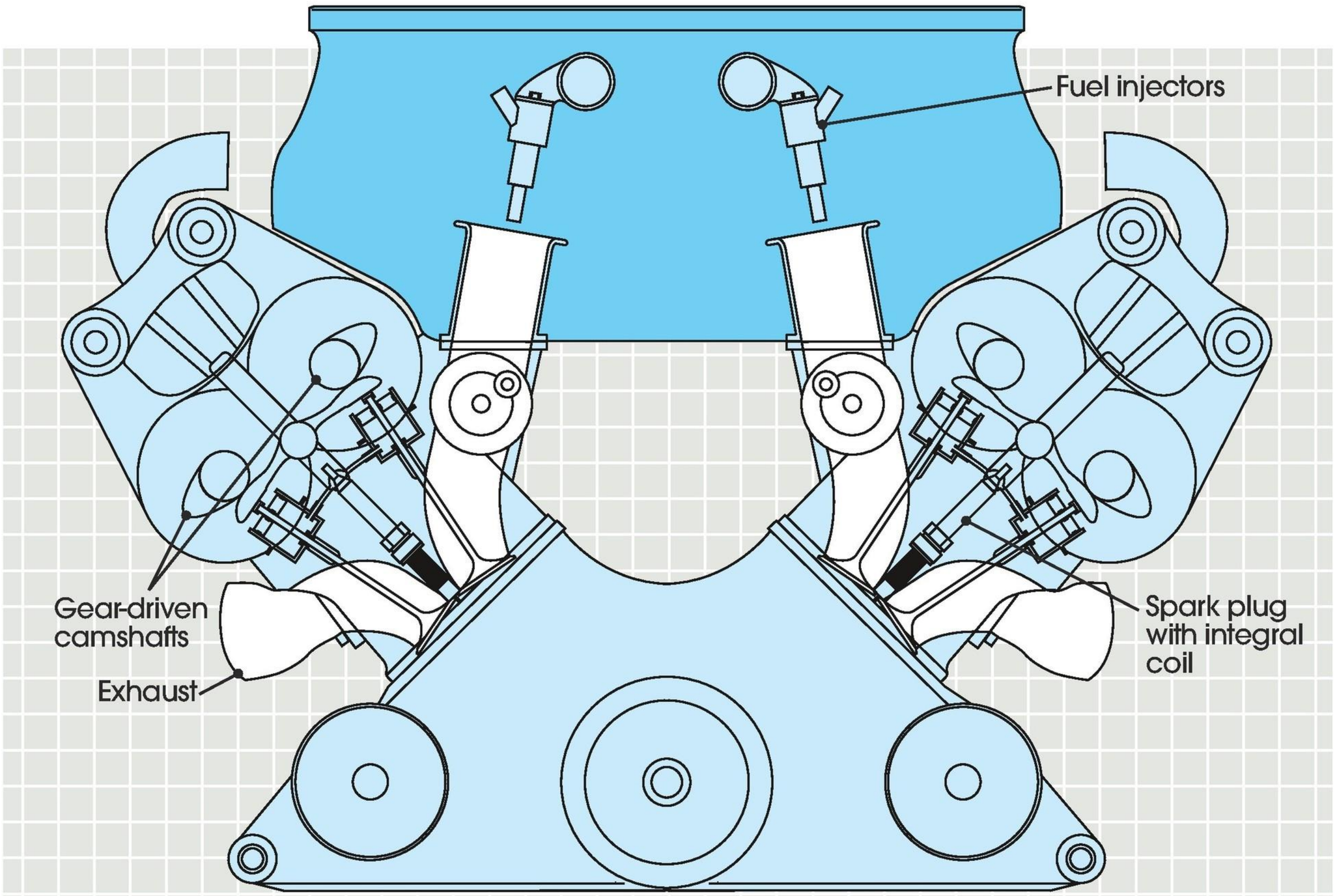
The single biggest leap in the rev race, though, was pneumatic valves. At high speeds conventional valve springs can go into resonance (valve float), or break. The short stroke and big bore of an F1 unit demands large valves with greater inertia, and making the springs stronger just compounds the problem by increasing the loads. It was only Renault's introduction of pneumatic valves in 1986 that released the brakes.

Such valves avoid all these problems by using gas as the spring medium, the valve top sliding within a chamber like a tiny piston and compressing a charge of nitrogen. All the chambers are connected to a common top-up bottle in the sidepod, keeping pressure at some 1000psi. It's lighter, more compact, self-damping and it's adjustable: you can soften the 'springs' for lower speeds, releasing a fraction more power. The downside is that spare engines must be permanently connected to a nitrogen bottle to prevent the valves falling onto the pistons. This is one innovation which has yet to reach the road.

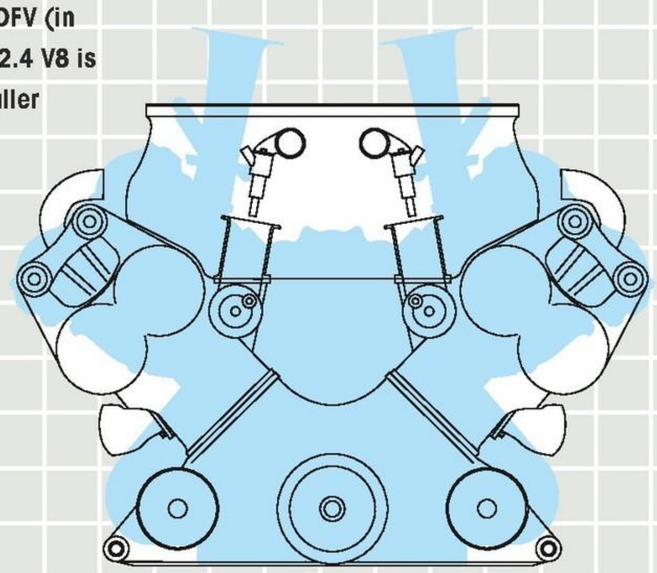
One other crucial but invisible element is electronics. All teams use a standard engine management system which tailors the fuel burn under all conceivable conditions, while the whole system manages fuel flow, ignition, clutch and gearchange to extract every last fraction of energy from each gramme of pump fuel injected down the intakes. And as always, lessons of race efficiency can be down-tuned to boost economy on the road.

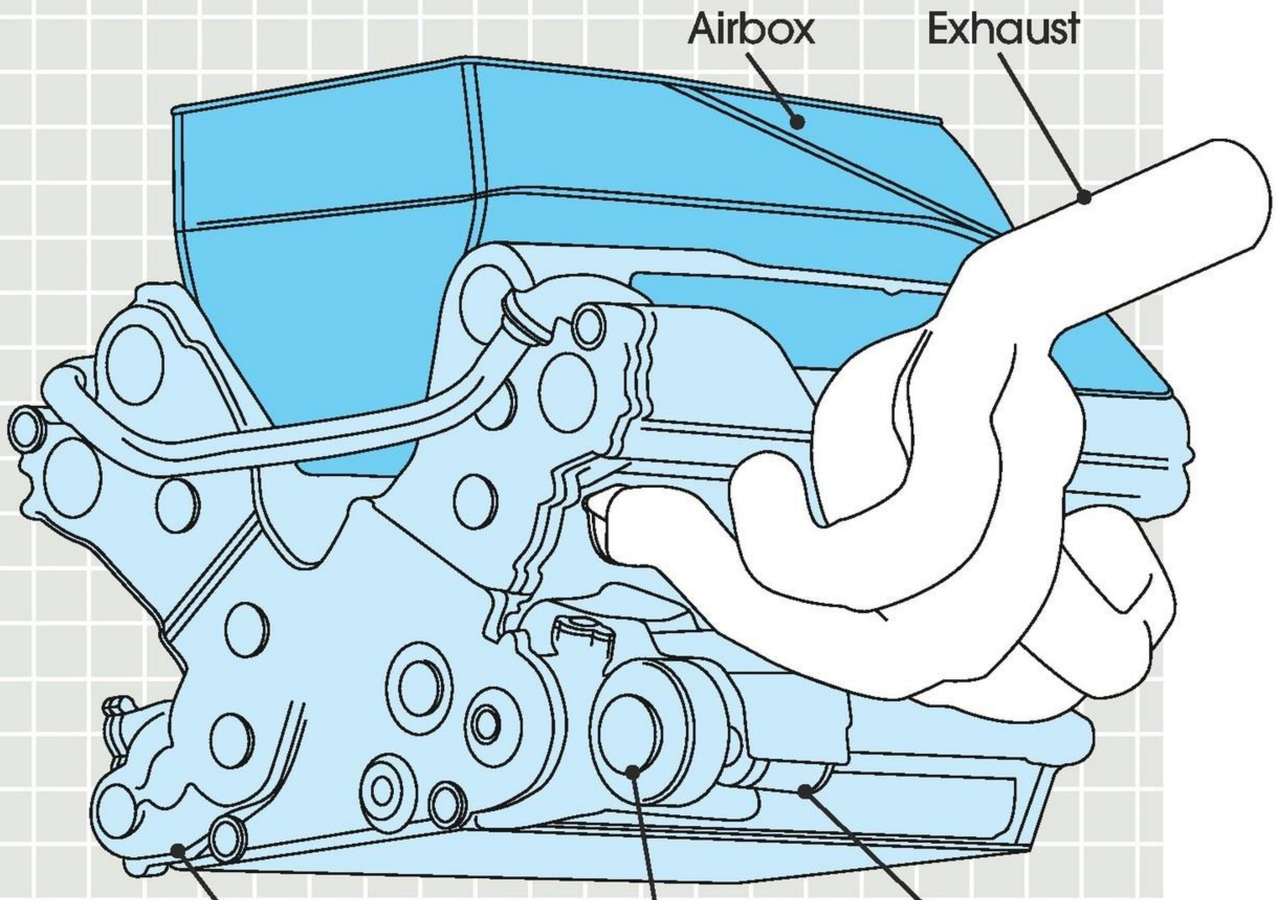
Having learned to make an engine spin at 19,000rpm, winding back the revs brought a reliability surge, helping toward the goal of allowing only eight engines per driver each season, and two GPs between rebuilds. If we keep that up, maybe the 12,000rpm fours will make it to 12,000 miles between services... Ⓜ

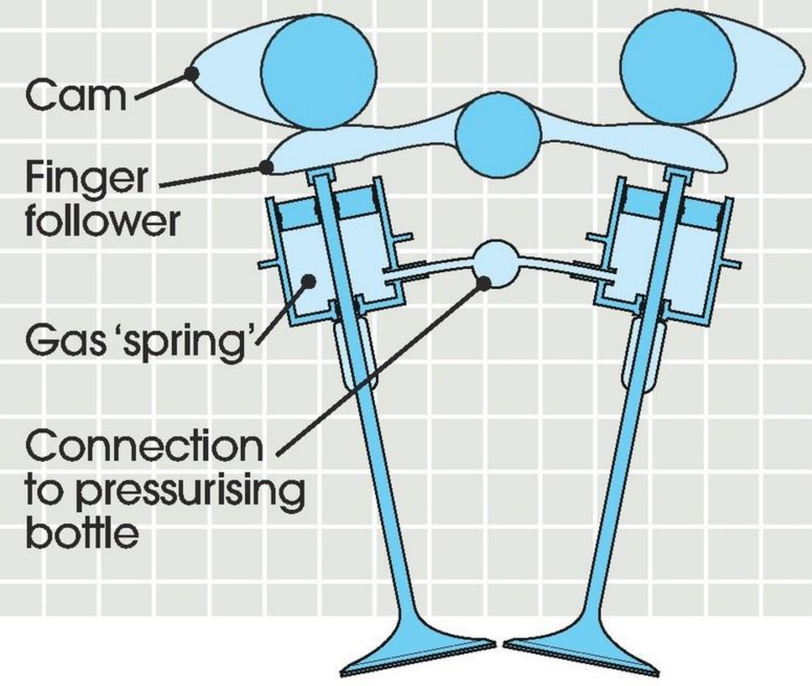
With thanks to the Lola Design Office for their consultation. For more information on Lola click on to www.lola-group.com



Overlaid on a DFV (in blue), today's 2.4 V8 is lower and smaller







Illustrations by Craig Scarborough

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Lunch with...

ALEX WURZ

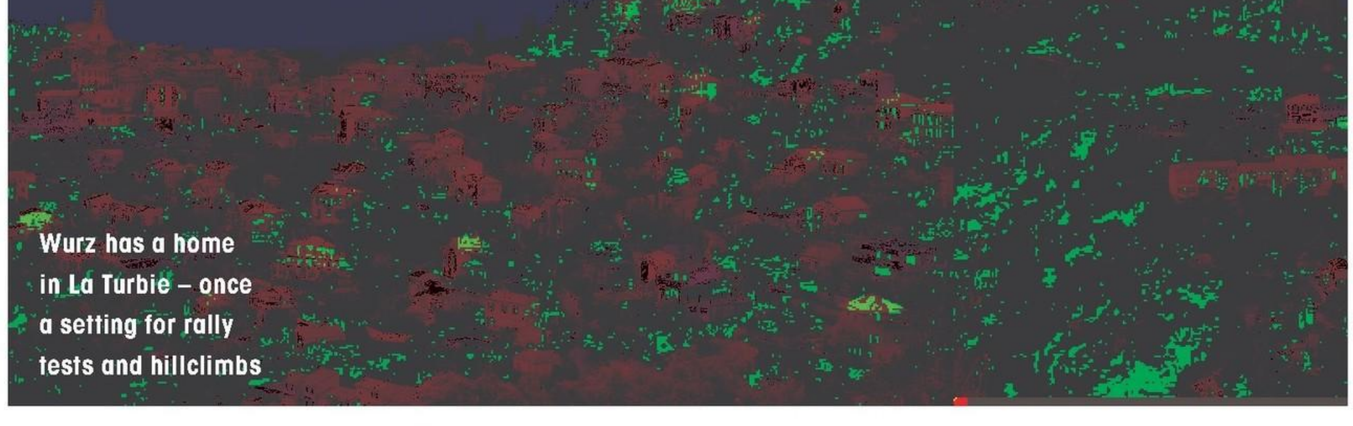
Tall men are not meant to make top racing drivers, yet he had a busy 12-year career as F1 racer and tester. Now his heart is set on a third Le Mans win

BY SIMON TAYLOR

Alex Wurz looks like Hollywood's idea of a racing driver: alert, clear-eyed, charming yet steely, wiry and very fit. And tall. But, as we know, in real life the most successful racing drivers tend to be little guys. It's not just that weight is the enemy: in the heat of battle, a modern Formula 1 car's dimensions and cockpit-shrinking frontal area are much easier to cope with if you're small. Alex is well over six foot, and broad-shouldered with it.

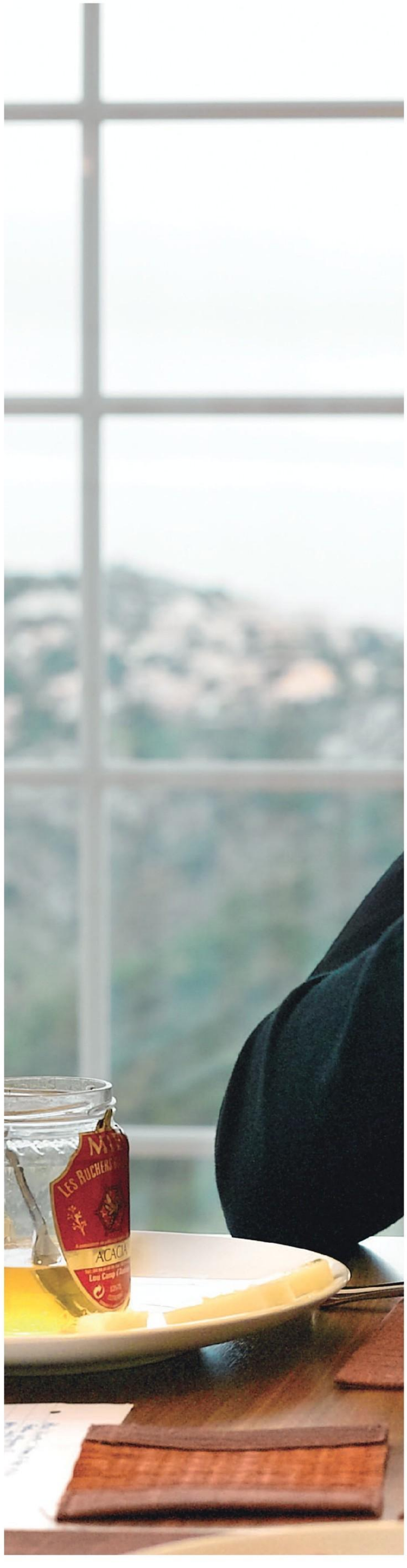
Yet his F1 debut was very nearly like a Hollywood movie. On a Wednesday afternoon in 1997 a phone call from Benetton, for whom he'd been doing some testing, told him that regular driver Gerhard Berger was ill. A frantic transatlantic flight deposited him at a circuit he'd never seen in time for practice for the Canadian Grand Prix. In the race he got up to fifth place: then a driveshaft failed. A month later, before Berger's return to fitness demoted him to test driver again, he out-qualified team-mate Jean Alesi at Silverstone, and drove a stellar race to finish on the podium.

His Le Mans debut the previous year was even better. At almost the last minute he was drafted into a year-old Joest Porsche – and beat the works cars to become, at 22, the youngest-ever winner of the 24-hour classic. He has since gone on to win Le Mans a second time. But his Formula 1 career never fulfilled its early promise. His refusal, at a key moment in his career, to play the game of F1 politics with the man who wanted to manage him may have had quite a lot to do with that. >>>



Wurz has a home in La Turbie – once a setting for rally tests and hillclimbs

James Mitchell





Today he is still contracted to Peugeot for long-distance racing, and in June he'll be aiming for his third Le Mans win. He works hard in his various businesses, and divides his time between homes in Monaco, his native Austria and the south of France. We meet in his weekend house perched high above the Mediterranean at La Turbie, a name famous for hillclimb events in the pioneer days of motoring and later as a Monte Carlo Rally stage. Alex met his English wife, Julia, when she was head of PR for the Benetton F1 team; she and their three sons are in Monaco today, because it's a school day. So his Italian housekeeper rustles up potato cakes with mozzarella and zucchini, chicken wrapped in Parma ham, and pears in hot chocolate. Alex cares about the inner man: for a while he owned a 150-year-old restaurant in Vienna, and another of his projects is a firm importing Italian delicatessen and wine into Austria.

He was born into a motor-sporting family: his grandfather competed in a BMW 328, and his father Franz was three-times European Rallycross Champion. "Rallycross really got started during the 1973 oil crisis, when the climate wasn't right for long-distance rallying, so all the top guys like Stig Blomqvist and Björn Waldegård switched to rallycross. My dad built up a very special VW Beetle – 400kgs, Porsche power, a real little rocket – and won the 1974 series. Then he won it again in a works Lancia Stratos, before retiring to concentrate on his driver training business. But Audi brought him back in 1982 with a Quattro, which gave him his third title.

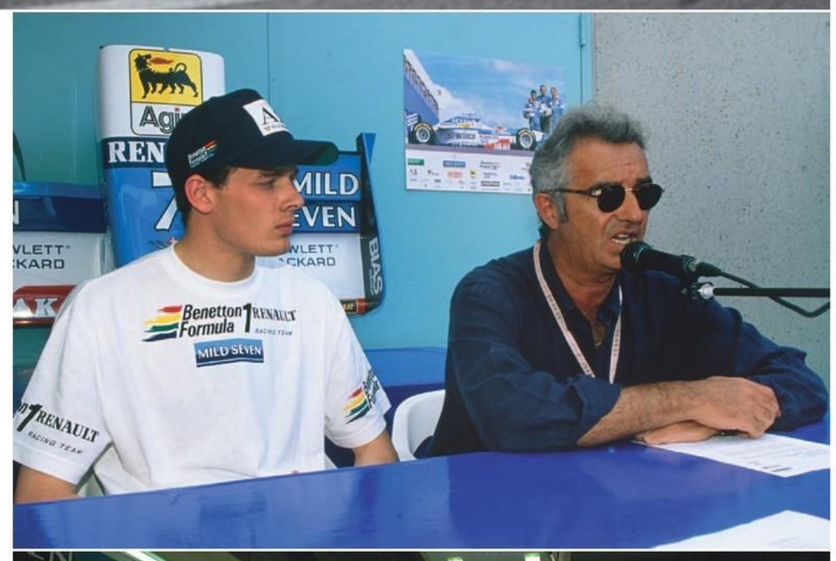
"As a child I was into every type of sport. At the age of nine I was driving an old Beetle through the forests, sitting on a pile of cushions so I could see over the dashboard. Karting wasn't very strong in Austria then, but every kid in the world had seen the film *ET*, with that famous biking sequence at the end, and so every kid in the world was into BMX bikes. I started doing competitive BMX seriously, and when I was 12 I entered the World Championship, which was in Italy that year: a three-day shoot-out, ending with an extreme race over jumps and obstacles. It was all very serious – I had a real trainer, and a sponsor who paid for everything, and my school was very supportive and gave me time off. But basically we were just a gang of kids travelling all over the world, hanging out, having fun, eating ice-cream. And at the end of it all I was the winner, I was World Champion.

"I defended my title the following year, but it was a disaster. By now I'd hit puberty, and it's hard for a kid to perform when all that is going on. I really struggled, and I didn't even make the final. But it was a good lesson for me, learning to accept that you can't always be the winner. Of course four wheels had always been the aim, so now I scraped together the funds for an old second-hand kart. I had no mechanical help and had to look after it myself, and I was always having blow-ups. And I was already too tall and too heavy, which was something I was going to have to learn to get used to in my life. I used to long for rain, because in the wet my weight wasn't such a handicap and I could win races. I had a better kart for my second season, but the other kids were ballasting to get up to the 115kgs minimum weight limit, and I was running at 130kgs." Alex omits to mention that he still managed to finish second in the 1989 Austrian Championship. Then, at 17, with the help of Walter Lechner's racing school and a little sponsorship from the Austrian national club, he moved into Formula Ford.

"I raced in Austria, Germany and Czechoslovakia, won the Austrian junior title and a round of the German series. Over the winter I went to New Zealand with two other FF racers to do the Peter Jackson Series. I was quick, but I was totally stupid, got too excited, had a lot of crashes. I was still only 17. I spoke no English then, and of course our money ran out completely. We were using the prize money from each event to pay for our meals and hotels, but in the last round I crashed again and earned nothing. So we couldn't pay our final bill. When we checked out we gave the hotel manager what little we had left, but he was totally furious, he really lost it, and threw us out without any breakfast. By the time we got to Christchurch Airport for the flight home, we were starving. We pooled our small change and it was enough for one Big Mac, which we divided very exactly into three."

That New Zealand trip taught young Alex a lot of lessons. On his return he put together a serious attack on the 1992 German Formula Ford Championship. "In those days it was the most hard-fought FF series outside the UK. I had 26 poles and 21 wins, and with three races to go I had won the title. I also did some Opel Lotus races, and I got a ride in the Nürburgring 24 Hours in a two-car Porsche team. It was wet, windy and foggy, and I







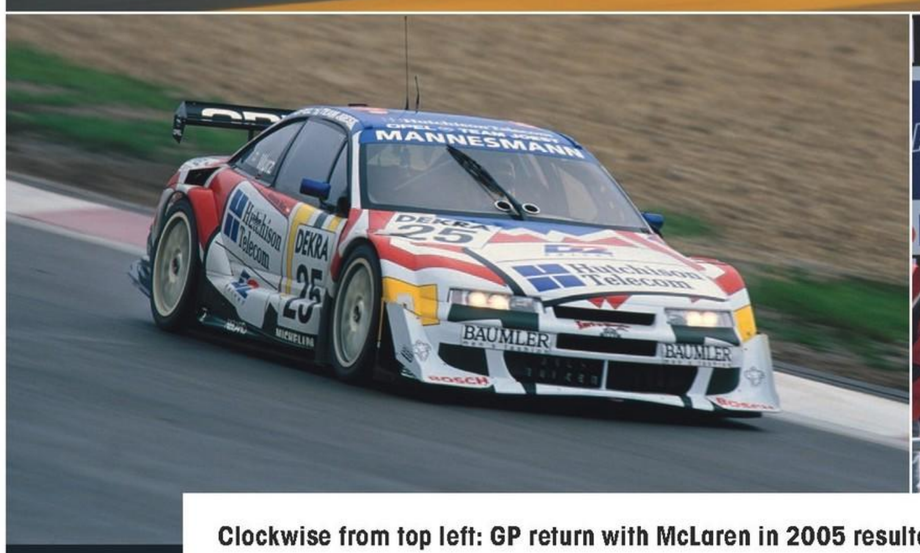
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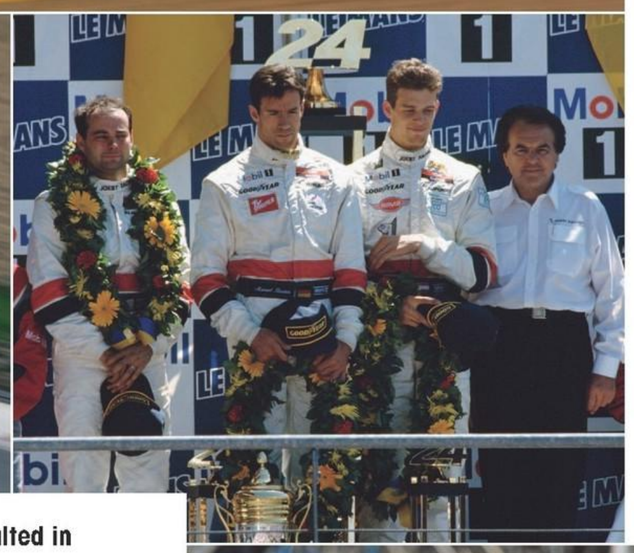


















Clockwise from top left: GP return with McLaren in 2005 resulted in unexpected third at Imola; second Le Mans win came in 2009 with Peugeot; Opel brought ITC experience; 1996 Le Mans podium with Davy Jones, Manuel Reuter and Reinhold Joest; Wurz was 10th in 1994 Monaco F3 race; works Mercedes CLK in 1997 was shared with Bernd Schneider; Alex did full race season in the 2007 Williams FW29; back to F1 testing in the 2008 Honda; fine podium for Williams in 2007 Canadian GP; debut F1 drive came in Montréal in 1997; Benetton boss Flavio Briatore gave Wurz his F1 chance, but replaced him with Button after management row

still had a sprint race mentality, so I crashed the first car in the race. Then I switched to the team's other car – Hermann Tilke, the circuit designer, was one of my team-mates – and we won the class. More lessons learned."

For 1993, now 19, Alex moved into F3 with Helmut Marko's team. "We were using the Fiat engine, and it was a character-building year. I didn't have much success: well, I did win the Austrian F3 Championship, but to be honest that didn't mean much. For 1994 I was in the second Opel factory team, and I had a season-long fight for the German F3 title with Jörg Muller. In the Saturday race at Diepholz at the end of the year I was leading Norberto Fontana, and he slipstreamed past me on the straight. I should have thought of the championship and let him go, but I wanted the win. So I attacked, and we tangled and crashed. My car was too badly damaged to do the Sunday race, so Jörg won the title. After that I couldn't find any more money. I wanted to move up to F3000, but it was out of the question, and I had to face giving up racing altogether. I did manage to get another F3 drive, but I had a frustrating year because the equipment wasn't very good. At Hockenheim after a blow-up I borrowed Ralf Schumacher's spare engine. I couldn't believe how much power it had – and it was only his spare!

"For 1996 Opel came to my rescue, and signed me to do the International Touring Car series. I loved ITC. In Germany the different grandstands were all rooting for their favourite cars – Mercedes, or Alfa, or Opel – like a football crowd, so when you overtook somebody they all cheered. Then came a key moment in my career. Joest were short of one driver for their two-car Le Mans team of Porsche WSC95s, and called me to Paul Ricard for a test. I got there at 8pm, they made me a seat, and by midnight I was in the car. I'd never seen the track before, and of course it was dark, but my third lap was quicker than the other guys they were testing. I've no idea how I did that. Reinhold Joest was impressed, and gave me another test, and for Le Mans he decided to put me in their number one car with Manuel Reuter and Davy Jones. Then, two weeks before the race, Reinhold calls me up and says he needs me to bring 30,000DM [about £12,000 at the time]. Maybe his private jet needed refuelling. Of course I hadn't got it. I should have refused, because I think he'd have given me the drive anyway. But I rushed around, persuaded half of it out of a benevolent sponsor, and borrowed the other half from the bank.

"And then we had a perfect race. The Porsche factory team couldn't understand how we could go one lap more than they could without refuelling. We basically led the race from the second hour to the end, none of us made any mistakes, not one spin. My only problem came during the night when I had a bad cramp in my legs, because I was too tall for the cockpit. So I came in and handed over to Manuel, because I didn't want to try to be a hero and make a mistake. Having had crashes and lost championships before, at the grand old age of 22 I'd learned the importance of driving to finish. It was a great win, because we beat all the big guys: the works Porsches finished second and third, with the McLarens behind them.

"A few weeks before that, my ITC sponsor had fixed me a meeting with the big bad boss of the Benetton F1 team, Flavio Briatore. He wasn't remotely interested in me, just said, 'Who the f*** are you?' I said I was an F3 and touring car driver, and I was about to do Le Mans. So he shrugged and said, 'If you win Le Mans, I'll give you a test.' I suppose he thought he was pretty safe saying that. But then when I won the race, I called him. He kept his promise, and offered me a two-day test at Estoril. Of course, not only had I never driven an F1 car, I'd never been to Estoril. I thought to myself, 'What do I have to do to make this one chance work for me?' So I went to David Sears, who was running the Supernova F3000 team, and asked him how much it would cost to get an F3000 car down to Estoril and do 30 laps. He quoted me a very reasonable price, so I scraped that together by borrowing from my father and friends, and got my 30 laps in a Lola-Judd. It wasn't F1, but I learned the circuit, and the car had enough performance to teach me something.

"Then I did the test, up against Giancarlo Fisichella, Jarno Trulli, Vincenzo Sospiri and Paul Tracy from America. Jean Alesi and Gerhard Berger were the Benetton drivers then and Jean was there, and straight away I got pretty close to his times. At first Pat »»»

Symonds was a bit worried, I think he thought I was crazy. But the F1 car seemed so smooth, everything worked so well, after the jerky power delivery of the F3000. The engineers were trying power steering, which I'd been using in the ITC car, and I was giving them feedback on the radio to help them find solutions. On day two there was a software problem with the hydraulic diff, the pressure changes were too sudden, and what I was telling the engineers agreed with the data. So I think they felt they could work with me.

"After Alesi left I ended up third quickest in the test, behind Mika Häkkinen's McLaren and Eddie Irvine's Ferrari. But Benetton kept quiet about my time, because they didn't have me under contract. Only one Italian journalist was there on the last day, and he reported it in his magazine. A week later Benetton contacted me and offered me a testing contract for $10,000. And, at almost the same time, Mercedes came up with a contract, at proper factory money, to race the CLK in FIA GT races for 1997 alongside Bernd Schneider. So I was able to pay back the loans to my father and friends.

"All through '97 I did a lot of testing for Benetton, and became really familiar with the car and the engineers. I was so keen and worked so hard, making notes about each session and writing reports for them, I think they sometimes thought I was going over the top. But they used me more and more. I thought, what a dream. I am working in an F1 team, and these guys are listening to me.



LAT

"Then in June I suddenly had a phone call: 'Flav wants to see you in London at once.' I thought it was about a Benetton energy drink project I was putting together with a friend of mine, so I said, 'I can't come just now, I'm on a job for Mercedes.' Then Flav came on the phone: 'Get the f*** over here, now.' So I flew to London, got there that evening and went to his flat – I won't describe the scene there, I'll leave it to your imagination – and he said, 'Berger's got sinusitis and can't drive. Get on Concorde and go to Canada.' At Heathrow I bought *Autosport*, which had a Canadian GP preview with a circuit diagram showing gearchange points, and I memorised that on the Concorde flight to New York. Then I flew on to Montréal, and got there on the Thursday."

He qualified 11th quickest, 0.4sec slower than team-mate Alesi. In the race he was up to fifth place by lap 15. At half-distance he was briefly third before his routine pitstop dropped him to sixth. Then a driveshaft broke. "It wasn't an easy race, the fire extinguisher went off and the radio failed, but Pat Symonds was pleased with me. After the race Jean Todt of Ferrari took me to one side and said, 'What contract are you on?' Suddenly I was on everybody's radar.

"I did two more races for Benetton, which meant missing two FIA GT rounds for Mercedes, but Norbert Haug released me and was very supportive. In the French GP I qualified seventh, faster than Alesi, and ran ahead of him in the race, but they left me out on slicks when the rain came and I spun off. Then Silverstone. I followed Jean for most of the race, but he used his fuel more quickly, so he stopped two laps before me. When he came out of the pits behind me I was told not to hinder him, so he came by and we finished second and third behind Villeneuve in the Williams. I'd signed a three-year contract with Benetton, but then Flav was sacked, and now David Richards was running the team.

"I had a good working relationship with David. And Pat Symonds was always great. For 1998 my team-mate was Fisichella. It was very much a McLaren- and Ferrari-dominated year, but I scored five fourth places, and set fastest lap in Argentina." One of the fourth places was in Canada, taking the restart in the spare after he'd cartwheeled into the gravel at the first corner. At Monaco he showed his toughness – in only his ninth F1 race – by having a wheel-banging battle for second with Michael Schumacher's Ferrari. He came off best, only to have a big accident in the tunnel. "Fisico and I got on well. My way was always to share information with my team-mate, and then try to beat him fairly on track. I wasn't into team politics." The '99 season was less successful: David Richards had gone and Rocco Benetton was now heading up the team, and Alex's only points finishes were at Monaco and in his home race at the A1-Ring.

"The 2000 car was overweight by around 15kgs. On a typical circuit 10kgs is worth about 0.3sec per lap. The lightweight qualifying car, which had a smaller fuel tank, was always set up for Fisico, and it wasn't until the final round in Malaysia that Pat Symonds offered it to me. I qualified it fifth and Fisico was 13th, so I think that proved a point." But by now Flavio was back at Benetton, and lost no time replacing Alex with Jenson Button. After qualifying in Sepang one magazine quoted him as saying maybe he'd fired the wrong man. But Alex explains the politics: "Flavio wanted me to sign a driver management contract, and backdate it. I refused. Because of Flav's influence with other teams, all that was available to me then was a McLaren test contract. So that's where I went – for the next five years.

"Even though I wasn't racing, I was very happy at McLaren. They are extraordinary people, and Ron Dennis is a true visionary. Some of the things he does don't seem to make sense in the short term, but in the long term they turn out to be far-seeing and logical. You can always learn from Ron. I had other offers during that time, but there were always good human reasons to stay.

"But the test programme was incredibly exhausting. McLaren had two test teams, their own and the Michelin one. I was doing up to 20,000 track miles a year, and I was in an aeroplane constantly, going from test to promotion to simulator and back to test. It was very, very hard work and in the end I was totally


Wurz overcame this roll in the Benetton at Montréal '98 to finish fourth in restarted GP

finished. When I went down with a virus they realised they had nobody else to stand in for me, so at my suggestion they hired Pedro de la Rosa to work alongside me."

From the start of his time at McLaren, Alex was officially the nominated reserve in case one of the contracted drivers, initially Häkkinen and David Coulthard, was unable to race. During 2001 it became clear that Häkkinen was going to retire from F1 at the end of the season, and Alex was led to believe that he would be in line for the vacant race seat. But, just before Monza, he found out that Kimi Räikkönen had been signed. "That was a character-building moment. But there are some things in life you just have to accept."

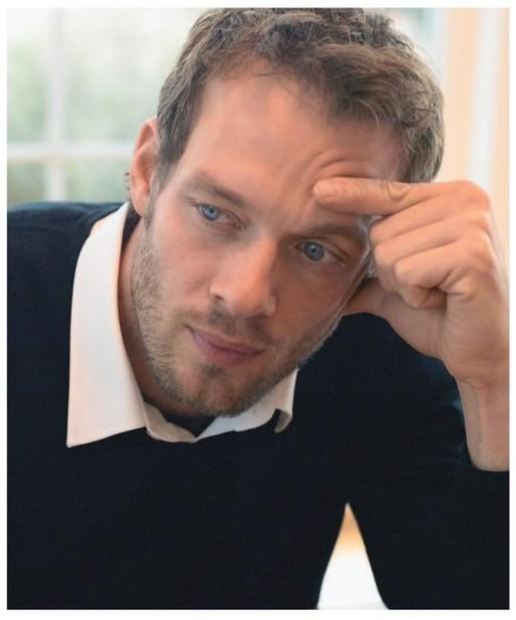
For the 2005 season the F1 rules allowed McLaren, which had finished outside the top four in the '04 Constructors' Championship, to run an additional driver in the Friday sessions of Grand Prix weekends. But from the start of the year Alex had to cede that task to de la Rosa, because he simply could not fit in the new MP4-10. Then, just before round three in Bahrain, Räikkönen's new team-mate Juan Pablo Montoya injured his shoulder.

The official story was that Juan Pablo hurt himself playing tennis, but in fact he'd fallen off a motorbike. "Just after that we had to do a promotion appearance in Russia, and at dinner he could barely bend his arm to hold his fork. When I saw that, I felt sure I was going to get at least three races. But when I drove the car on the Friday in Bahrain – and I was quickest in the session – it was physically impossible. I had to drive several corners with one hand, because I could not keep both hands on the wheel going to full lock. So Pedro drove it in the race. McLaren set about making a longer cockpit for me, and it was ready three weeks later for Imola. That was my first Grand Prix for four years. In qualifying substitute drivers had to go out first, but on a green track I still qualified seventh. In the race I finished fourth behind Alonso, Schumacher and Button. Then Button was disqualified because the BAR was underweight. So, although I didn't get to stand on the podium, I was third in my comeback race."

But, despite five years and thousands and thousands of cockpit miles, it was to be his only Grand Prix for McLaren. Two weeks later the recovered Montoya was racing again, and for Alex it was back to Friday sessions and testing.

"At the end of 2005 Frank Williams called. His drivers for '06 were Mark Webber and Nico Rosberg, and he said he wanted a test driver who could bring some extra technical input. I went to Didcot and met with Frank, Patrick Head and Sam Michael, and we talked for a couple of hours. Frank said, 'Leave it with us. We'll get back to you.' I went to Tesco's, because Julia needed some vegetables for our Christmas dinner. I was just buying parsnips when my phone rang. It was Frank, with an offer.

"I'd always wanted to drive for Frank Williams. Like everybody says, he's a racer. I remember in 1996 doing the Silverstone ITC round for Opel, just a touring car race, but he came to watch. I'd been called to the stewards about some wheel-banging incident, and he waited around for ages to say hello. He's a petrol-head. Patrick too, he's a full-on racer. So I was their test driver, and at the Grands Prix I did the Friday sessions for them, which was really cool. Patrick always wanted my feedback. He told me to call any time, day or night, if I had any thoughts to pass on.



"At McLaren I was desperate to race"

"Inside Williams the driver had more input than any other team I'd worked with. You'd suggest, say, some radical suspension rethink, and they wouldn't say much, but a week later there it'd be, ready for you to try. I enjoyed every second of my work with Williams. They used me a lot, and I was comfortable with the responsibility. I feel proud that in the two seasons I was there they went from eighth in the Constructors' Championship to fourth, because some of that was down to good chassis development.

"While I was at McLaren I was always desperate to race, and in the end I got mentally frustrated. I was getting down to competitive times in testing, but I couldn't show the world what I could do. But when I joined Williams I started to get the fire back." And in 2007 Alex, now 33, got to be a full-time Grand Prix racer again, alongside Rosberg. His best race was Canada – Montréal was always a significant track for Alex – and his tenacious one-stop drive on soft rubber rewarded him with a podium. At the Nürburgring, in torrential rain, he was a superb fourth, almost catching Webber at the line, and he got into the points at Monaco. Nevertheless, as the season went on Alex was not satisfied with his own performance.

"I was having real problems making the front Bridgestones work to my style. I wasn't qualifying where I thought my performance should put me, and it was doing my head in. I wasn't happy inside myself, and I thought maybe it's time to stop F1, time to move on. Peugeot had contacted me in 2006 about their sports car programme, but Frank did not see it as a possibility alongside my testing work for Williams, and in '07 I was doing a full F1 season. But I had always loved the idea of sports cars. When I was a teenage karter and people asked me what my ambition was, I didn't at that time say F1, I used to say long-distance sports car racing. And for 2008 I said yes to Peugeot, so that's where I was."

But F1 hadn't quite finished with Alex. "Nick Fry at Honda sent me a text message suggesting I joined them as a tester. Steve Clark, an engineer I'd enjoyed working with at McLaren, was now there, and of course Ross Brawn was at the helm. So I couldn't refuse. Ross is seen by everyone as a technical genius, but I see him as an organisational genius. He makes no compromises, which in Formula 1 is exactly how it should be. Beneath his apparently gentle demeanour he is tough, hard, totally focused. Every meeting, every discussion is carefully structured. He is a brilliant manager of the people on his team, he knows how to give them the freedom to think and act for themselves. And politically he is very clever, too.

"So that winter I was testing for Honda, and for Peugeot. A typical week would be a two-day endurance test for Peugeot at Ricard, then a friend would drive me to Barcelona while I slept in the back of his car, then a three-day test for Honda, race distance each day, then back to Ricard for another two-day endurance test.

"The Peugeot team is a family. Most of the mechanics and engineers have been there since the rallying days, and everything is very open. I don't speak French, but when I'm there they are happy to do all their talking in English. They're extremely serious about what they do, but they are always up for a bit of fun too. At Le Mans in 2008 we were dominant: I was with Stéphane Sarrazin and Pedro Lamy, and we started from pole. It was only my second Le Mans, and of course I wanted to make it two out of two. »»»

Our car was leading by a long way after three hours when we had a problem which lost us six laps – a manufacturing fault in a small part in the gearchange mechanism – which was bloody frustrating." More time was lost later with a battery problem and a minor accident in Lamy's hands, and in the end the No 8 car was fifth.

"But in 2009 we won, and Peugeot had beaten Audi at last. I was with David Brabham and Marc Gené this time. We had a trouble-free run and our No 8 team-mates [Franck Montagny/Sébastien Bourdais/Sarrazin] were second, a lap behind us."

The 2010 season started well, with Alex waging a great battle with Peugeot team-mate Bourdais in the final laps at Sebring, and taking the flag 13sec ahead after 12 hours' racing. Things were looking good for Le Mans. "Compared to the Audis we were better on pace, better on fuel consumption, better on brake wear. But in the race our car was crippled by a tiny problem that had never shown up in all the endurance testing we'd done. A small amount of condensation from the air conditioning unit leaked into the electrics." The stop to find and fix that cost three laps, and thereafter Alex and team-mates Anthony Davidson and Gené were playing catch-up. At 11am on Sunday Alex, now up to second place, went past the leading Audi to unlap himself. But a few minutes later, after over 3000 miles' racing, the engine failed. This year, his fourth with Peugeot, he is hoping for better fortune.



Wurz stays in touch with F1 as a TV commentator and has been an FIA steward

For much of his career, Alex stood out around the world's paddocks not only because of his height, but because he wore racing boots of different colours. "That goes back to the Formula Ford trip to New Zealand when I was 17. One of my team-mates hid one of my shoes as a joke, so I had to borrow one, and I won the race. So I carried on with one red boot and one blue. Everybody assumed it was a superstitious thing, but I'm not particularly superstitious: it was more a sort of motif, a bit of branding if you like. I stuck with it until I went to McLaren. They said no. Different-coloured boots certainly didn't fit in with the McLaren image. They even wrote it into my contract that my boots had to be the same colour. Then in 2009 my kids found a picture of me with one blue boot and one red, and they thought it was funny. So to please them I went back to it. Peugeot think it's fine, they certainly don't mind."

Always one to cram 24 hours into every day, Alex remains very occupied with various enterprises. Chief of these is Test & Training International, the company set up by his father which claims to be the world's leading provider of road safety tuition. Alex is evangelical about this: "You can develop safer roads and safer cars all you like, but 90 per cent of all accidents are due to human failure. It's a matter of education. And it's the developing countries that are most in need of good driver training." Test & Training plays an advisory role to countries in Europe, South America, Africa, Asia and the Middle East. A current project is a huge training centre in Egypt, not a country noted for its road safety, with courses covering cars, buses, trucks and motorcycles, focusing particularly on young people and public workers. Alex also heads up training and selection for the FIA's new Academy, which will be concerned not only with developing young racing drivers but also extending their careers beyond racing.

> "The different-coloured boots was a sort of motif, a bit of branding"

And he remains addicted to extreme sports: kite surfing, white water rafting, rock climbing, canyoning, mountain biking. "While I was at McLaren I set up a professional mountain bike team which became the world's best. We had a big sponsor and a lot of success. I ran it for four years and then sold it on. I do a lot of that stuff, plus I run at 6am every day, then help Julia get the children to school, do a morning's work, and then swim for an hour. You can squeeze it all in if you stay organised. But I don't have a plane. I did have one, but I decided it was a waste of money, so I sold it. Anyway, small planes frighten me." This from a man who, for relaxation, jumps off the top of a high waterfall hanging from a kite.

He remains in close touch with F1 through his work as a commentator for Austrian TV. "It's a lot of fun. Our style is to take the mickey a bit, but all the technical information is correct because F1 was my daily life for so long, and I understand all the permutations of strategy. I've been an FIA steward as well, in Shanghai and Suzuka. I told Max Mosley that one of the stewards at each GP should be a recent F1 driver. When you need to examine the data to use it as evidence, and you have to make decisions quickly, that can be difficult for a non-racer. In Singapore in 2008 I drove the medical car. You have the F1 doctor, Gary Hartstein, with you in the front, and a local doctor in the back. After 12 laps we were told on the radio that Nelson Piquet Jr had crashed at Turn 17, and it sounded quite bad." That, of course, was the notorious deliberate accident cooked up by the Renault team. "So I had to get the medical car there quick. In fact Piquet had got out of the car and walked away. Then we had to get back to our position just as quickly, so I was pushing quite hard. In the back the local doctor started to vomit…

"After 14 years in or close to it, Formula 1 is still fascinating to me. But I have to admit it's an ice-cold business now, rather than a sport. When I came back into sports car racing in 2008, I thought: this is great. This is what motor racing was like for me when I first started. So I'm really looking forward to going back to the 24 Hours in June." No doubt his friends at Peugeot will have ensured that the 2011 version of their swoopy, all-enclosed 908HDi Le Mans contender still gives Alex enough leg and elbow room to do his job.

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Mustard



Titan Shadow BR-Green

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Private View

A 'You Were There' special

Our latest feature showing the best reader photos focuses on the first year of Can-Am

'Pharmacist by day, motor sport enthusiast by night and at weekends…' That's how the second contributor to our occasional Private View series describes himself. Australian George Stefanoff arrived in England in 1965 for work and to do a spot of co-driving in his spare time, making many motor racing friends on the way. He contested a number of European rallies before ending up in Canada, which is where this collection of pictures hails from.

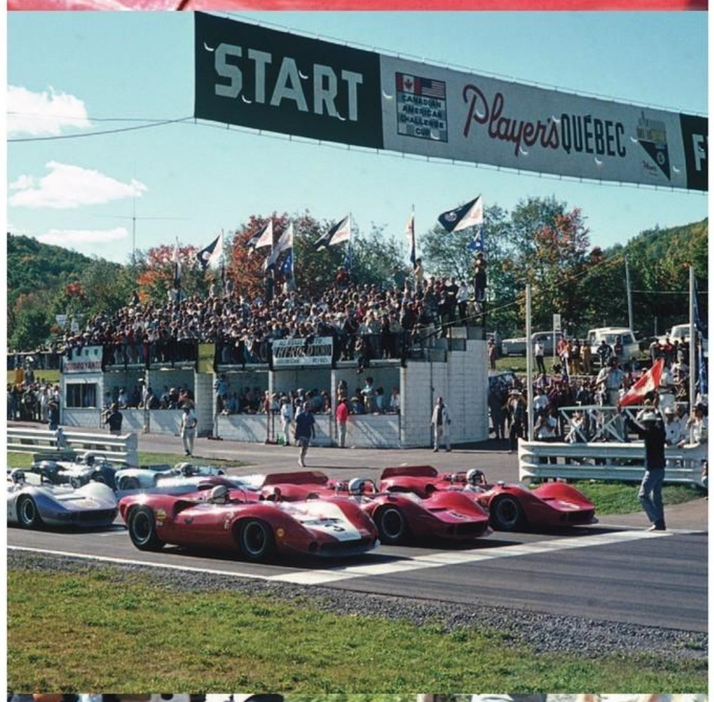
George was lucky enough to catch the maiden season of Can-Am, reporting on what he saw for Sydney title *Racing Car News*. The first year of the Canadian-American Challenge Cup attracted an impressive line-up including Bruce McLaren, Chris Amon, Mark Donohue, Dan Gurney, Graham and Phil Hill, Parnelli Jones and that year's champion John Surtees. And then there were the cars – McLaren M1B, Lola T70, Ford GT40 and of course the Chaparral 2Es.

"Everyone was in awe of the winged Chaparrals, but no one discounted the McLarens and Lolas," recalls George from his home near Canberra. "All the names were there, and the McLaren dominance after the first year was awesome."

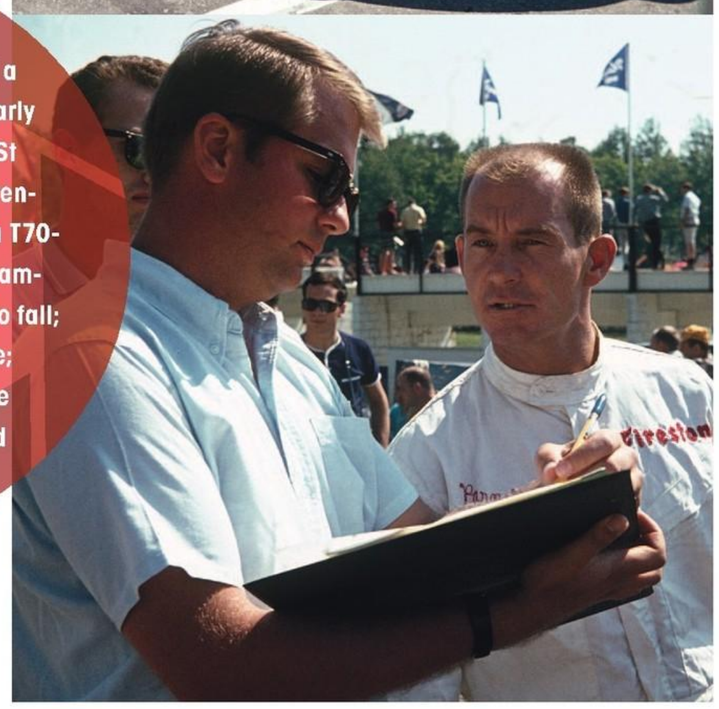
George's back catalogue is impressive – we've previously featured some of his rallying shots in You Were There – but these pictures focus on the debut Can-Am race at St Jovite on September 11, 1966 and then round three at Mosport just two weeks later. In fact, the six-round series was squeezed into a two-month schedule in an effort to attract as many drivers as possible in between Grands Prix and American road racing dates. Those deliberating might have been persuaded by the prize money on offer, which totalled $358,000 for that first season of racing.

"This collection [and more] should have come your way a few years ago, but life got in the way," says George. "So, 40 years later, they may be of some use to you." Indeed they are – we'll leave you to enjoy them… Ⓜ







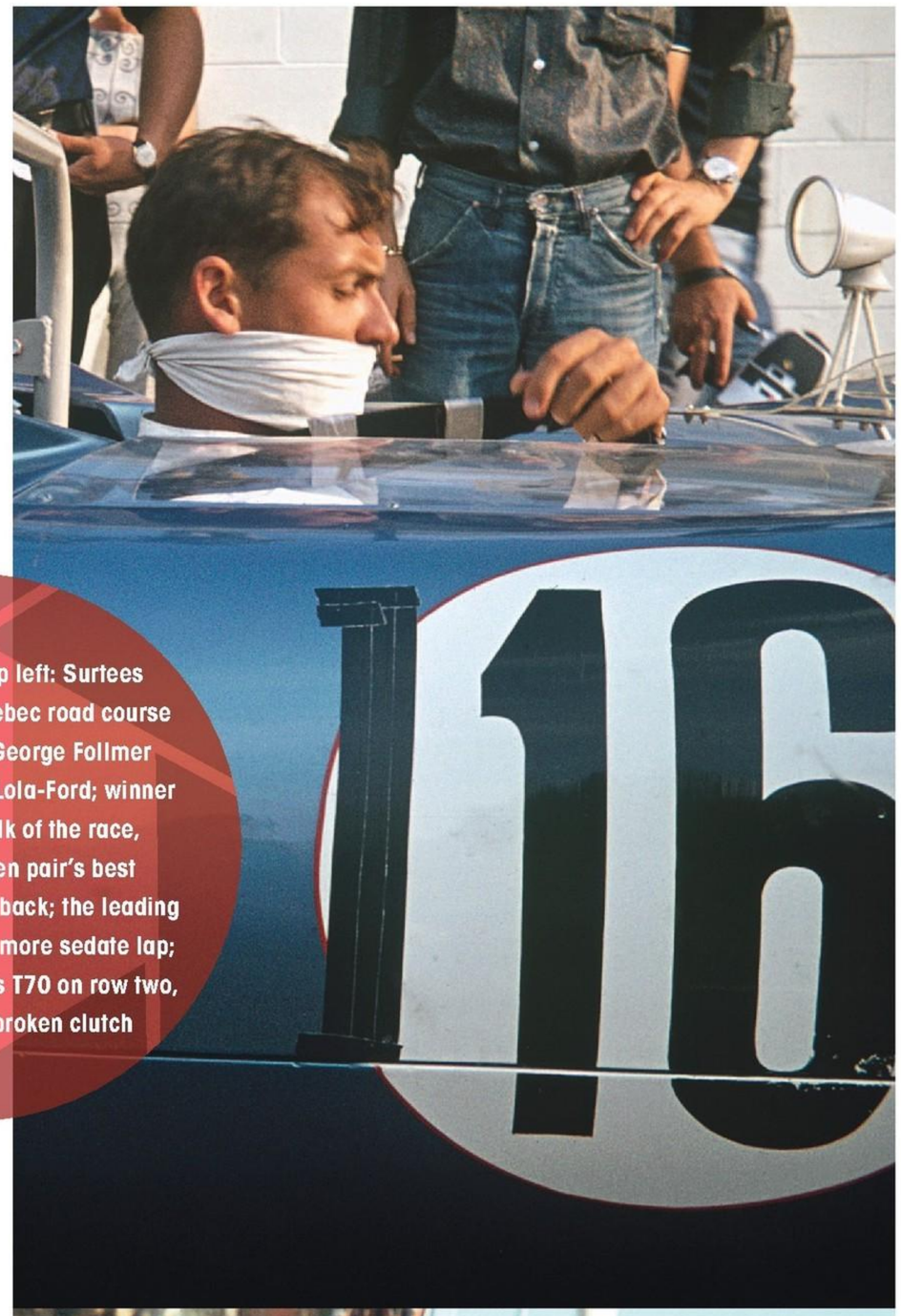


From top: Chris Amon staged a great comeback drive after early pitstop in Can-Am opener at St Jovite to finish third in McLaren-Chevrolet; John Surtees' Lola T70-Chevy, Bruce McLaren and team-mate Amon wait for the flag to fall; Bob Harris' Genie-Oldsmobile; Parnelli Jones was among the star names on the 33-car grid











Clockwise from top left: Surtees set pole at the Quebec road course in 1min 38.4sec; George Follmer joined Jones in a Lola-Ford; winner Surtees led the bulk of the race, despite the McLaren pair's best efforts to peg him back; the leading trio don hats for a more sedate lap; Jones qualified his T70 on row two, but retired with a broken clutch

Above: Round three at Mosport, and the Kiwis were again in contention, until McLaren collided with a backmarker and Amon with Phil Hill's Chaparral. Below: mixed-up grid led to turn one chaos and a restart… Top right: Denny Hulme brought his Lola over from England for the race, but retired when a half shaft failed







Left: Denny Hulme and John Surtees compare notes at Mosport. Right, from top: Masten Gregory was 10th at Mosport in M1B; Jim Hall's Chaparral 2E wing-car (66) set qualifying pace, but it was team-mate Phil Hill who came second, despite low oil pressure; McLaren finished first Can-Am season third in the points









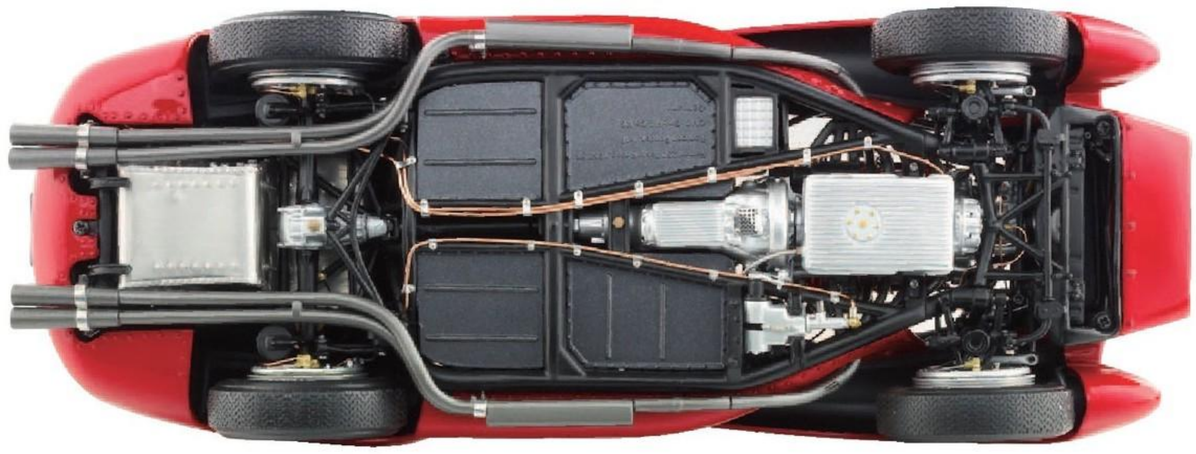
Clockwise from above: Surtees was second-fastest on day two of qualifying, but priority was given to day one times; his Lola started 11th and was taken out in Turn 1 crash; Hill was also caught up in drama, spinning his 2E; wing-car made its debut at Mosport; poleman Dan Gurney looked set for win, until crankshaft broke on his T70

Small but bountiful

Variety is key to William Spielberg's GTScaleModelCars business, although motor sport models remain his favourites



Ferrari Testa Rossa by CMC (1:18)











THERE AREN'T MANY PLACES WHERE YOU CAN BUY a model of an Arrows A23, a Lotus 49B, an Apache Longbow helicopter and a Hemi drag engine.

However, model retailer GTScaleModelCars stocks all of these and so many more that even listing the categories here would take up several pages.

But it's not just any old model that owner and founder William Spielberg appreciates. "I stock just about everything," he says, "but what I really like are the motor sport models. Many models are made in China and Italy now, and I always try and emphasise the really good ones. Brands like Minichamps, CMC and BBR are all very good.

"That's not to say I don't stock less expensive versions, but if you want a proper model then you go to these manufacturers. That's why I stock them and I don't stock any that are substandard.

"I've been involved in models my whole life," he continues. "I had a large photographic business that I sold in 1984 and I retired for about two weeks. I got bored and it was an easy decision what to do next. My passion was and always has been model cars and motor sport, so I decided to set up GTScaleModelCars with my partner Shirley Andonie. She came to lots of Can-Am and Indycar races with me in the 1960s and '70s and has almost as much interest in motor sport as I do. I really couldn't do without her in the business.

"My motor sport history started a long time ago as well. In fact, I co-sponsored the Vivitar Special in 1972." Vivitar was, and still is, a photographic accessory business which that year sponsored Leader Card's Eagle-Offey. Mike Mosley was the regular driver and Rick Muther also ran a few races. But it was Mosley who took the car's best result with a second place in the last race of the season at Phoenix.

After 15 years in business, GTScaleModelCars now stocks both 43rd and eighth-scale models and everything in between. "The time it takes to put models together varies hugely on the quality," says Spielberg. "A CMC model is hand built and will take hours to produce. It's worth it though as you can see the quality and attention to detail in the finished product. The less expensive ones may take only a few minutes, depending on the manufacturing process, but you can tell that when you look at them closely."

Spielberg has a particular interest in Formula 1 and sports cars, but that hasn't influenced the vast range of models available at GTScaleModelCars. Spend a little time on the website and you'll find things like a 2005 Chevy Monte Carlo CSK NHRA Funny Car and the BMW CSL IMSA racer that won the 1975 Sebring 12 Hours. The range of models is phenomenal.

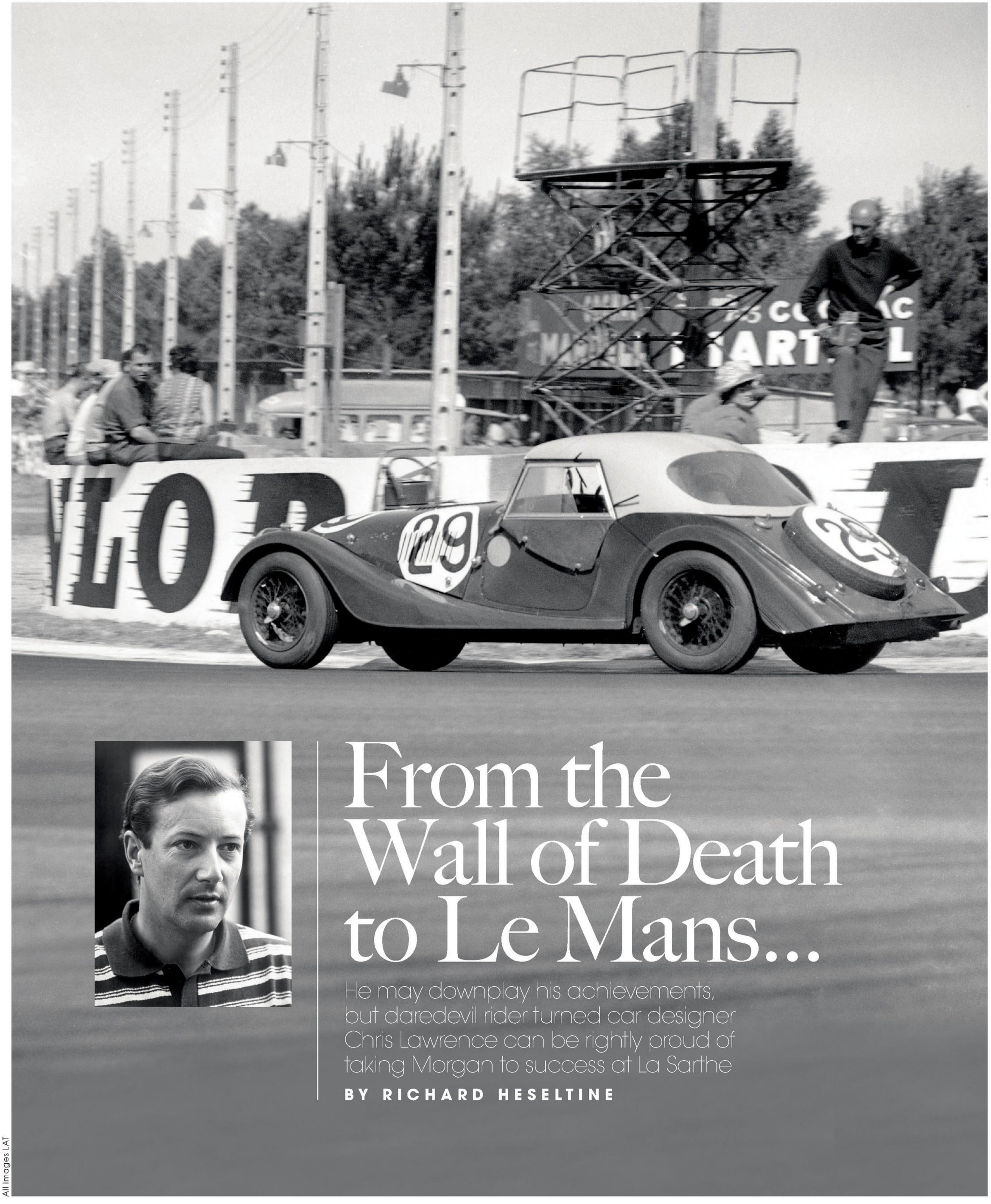


Laverda Jota by Minichamps (1:12)



MV Augusta F4 1000 Tamburini by Minichamps (1:12)

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From the Wall of Death to Le Mans...

He may downplay his achievements, but daredevil rider turned car designer Chris Lawrence can be rightly proud of taking Morgan to success at La Sarthe

BY RICHARD HESELTINE

All images LAT

He seems impervious to praise. Stretching self-deprecation beyond its elastic limits, his eyebrows lift and fall uncomprehendingly at our interest in his exploits. Chris Lawrence dismisses himself as a "travelling chicane" when talk turns to his flirtation with Formula 1. This isn't exactly true, or indeed at all, but he then trumps that by claiming he was "a hopeless businessman". And that's before we run into the thicket of some of his more left-field projects, which include everything from twin-engined sprint cars to V8 Special Saloons via self-penned Formula Juniors and Le Mans weaponry.

Time was when he chose not to bother with the media at all. As variously a wheelman, car designer and respected engine builder, Lawrence was a staple of the motoring monthlies for much of the 1960s and '70s without ever courting publicity. In fact, he gleefully admits that he once *hated* journalists. "It was a defence mechanism," he laughs. "I was profoundly shy as a young man and I think that manifested itself as aloofness. People like John Bolster used to really irritate me so I would often dismiss the press out of hand. I suppose I earned a reputation for being someone who didn't suffer fools gladly."

He has clearly mellowed. Inheriting an interest in two-wheeled machinery from his father, Lawrence switched to three wheels in 1952 after persuading his mother to buy him a 1936 Morgan Super Sports for his 17th birthday. Predictably, he soon began campaigning the JAP-powered trike while also adding exotica such as a Bugatti T38 into the mix during his spell at the Royal Navy Engineering College in Plymouth.

Lawrence found a novel way of supplementing his income. "I earned 34 quid a month as a sub-lieutenant. My mess bill was £36 for the same period." So thinking laterally – and indeed vertically – he became a Wall of Death daredevil. "I rode an Indian for an old rascal called Bob Scarley. I was paid a fiver a night, which consisted of four or five runs."

Following further circuit outings in an ex-works MG Magnette, which ultimately gained a Microplas bodyshell, and a BMW-powered AFM, Lawrence found greater fame with a second-hand Morgan Plus 4. "I bought TOK258 for £650 and then together with Leslie Fagg and Len Bridge set about preparing it for the Freddie Dixon Trophy, which was a BARC-run championship. My first race with it was on my birthday, July 27 1958. I finished last." He claimed the title the following season which prompted his decision to form LawrenceTune, with Acton swiftly becoming the centre of the universe for Morgan types.

Not least after Lawrence and team-mate Richard Sheppard-Baron claimed two-litre class honours in the 1962 Le Mans 24 Hours. This famous win almost didn't happen. "We bought a car from Peter Morgan and entered it for the 1961 race and got through scrutineering. Then the ACO [Automobile Club de l'Ouest] threw us out. I found out later that Triumph's team manager, Ken Richardson, had nobbled us. He didn't want his cars being shown up by a Triumph-powered Morgan.



Lawrence in Cooper-Ferrari at '67 Race of Champions. Left: Le Mans class win was shared with Richard Sheppard-Baron. Inset: young Chris avoided the press

LAT

"The ACO said could we change the colour to British Racing Green? I refused"

"For 1962 I went to Peter Morgan and twisted his arm: he was going to submit it as the ACO wasn't about to turn down a factory entry. Peter thought there was far more to lose from ignominious failure than there was likely to be gained, but he did what we asked although I still paid. I then upset him a little bit. I was going to run TOK but wanted to replace the existing body with one from a 4/4 which had a lower body line and reduced frontal area. Peter refused to help, saying 'I can't mix up my models as it will only confuse people', so I surreptitiously bought parts from the sales department and assembled a body in Acton, with Charlie Williams [of famed metal-wielders Williams & Pritchard] making us a hardtop. We then painted it burgundy – TOK had always been that colour – and went off for the test day.

"Well, the ACO wrote to Peter saying how well the car had gone but could we change the colour to British Racing Green? Naturally I refused; it wasn't compulsory and besides, I couldn't afford to have it resprayed again. Peter then told me to bring it to the factory and he'd get it done. I sent [works manager] Len Bridge to drop it off and told him to do so very, very early. I knew that by about 9.55am the phone would light up – I was about eight minutes off. I'd never known Peter be so angry. I'd been mixing up his models and everyone who'd seen the car wanted one; I'd been underhand and dishonest. He phoned me again later that day by which time he'd calmed down. He announced that he was going to introduce a new model – a replica of my car – and it was going to be called the Plus 4 Supersports. 'And you're going to build the engines,' he said. It was the first time that a manufacturer had covered a car tuned by an outside company under its own warranty.

"The funny thing is, I knew we were going to do well at Le Mans. I was pretty sanguine about it. But even though what we did is well known today, the press took little or no notice at the time. If we got a mention, it was usually a few lines saying that a Morgan had somehow won its class."

Returning a year on with his own design of sports car – the groovily named Deep Sanderson 301 – he would once again fall foul of the ACO. "I drove for 15 hours and 23 minutes with no brakes. I often hear drivers claim their brakes don't work and mutter under my breath, »»

'If you press too hard, too late, then they usually don't.' In this instance, the pedal was on the bulkhead: [team-mate] Chris Spender had gone into the sandpit and beat the brakes to hell. Later on we pulled 153mph down the straight – with a one-litre Downton-tuned Mini engine – and were catching the class-leading DB-Panhard at 25 seconds a lap. We were then given the choice of retiring the car or having it disqualified. As it happens, there were no finishers in the one-litre class; the only 'running' car was in parc fermé."

In a roundabout way it was via this shapely device that Lawrence earned his GP chance for 1966, the first year F1 ran under new three-litre regulations. "John Pearce had worked for Cooper," says Lawrence. "He was a good mechanic and eventually manufactured 301s in kit form as a sub-contractor. Anyway, he somehow came into money and bought quite a large garage in Southall having had a caravan with a Bedouin tent alongside it prior to that. John was a bit of a rogue, and one day he came to me with this wonderful idea. [Adopting a South London accent] 'I can buy the 1964 Monaco GP-winning Cooper minus the engine,' he said. 'Then we'll shoehorn in a Ferrari V12.' I told him that I didn't have the money to take on something like that. He replied, 'Well, you'll be driving the bloody thing.' That put a different spin on things!

"Rather fortuitously, Chris Kerrison had been at Brands Hatch and demolished his Drogo-bodied Ferrari at Paddock Bend. Pearcey leapt over the wall and offered to buy the engine while the car was still smouldering. We were of the understanding that it was a 250GTO engine when it transpired much later on that it was actually from a 250SWB, so we had 227bhp rather than 270."

A partial season for the plucky equipe yielded a high point of fifth place in the Oulton Park Gold Cup – "My moment in the sun," he says with mock largesse – and bold plans for 1967 centred on a brace of cars equipped with Ted Martin's eponymous V8s. "John asked me to test one of them at Brands in February of that year. He wanted me to check out some new Firestone wet-weather tyres, which were very good, only I made a rough gear change coming out of Clearways which resulted in me losing the back end: I did a couple of 360-degree spins before going head-on into the main grandstand. I was pretty banged up and clearly wasn't going to be racing for a while.

"What effectively ended my F1 career, if you can call it that, was the fiery demise of the team two months later. The transporter arrived at Silverstone for *The Daily Express Trophy* meeting and mysteriously went up in flames in the wee small hours with the Cooper-Ferrari and two Martin-engined cars on board." Not forgetting two 50-gallon drums brimmed with petrol. "The whole lot had been insured for £100,000 and I'm pretty sure the insurers paid up…"

> "What effectively ended my F1 career was the fiery demise of the team"

In between making his World Championship debut at Silverstone in July 1966 and the team's notorious departure nine months later, Lawrence took time out to double for 'Jean-Pierre Sarti' in the movie *Grand Prix*. "There had been a [metalworkers] strike at Ferrari and the team hadn't made it to the British Grand Prix. The film's director John Frankenheimer needed a Ferrari for the staged race which was held the following day. I was asked if I'd mind if they emulsioned our car to look like one. I'm probably on screen for no more than 15-30 seconds; I'm wearing Mike Parkes' helmet [to tally with that worn by actor Yves Montand] and the back of the car can be seen in one of the pit shots."

Though not quite at the end of his driving career at international level – he would continue racing variations of the Deep Sanderson and also a Mini Marcos at Le Mans in 1967 – Lawrence gradually throttled back as the decade drew to a close. By now he had become

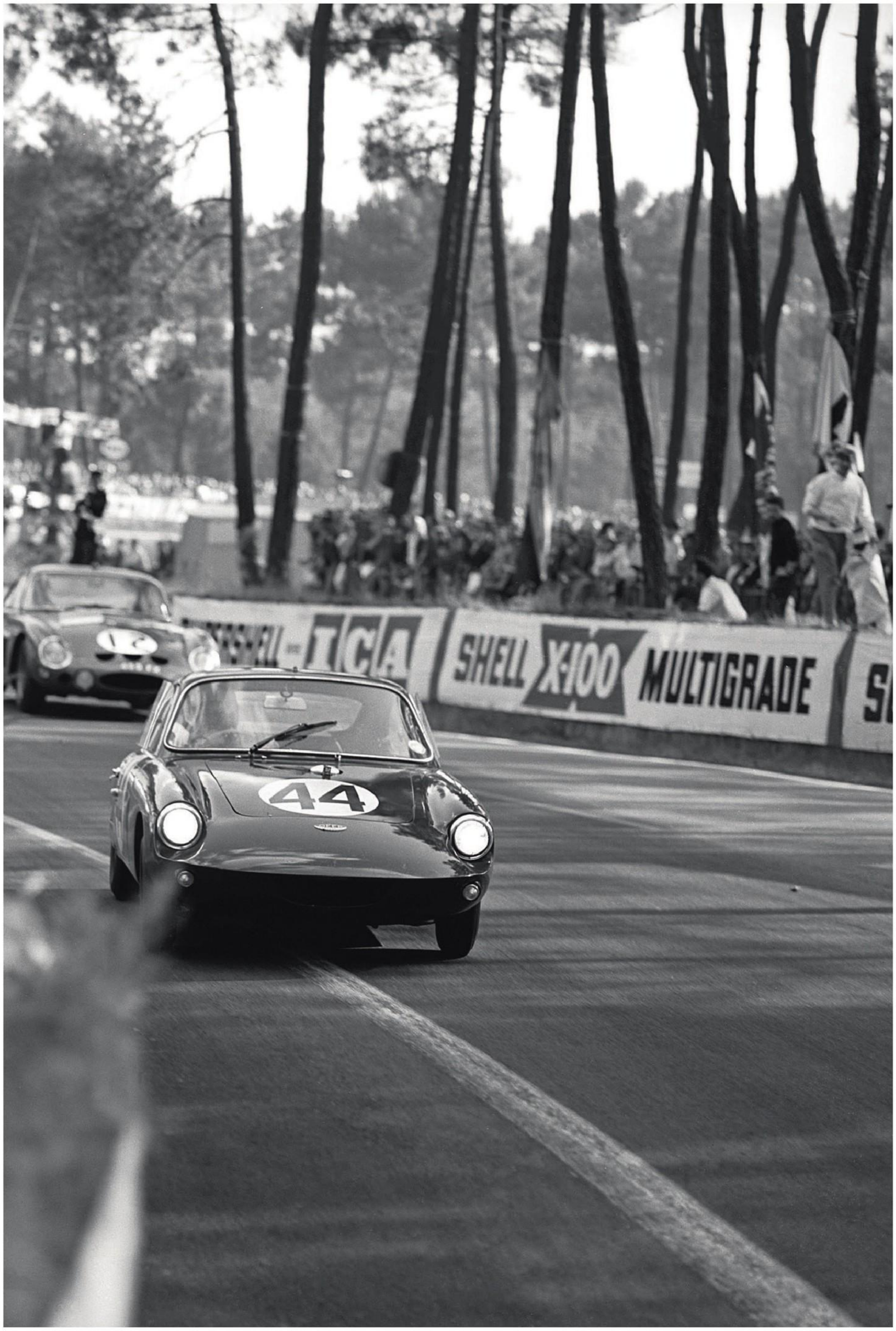


Lawrence took his own Deep Sanderson design to Le Mans '63. Below (l-r): in Morgan Super Sports at 1950 Trengwainton Hillclimb; MG Magnette at Goodwood in '54, and at same track in '56 Members Handicap race with new bodyshell; TOK258 won '59 Freddie Dixon Trophy; doomed Monica chassis













embroiled in engineering the tragically unfulfilled Monica super-saloon. "Jean Tastevin was the chairman of CFPM [*Compagnie Francais de Produits Metallurgiques*] which made and leased rolling stock," he recalls. "The Monica came about because he and his people foresaw their activities peaking, so they needed to diversify. Tastevin wanted to build a prestige car and it went from there."

Lawrence almost missed out on the gig. "He was after a 2.6-litre engine that produced a lot of horsepower because in France there was a tax threshold of 2.8 litres. In doing his research, Jean discovered the LawrenceTune version of the Triumph TR4 engine – the one with our own aluminium cylinder head – and sent me a letter about it. This was in early '66. I didn't read a word of French at the time so I put it in my office bureau and forgot about it. A fortnight later I was waiting for a customer and had a better look. Then I realised what it was all about – Testevin wanted 250 engines a year! I went to Paris to see him and his people and after the meeting casually asked what kind of car they were making. They didn't know yet. I mentioned that I was rather better at designing cars than building engines. They then spoke with the motor sport journalist, Jabby Crombac, who put in a good word for me and I got the job of developing the Monica."

Fast-forward to November 1974 and an assembly line was in place in Balbigny, near Lyon. After a protracted genesis, which had witnessed engine swaps (Triumph to Martin to Chrysler) and more than a few squabbles, this glorious machine was finally ready for production only to be abruptly canned. "The Arab-Israeli oil crisis meant anything a bit thirsty was having trouble selling and Testevin got cold feet. The deal I had meant they paid costs but there was no real profit margin. The carrot was the UK concession."

Lawrence subsequently upped sticks and moved to the US where he established himself in the historic racing community, both as a car builder and a driver. He would return from his self-imposed exile in the early '90s to engineer Marcos' LM600 Le Mans challenger before designing the Morgan Aero 8's award-winning foundations and appropriately overseeing the marque's return to La Sarthe in 2002.

Though nominally retired, he talks with almost puppyish enthusiasm about his latest project. One which is neither cautious nor bet-hedging, as is to be expected. The patents are no longer pending but we're not at liberty to divulge what this brave new world is or its intended purpose. Just take it from us that first sight of preliminary drawings resulted in an exclamatory reaction. Utterly engaging and engaged, Lawrence clearly isn't done yet. Ⓜ


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Dario Franchitti won a second straight IndyCar title for Ganassi in 2010. Right: Chip with '08 Indy 500 and title winner Scott Dixon

When the chips are up

He had success behind the wheel, but Chip Ganassi has really won big as a team owner

BY GORDON KIRBY

In recent years Chip Ganassi has emerged as the only American team owner to rival the wide breadth of Roger Penske's achievements in motor racing. That may be presumptuous to say because Penske has long set the standard for American racing, not only in preparation and presentation, but also by winning many races and championships in multiple categories. But 23 years into his career as a team owner, Ganassi has begun to approach the wide success that has defined Penske's legendary career.

At 52, Chip is 20 years younger than Roger but his race teams have won eight CART and IRL championships, including the past three in a row, and four of the past six Grand-Am titles with veteran Scott Pruett leading the sports car team. Ganassi's NASCAR team also won the 2010 Daytona 500 and Brickyard 400 with Jamie McMurray, plus the Indy 500 with three-time IndyCar champion Dario Franchitti. This sweep of three of America's biggest races is a rare achievement that even Penske has not yet enjoyed.

Like many team owners Chip began his romance with racing as a driver. Ganassi's father Floyd is an entirely self-made man who became one of Pittsburgh's most successful businessmen, creating the »»»



LAT



Ganassi is fast following in Roger Penske's footsteps as American racing's most successful team boss

FRG Group, a vast holding company engaged in everything from manufacturing to telecommunications. In college Chip was a ski and motocross racer before moving on with some success to Formula Ford and then Super Vee. "I was kind of prepared to take over my family's business," he says. "I could have easily slipped into that country club, family business kind of thing. But that just wasn't me."

Ganassi finished third in the FF1600 race at the Sports Car Club of America's Run-Offs at Road Atlanta in 1980 and was a contender in Super Vee the following year, before making the move into Indycars. Chip made his Indycar debut in 1982, showing his talent by making the fastest qualifying run by a rookie for that year's Indianapolis 500. But he also witnessed the deaths of two other young drivers, Gordon Smiley in qualifying at Indy and Jim Hickman at Milwaukee a few weeks later.

"People were getting killed and banged up on a regular basis," he says. "If you look at the starting grid of the Indy 500 from 1982, my rookie year, to '84 there were 11 guys – a third of the field – who were either dead or had broken legs or feet. It was like, 'Holy shit! Those are some serious odds.' It was a different time."

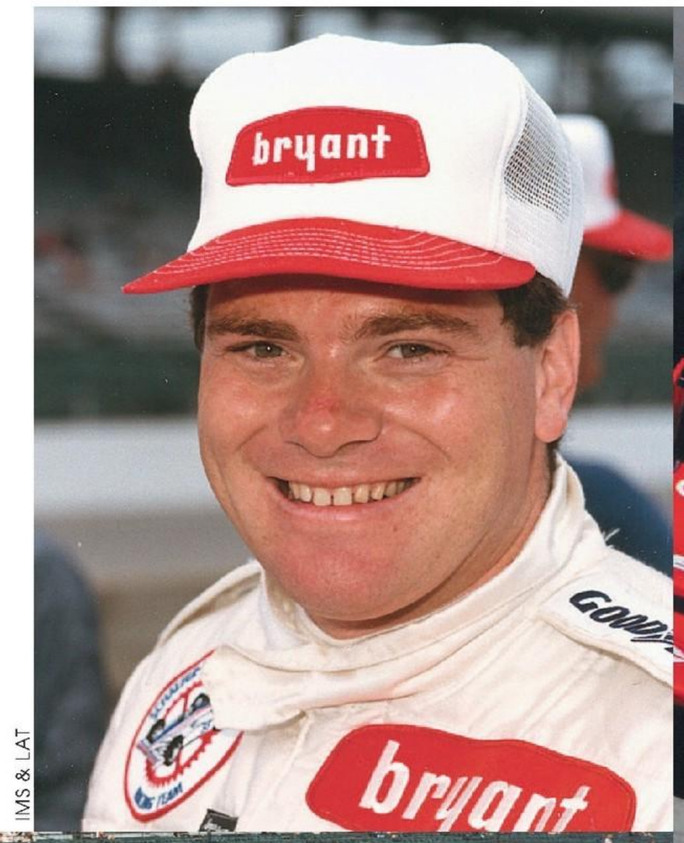
Ganassi joined Patrick Racing in 1983 as a third-string driver for six races beside Indy champions Gordon Johncock and Johnny Rutherford. But both Johncock and Rutherford were injured that year so Chip ran all but two races. He finished third at Las Vegas and Laguna Seca and fifth at Phoenix in the year's last three races, resulting in a full-time drive with Patrick for '84.

But for most of the season Ganassi was consigned to an uncompetitive Wildcat while his team-mates joined the majority of the field aboard the latest March 84Cs. Patrick finally got a March for Ganassi, but Chip had a terrible accident in the Michigan 500 as he struggled with blistering tyres. He was unconscious for many days, suffering a closed head injury from which he was fortunate to recover. "I was lucky that day. The March's carbon tub probably saved me. We were really fast but I was blistering tyres and they lit me on fire on one of the pitstops. Those were not the greatest days of Patrick Racing."

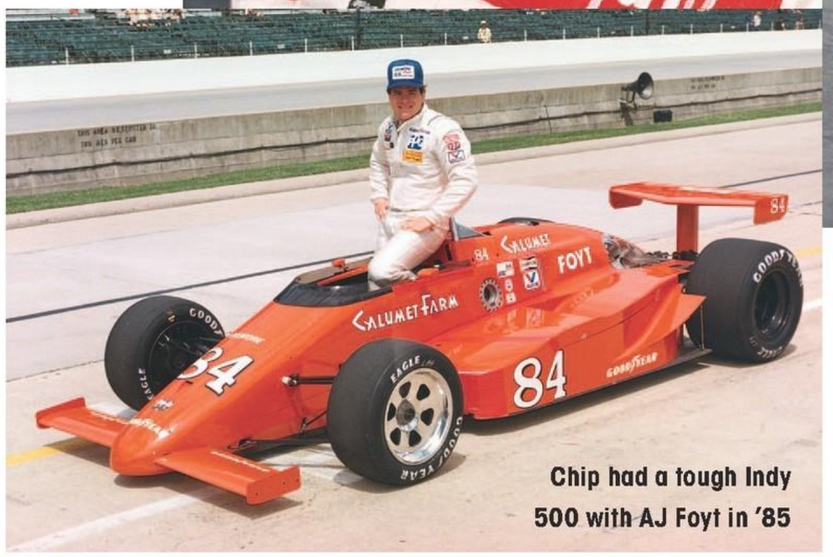
Chip was back in action at the end of the year but quit Patrick in disgust following a disagreement with team manager Jim McGee. "I said to McGee that there was something wrong with the car and he said I wasn't leaning on it hard enough. I said, 'I just spun it down in turn one. How do you spin a car if you're not leaning on it? If you're going to say things like that to me, I'm out of here.'"

In 1985 Ganassi drove one of AJ Foyt's cars at Indianapolis and in the Michigan 500, and the following year he drove a couple of races for the Machinists' Union team. He also ran some sports car races, including the Daytona 24 Hours, and won two Camel Lights races co-driving with David Sears, who became a close friend. In '87 Ganassi drove for Peter Sauber at Le Mans, but that was the end of his driving career. "I was starting to feel the pull of my father's business. I thought I'd better get into that and I did it for a while through '86 and '87. I made an honest attempt at it but I always had racing in the back of my head. Subconsciously, it was always back there."

At the end of 1987 Pat Patrick decided to retire from racing and Ganassi stepped up to buy his team. "I was only 28 years old so I thought it was best if I laid low, listened and learned, and kept my mouth shut. They had Marlboro and Emerson Fittipaldi, a good sponsor and driver. So I laid low through '88



IMS & LAT



Chip had a tough Indy 500 with AJ Foyt in '85



Alex Zanardi won the first of two CART crowns in 1997. Left: Ganassi the driver in '86

and '89 and just learned the business a little bit, then took it over at the end of '89."

In 1990 Marlboro and Fittipaldi moved to Roger Penske's team while Ganassi sold Target Stores on sponsoring his outfit. The original Target deal was a modest one, but the company soon expanded its support, thus beginning one of the longest and most successful sponsorships in American racing, still going strong today.

"It would be fairly easy for me to pound my chest and say what a great manager or team principal I am," says Ganassi. "But the fact of the matter is being able to stand on the solid ground that Target has provided for many years has enabled me to become good at my craft and my team to become good at their craft. When you have a solid foundation you have continuity with your people, your practices and policies, and that has all contributed to long-term success.

"It's impossible to write the story of Chip Ganassi's race teams and leave out Target. It would be like writing a story about the United States government and not mentioning George Washington or the Founding Fathers or the Constitution. It's nice for me to sit here 20 years down the road and be interviewed about the success we've been fortunate enough to achieve. But simply stated, I couldn't have done it without Target."

Ganassi hired Formula 1 refugee Eddie Cheever to drive his cars for three years, but Cheever was unable to win a race and Chip replaced him in 1992 with Robby Gordon, who in turn lost his seat in '93 to Arie Luyendyk. The Dutchman finished second at Indianapolis that year behind Emerson Fittipaldi and ahead of Nigel Mansell, but like Cheever and Gordon he wasn't able to break through and score any wins. For '94 Chip signed Michael Andretti in place of Luyendyk and also did a deal with Adrian Reynard to be the American distributor of the new Reynard Indycar.

"I thought we had a good programme, but we had to put somebody in our car who was going to be a winner to find out if our way of operating could work. I went out on a limb and hired Michael and he validated our team. He won the first race he drove for us at Surfers Paradise and won again in Toronto later in the year."

But Andretti returned to Newman/Haas in 1995 following his father Mario's retirement and Chip hired relative newcomers Bryan Herta and Jimmy Vasser. Herta had been badly injured the previous year and despite some good runs he wasn't 100 per cent fit. "Herta had driven for Foyt the year before and was in a bad accident in Toronto that broke his hip. He still had a limp and I don't think he really was ready to be back in a car. He also had a big crash at Indianapolis in '95 which didn't help."

Ganassi made more changes for '96, moving from Ford/Cosworth to Honda engines and hiring a little-known Italian named Alex Zanardi to replace Herta. It turned out that Chip had finally hit on the right combination. Vasser won four of the year's first six races, including Long Beach and the US 500 at Michigan, and took the CART crown, while Zanardi won three races in the second half of the season and finished third in the points. Over the next two years Zanardi emerged as the man to beat in Indycars, sweeping to consecutive titles. Ten years into his career as a team owner Target/Chip Ganassi Racing had arrived.

> "It was best to lay low, listen and learn, and keep my mouth shut"

"We had a hell of a period with Zanardi and Vasser in 1996-98," Ganassi recalls. "They were at the top of their games and the sport was at the top of its game. A lot of good things were happening in those days. It was a great time. You could go on for days and days about those years."

Zanardi then made an ill-fated decision to switch to F1 with the Williams team and Ganassi hired its promising young test driver Juan Pablo Montoya to race beside Vasser in 1999. The Colombian rookie won Ganassi's fourth CART championship in a row after a fierce battle with Dario Franchitti in one ➤➤➤

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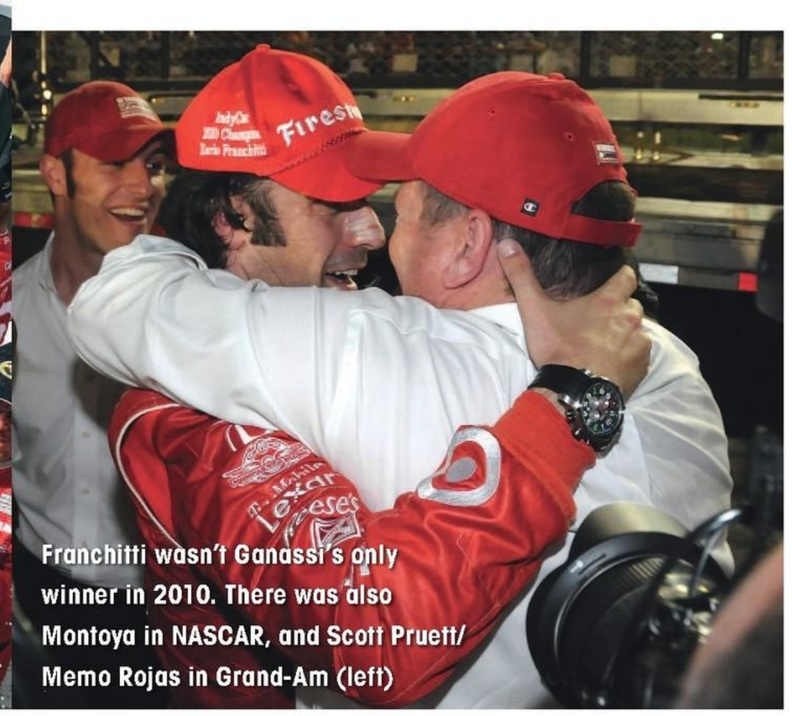
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Franchitti wasn't Ganassi's only winner in 2010. There was also Montoya in NASCAR, and Scott Pruett/ Memo Rojas in Grand-Am (left)



of Barry Green's cars. "We had a really well-developed car and Montoya got in and just picked up the ball where Zanardi left off. Montoya won his third race with us at Long Beach and just motored his way through 1999 and 2000. He was a dissimilar guy to Zanardi, and at the end of the day he was maybe faster than Alex."

For 2000 Ganassi switched from Honda to Toyota power, which resulted in some teething problems, but Montoya was able to win three CART races with Vasser adding a fourth. That was also the year Chip's operation became the first CART team to race at Indianapolis since 1995 and Montoya came through in style. "We went to Indy with Montoya and that just made our year. Juan dominated the race."

At the end of the year Montoya rejoined Williams in F1, Vasser moved to Bobby Rahal's team and Ganassi hired Bruno Junqueira and Nicolas Minassian. Junqueira won at Road America and was on pole at Indy, but Minassian crashed three cars in the first four races and was replaced by Memo Gidley for the rest of the year. Chip hired Kenny Brack to partner Junqueira in CART in '02 and ran a full-time IRL team for Jeff Ward, who scored Ganassi's first regular-season IRL victory in Texas.

In 2001-02 CART was beginning to implode and at the end of '02 Ganassi joined Roger Penske, Barry Green and Bobby Rahal in switching to the IRL. Chip hired promising Indy Lights graduate Scott Dixon to lead his team and the Kiwi rewarded him by winning the championship. In 2008 Dixon added a second IRL title to Ganassi's collection and finished second to new team-mate Franchitti in the '09 series. "We were so fortunate to have a bunch of guys who were in the prime of their careers and could push the button and win races," says Ganassi. "Dixon and Dario have done a great job for us. I couldn't ask for a better pair of guys."

After winning the 2007 Indy 500 and IRL title with Andretti-Green, Franchitti had experimented unsuccessfully with NASCAR in '08 as part of Ganassi's team. "Having to stop running Dario halfway through that season was a tough thing," says Chip. "We were out looking for sponsors at probably the exact wrong time. I learned an expensive lesson there."

But Franchitti returned triumphantly to Indycar racing with Chip's team in '09, winning the championship. Last season Dario won the Indy 500 for a second time and beat Penske driver Will Power to another IndyCar title. "It worked out well in the end because we were able to bring Dario back to Indycars and resurrect his career," says Ganassi. "He's won two championships in a row and the Indy 500 again, so that was mission accomplished. Dario is a great driver and a really good guy, and it's a tremendous pleasure to work with him. I'm still having to swallow the financial burden from two years ago, but I guess that's part of life."

As CART failed and the IRL struggled, Ganassi made a decision to expand in 2001 into NASCAR, partnering Felix Sabates's Sabco team. "I guess I was beginning to believe the pundits who were asking what was going on in open-wheel racing?" he says. "NASCAR was beginning to get the headlines and gaining in popularity, so it seemed like a natural transition to me. It was obvious that if you were going to be a professional in racing in the United States you had to be in NASCAR.

"I knew I had a steep hill to climb, but Felix is a great guy and partner and I bought 80 per cent of his team. He's become one of my closest confidants. My relationship with Felix couldn't be better. I talk to him practically every day and we talk more about business than racing. It's a very good and enjoyable relationship."

In 2008 as the economy hit hard times Ganassi and Sabates merged with Dale Earnhardt Inc. "In the IndyCar series I had gotten so used to just plugging engines in, whether it was with Honda or Toyota. We rarely paid for engines in those days and suddenly we had to build the engines and pay for them. It was something that was outside my sweet spot but I knew we had to get better engines in our cars. That was one of the reasons we merged.

"The other thing was the economy was going south and we were basically one and a half cars and Earnhardt was one and a half cars. So we thought we would get together and make it a solid three-car team, and as the economy started tanking even further we became a two-car team. It was certainly a low point in our NASCAR history."

The year before Ganassi shocked many people by hiring Juan Pablo Montoya to drive one of his stock cars. "Juan always said to me, 'Save me a seat over there,'" he explains. "What do you say when a driver says that to you? 'Okay, sure.' But you don't think anything of it. One day I was flying from the Mid-Ohio Grand-Am race out to Infineon for the NASCAR race and my phone rang and it was Montoya. He said, 'Hey, I hear you're looking for a driver. Why didn't you call me?' I said, 'I'm talking about NASCAR.' And he said, 'Yeah I know, the number 42.'

"So I said, 'Yeah, that's right. You want to drive that thing? Okay, you're in.' And he goes, 'Done deal.' I was taking off down the runway and I said, 'Okay, I'll talk to you tomorrow.' And I literally didn't give it ➤➤➤

another thought. But the next day my phone rang and it was Juan. I said, 'Did you come out of that drunken stupor you were in yesterday when you wanted to do NASCAR?' And he goes, 'What are you talking about? You told me I've got the drive.' I said, 'Okay.' Then it hit me he was serious.

"Two weeks later I sat down with Juan and his father in Miami. We had lunch and we sat there for four hours. I gave him every reason why he didn't want to do NASCAR and at the end of the conversation he said, 'Okay, send me a contract.' And the rest is history."

Jamie McMurray drove for Ganassi in 2004-05 and then left to go to Jack Roush's NASCAR team before rejoining Chip in 2010. "We're happy to have Jamie and he's happy to be back with us and things seem to be working out well," he says. "He won Daytona and the Brickyard in 2010 and he's doing a great job."

All Ganassi's drivers and team managers agree that Chip's main strengths are that he lets people do their jobs without interference and also seems to understand what makes people tick. "I don't look at my management style as anything special or anything anybody would like to write a book about. I like to think I'm a little bit hands-on. I try talking to everybody and seeing what's going on. I read somewhere that it's management by walking around.

> "It's not about me. It's about the team and the people I work with"

"When I'm at the races I like to talk to people and when I'm in the race shop I like to talk to people. I like the sport, the business and the people in it. I think I've always had a good rapport with my drivers, but I also think I have a good rapport with the people who report directly to me. I kinda stay out of their way and let them do their thing.

"I don't really think of it in terms of defining my management style. I just go to work every day. I think if you have a lot of passion about what you're involved in the management comes easily. I'm busy every day but at the same time I feel like I'm not working. I feel like I've never worked a day in this business because I have a lot of passion for it.

"I'm not a philosopher," continues Chip. "I'm a racer. You're never going to see me write a book. It's not about me. It's about the team and the people I get to work with. It's about being part of a team that's exciting. It's obviously a little more demanding when you're not doing well. When you're doing well it's a lot easier to get out of bed in the morning. When you win races everything else takes care if itself.

"It's when you don't win that you've got to employ your management skills and your business acumen. You've got to dig deep in your soul and remind yourself why you're in this sport, and that's because I love it. It's way better than working for a living."

Jamie McMurray added victory in the Brickyard 400 to Daytona 500 success last season



Rusty Jarrett/Getty Images

Classic action at Race Retro

Live Rally stage headlines a huge range of events and displays at Britain's biggest historic motor sport show







RACE RETRO PROMISES TO BRING together the very best in historic motor sport on two or four wheels when it returns to Stoneleigh Park, Warwickshire, at the earlier date of Friday to Sunday, February 25-27.

Motor sport enthusiasts will be able to see startling displays of rare and legendary cars and bikes, meet drivers and riders, and pick up that elusive part or piece of automobilia from one of the many traders at the show, which for 2011 has Peter James Insurance as its associate sponsor.

2011's featured rally marque is Lancia, whose history in motor sport's toughest discipline with its Stratos and Integrale models lives on today in classic rallying. Whether you're into '60s Fulvias, the '70s Stratos or '80s Integrales or 037s, they're all here.

There will be a fantastic static display in the Rally Hall but it's on the Live Rally Stage, sponsored by HERO, that the marquee will truly come to life. Joined by a host of Group B rally cars, the Lancias will tackle the twists and turns of the Live Rally Stage which was re-designed last year to be even more challenging,

and will once again be wringing the very best out of both car and driver.

There's also a very special 50th anniversary tribute to the Jaguar E-type, which combined power and elegance with a price far lower than its more exotic rivals. With many successes across the globe throughout its life, the E-type Jaguar is still a highly competitive car in circuit racing and long-distance rallying.

Race Retro also has a celebration of Italian motorcycles, which for years have been the bikes to beat, whether in road races or on the track. A strong racing pedigree that began in the 1930s and continues today means a display combining the power and passion of these machines. The highlight of the celebrations will be an appearance by motorcycle legend Giacomo Agostini.

And there will be the usual selection of competition cars and clubs – the backbone of the sport – making Race Retro the place to be for anything to do with classic motor sport.

If all this inspires you to invest in a competition car or motorcycle of your own then visit the H&H Classic and Historic Motorsport Auction, which will have an amazing range of rare and desirable cars, bikes and memorabilia on offer. H&H has already had a number of significant motor cars entered for Race Retro including a 1959 Austin Healey 3000 – Denis Welch's famous 'Bulldog', a 1951 Allard J2X – the first of its kind built and raced in period, and a 1962 AC Ace 2.6 with matching chassis and engine numbers.

As well as an array or cars and motorcycles, there will be race series organisers, manufacturers and motor sport suppliers offering everything you need for the coming season, as well as the popular autojumble for that elusive part or spare. Or if your interest is as a collector, visit the hundreds of traders offering stunning artwork, models, rare books and signed motor sport memorabilia.

INTERNATIONAL HISTORIC MOTORSPORT SHOW race retro

Adult ticket prices start from just £20 for Friday or Saturday and £15 for Sunday when booking in advance. Children's tickets are £5 on Friday or Saturday and free on Sunday. Parking is also free throughout. The show is open from 9.30am each day and closes at 5.30pm on Friday and Saturday and 4.30pm on Sunday. To book tickets and for the latest updates, visit www.raceretro.com

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Jakob Ebrey



Earle (right) broke into F1 with the Lec team in '77, which included designer Mike Pilbeam and driver David Purley. Left: Earle today in the BTCC

LAT

At home in a racing Arena

He's focused on the BTCC these days, but Mike Earle's varied motor sport career stretches back over half a century

BY ROB WIDDOWS

My day with Mike Earle begins with a fried egg sandwich, conjured up from the pristine workshops below his office at Arena International in Littlehampton.

"You won't get this at McLaren," he says. "It's the crumbs, you see, the crumbs on the carpet."

This exchange sets the tone for most of the next five hours as we settle back on leather sofas surrounded by memories of his five decades in the sport. Downstairs there is barely room for another silver trophy. And by the time you read this he'll be into another season, Arena busy testing for Ford's British Touring Car Championship campaign with its new petrol-engined Focus. Last year, using liquid petroleum gas to power the cars, the team took both the Independent Teams' and Drivers' Championships with the two Toms (Chilton and Onslow-Cole) making history as the first drivers ever to win with LPG in the BTCC.

Few people have survived this long at the top of a sport variously described as a jungle, a nest of vipers or a tank of piranhas. Stamina and a sense of humour are vital ingredients for success and survival. And this man, now 70, has both with some to spare. Earle's teams have won races in every one of the past five decades. ›››

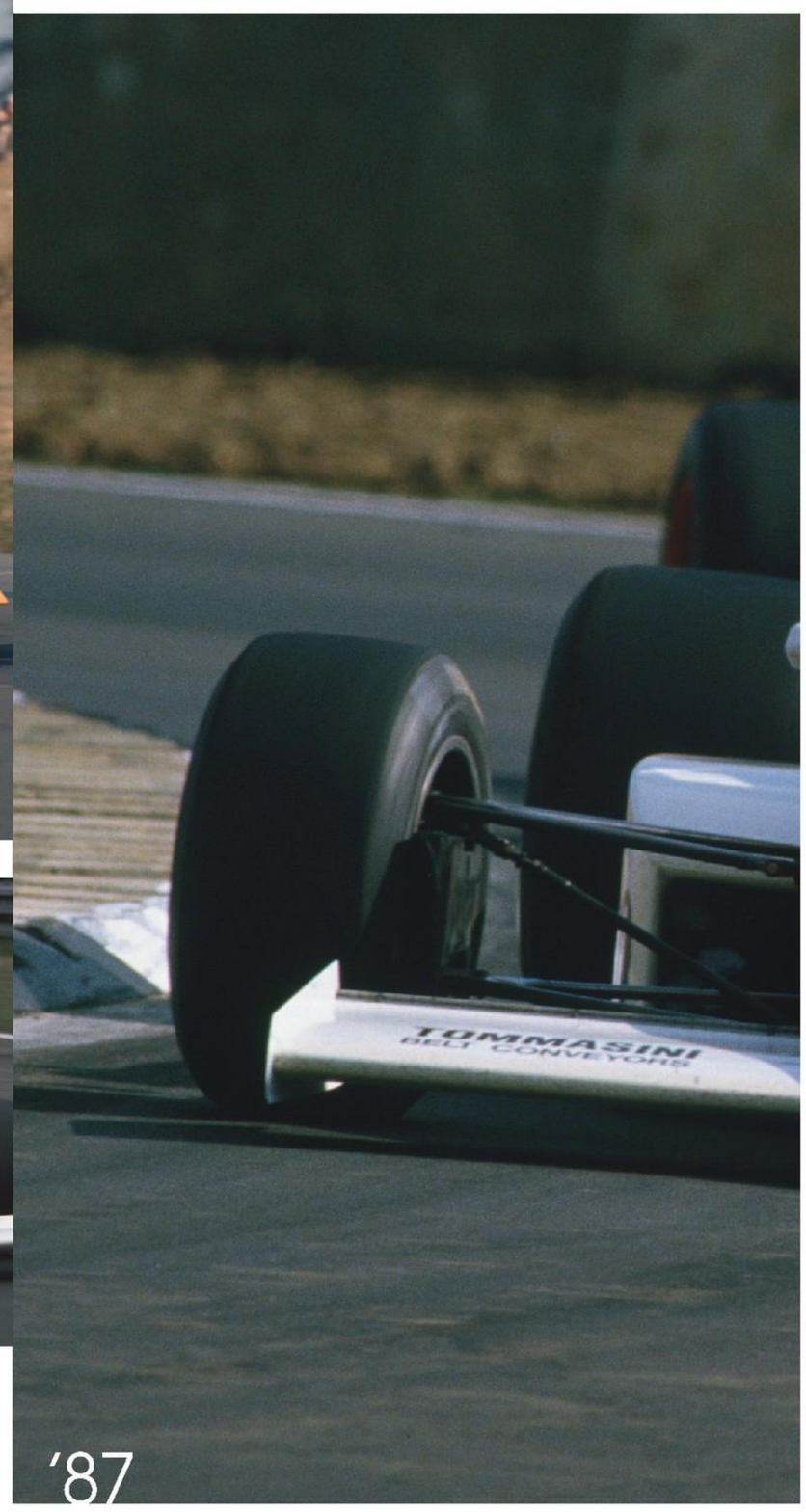




Church Farm Racing ran Peter Gethin in F5000 and Derek Bell in F2 (left). Below (l-r): Lec started with Purley in F5000; F2 with Onyx and Johnny Cecotto







His career began not as a graduate or gofer, but in a pub in Bognor Regis, as you might expect of a man who's always done things his own way. He wanted to be a racing driver but soon gave up that idea after embarrassing himself on local rallies in an old Riley. "These days that's like doing Rally GB in a milk float," he says, deadpan.

"I had my own pub in Bognor," he expands. "I was just 21 years old and Britain's youngest licensee at the time. Anyway, the local motor club was looking for a place to meet and so I kept in touch with racing, and Goodwood was just down the road. I'd caught the racing bug and did some race reports from Goodwood for the local newspaper, which is how I met a bloke called Derek Bell who lived nearby in Pagham and who'd broken the lap record at Goodwood in his Formula 3 Lotus. I'd written about him in the local rag and he asked me to help him with his F3 car. His stepfather Bernard Hender, who was known as 'The Colonel' and who owned the Church Farm caravan park, had bought him an F3 for the 1967 season. By now I was working for a big mail order motor accessories retailer called Hares Spares – no, they weren't doing wigs," he chuckles. "Anyway, Derek had talent and I ended up running Church Farm Racing. We did well, raced all over Europe, towing the car behind an old Transit van. They were great days, just the four us – me, Derek, the Colonel and a great mechanic called Ray Wardell. Derek drove well, got some good results, and in Monaco Firestone gave us free tyres. We thought 'free tyres, blimey, the big time' so we bolted them on and failed to qualify. That night we made a bit of a mess of the Tip Top bar."

Things got a bit more serious in 1968. Derek had impressed enough to move up to F2 and the Colonel bought him a Brabham BT23C. "A good man called George Brown joined us. The car was good, but we still had some wild times. We had no money, not compared to the works teams, no team jackets in those days. As the year went on Derek had some good results, drove a fantastic race at Crystal Palace (above) against the likes of Hill and Rindt, and that got him noticed. Next thing, he got a call from Ferrari."

Imagine. There's this guy who used to run a pub, a caravan park owner with a bit of cash and a mechanic with a van and a trailer. Did Enzo Ferrari honestly want to take a closer look at their driver?

"We thought it was a prank, some joker with a bad Italian accent," says Earle, "and Derek nearly didn't follow it up. But they called again and off he went to Maranello. I don't think he knew where it was. As we know, he got the job, but it was a bad time to go to Ferrari. Chris Amon was there, and he was one of the best there was, but the cars weren't the greatest. Throughout my career I've seen so many people get themselves into the right place at the wrong time – that's motor racing. Anyway, we stayed in F2 with Brian Hart and at the end of the year we decided to move to Formula 5000."

Along comes Peter Gethin, son of a champion jockey, and a man with a highly developed sense of humour. He also had talent, he was quick, and a fruitful partnership began as Bell struggled to make headway down in Maranello. Thanks to Gethin's association with McLaren, Earle got his hands on a McLaren-Chevrolet M10A, and the rest is history. Church Farm dominated the series, winning the F5000 championship in 1969-70. They were so far ahead of the rest in '69 that they took time out to do the Formula 'A' series in America, returning home just in time to make sure of the F5000 titles.

In 1970 Bell came home from Ferrari and Church Farm teamed up with Tom Wheatcroft. They bought a Brabham BT30, two FVA engines, an old Bedford truck and did the European F2 championship, winning in Barcelona and threatening the big works teams. At the same time Derek was driving a Porsche 917 for Steve McQueen's *Le Mans* movie, revelling in the big sports car.

It was back down to earth a year later when Earle and Rodney Banting decided to start BERT – the Banting Earle Racing Team – running







Stefano Modena delivered F3000 title for Onyx in '87. Right: Patrick Neve escapes fiery F2 at Thruxton; Emilio de Villota ran limited F1 campaign in '82 aboard March 821

LAT

Patrick Dal Bo's F2 Pygmees for, among others, Carlos Pace. "The car was good but the money ran out and we packed it in halfway through the season." At this point along came David Purley.

"It's been well documented but the time with David was a huge experience in so many ways," he says. "He was an extraordinary bloke. I dropped in at Goodwood one day and there he was, testing his Atlantic car. I'd never met him, though we both lived in Bognor. I suggested a few tweaks to the car and he went quicker. He thought that was great, and so there I was working with him at the next race. Then Greg Field and I put together a programme for him with money from his father's Lec refrigeration business. Greg and I set up a workshop in an old chicken shed behind the factory in Bognor, and we did two seasons with a Chevron and won the Group 8 championship in 1976. We made lots of bits for that car – new wings, side radiators, things like that – and Derek did a lot of the testing while David was away on the Tasman series.

> "The time with David Purley was a huge experience"

"Then Charlie Purley, David's father, said he'd pay for us to do Formula 1. Well, we had no idea what that might cost, and there was just me, Greg, two mechanics, a machinist and Ken Horden, who built our DFVs and ran them on a dynamometer in the shed. Anyway, we hired Mike Pilbeam who'd left BRM, old man Purley gave us access to the 'special products' area of his factory and they made the bits from Pilbeam's drawings. That's how we made the car, CRP 1. The first time David tested at Goodwood he stopped after 50 yards and said to me 'it's broken in half, it's dragging along the ground'. I told him that was the skirts, some plastic bits we'd added when the rules changed. So he did 10 laps, came in, and said it was all fine. He hated testing."

Purley took sixth on his debut at the 1977 Race of Champions. "All the F1 teams were there. I think the laughter drowned out the noise of the car, but we struggled through the season and at Zolder we got lucky. We kept David out in the rain while everyone came in for tyres and he took the lead. We thought, OK, this F1 is easy, but then Lauda came up behind him on new tyres and David held him up. They had a bit of an argument about that afterwards. People said we'd made an inspired decision, nearly pulled it off. But the fact was with only three of us in the pits we realised we couldn't do a tyre stop, and when he did come in it took about half an hour to change the damn things."

Then it all went wrong at Silverstone. The DFV's throttle stuck open, the car ploughed into the sleepers at Becketts, and Purley spent the rest of the year recovering from horrible leg injuries. But neither he nor Mike considered giving up. They built a new car and Purley came back, did an Aurora race, and then called it a day. So Earle and Field formed a new team for 1979, Onyx Race Engineering, and went back to F2, running a Pilbeam for Patrick Neve, and then a March for motorcycle champion Johnny Cecotto's first experience of single-seaters. His talent got him into a works Minardi so, undaunted, Onyx took on teenager Riccardo Paletti, who was later killed in an Osella at the 1982 Canadian GP.

"That was so tragic," says Earle. "He was a lovely kid, very bright. He'd been a kart champion, a downhill skier and he raced well. By the end of '81 we were living on fresh air, there was nothing out there, and Greg went to Project 4 with Ron Dennis. Out of the blue along came Jo Chamberlain who bought into the team and Robin Herd offered us the factory March F2 squad. We had the best car, the BMW engine, the best Michelins and Beppe Gabbiani won four races. We lost out to Jonathan Palmer in ➤➤➤

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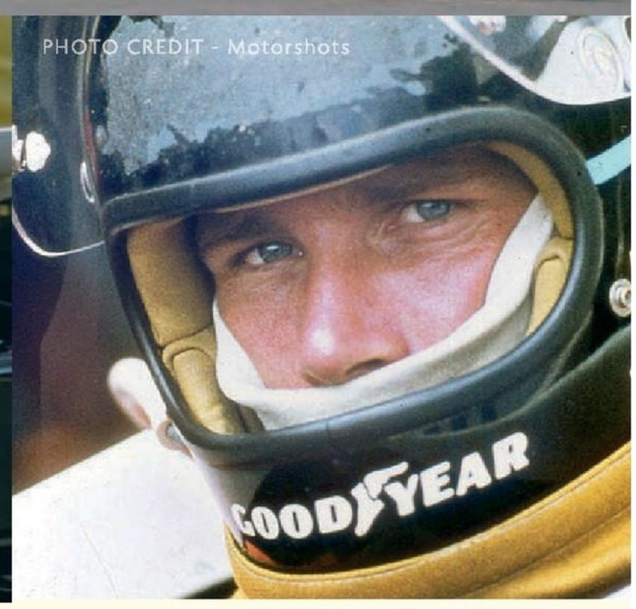


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MIKE EARLE

Onyx's F1 highlight was a third place for Stefan Johansson at Estoril in '89

'89

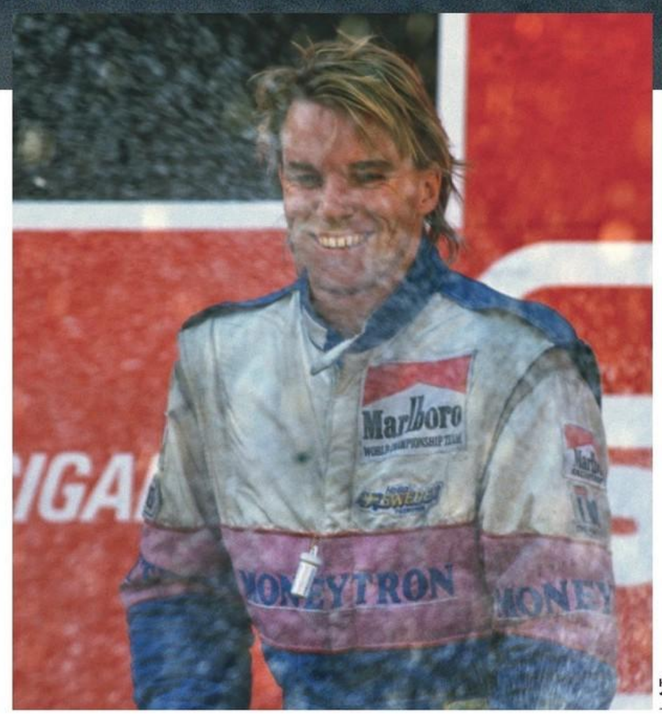
Ron Tauranac's new Ralt in the end but we were back in business. The following year we had money from Marlboro and Emanuele Pirro and we were right there, but Ralt beat us again.

"I've always had huge admiration for Ron Tauranac, and when we came back from three disappointing seasons to win the 1987 F3000 title with Stefano Modena, he was the first person to pat me on the back. That meant a lot."

Stefano Modena. A big name in Mike's five decades of scrapbooks. And one of the most enigmatic men to have raced for him, a World Champion in the making, but one who never got there.

"Yes, an interesting man and hugely talented," says Earle. "Stefano still says we were the best team he ever worked with, and the feeling is mutual. He came to us through the Marlboro young driver programme. On the panel were Ron Dennis, James Hunt, Hugues de Chaunac and myself. It came to the judging, and in walked this scruffy young Italian with hair all over the place, like a burst horsehair sofa. That was Stefano, nobody else wanted him, and I took him. He lived in Modena but I found him a flat in Bognor and he came to the factory every day, sitting on a stool in the workshop, watching the guys build his car. He had talent and worked hard too. In the paddock at Spa in '87 Ayrton Senna told me that Modena was the only one he'd worry about if he made it up to F1.

"He was without doubt the most perceptive driver I've ever run and his technical feedback was incredible. He was a complex character and you had to be patient with him. He loved art, made sculptures, was clever, had a bit of mystery about him. People said he was weird because he



LAT

"Modena told me he'd found 'a little old man' in Italy to help"

wore his gearshift glove inside out, but he just had no money, so if he wore it inside out the holes didn't bother him so much.

"Bernie [Ecclestone] called me and said, 'This kid Modena, is he any good?' I told him and he said, 'Right, send him down to Australia, I'll put him in a Brabham.' Well, he raced very well, but Bernie sold the team so it stalled there."

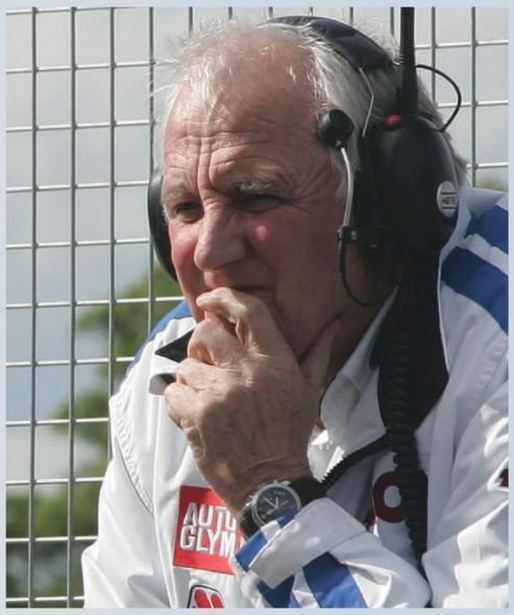
What happened next is truly extraordinary.

"We planned to put him in the Onyx when we went to F1 and Stefano told me he'd found 'a little old man' in Italy to help with his F3000 budget," explains Earle. "So I went to Modena and he took me to the Ferrari factory. We went into an office and this 'little old man' was God himself, Enzo Ferrari. We sat down and he asked me if Stefano was a winner. I said yes, absolutely, and he's worked hard. But why did Enzo Ferrari want to help him? He looked at me and said, 'I am an old man. It would be fantastic one day to have a man from Modena, called Modena, in one of my cars.' It was a moment I'll remember all my life. We had a second meeting, he offered us help with the F1 team, but somehow it never happened – I don't know why – and then he died in August that year.

"We could only go downhill from winning the F3000 title in '87. And we did. The plan was to do F1 with Marlboro money, so Alan Jenkins designed the car, we built it, and then the money went away. So it was back to F3000 with March, but the car was terrible and Volker Weidler was the sad recipient. I felt sorry for him – he thought he had the dream drive – and it was a mess, we were just no match for the new Reynard or Ralt.

"So we built a new F1 car for '89 with a lot of help from IAD in Worthing, which had a huge amount of computing power for those days. Without IAD we'd never have got to a race. Somehow we got a car to the launch in London in January. But it was not an auspicious start. We worked all night, unloaded the car outside the Hippodrome in the morning and a traffic warden clamped it. He wasn't keen on removing [the clamp], but he did, and we got the car inside and under the stage from where it would appear on a lift in a cloud of dry ice. Nigel Roebuck wrote that it was the most tasteless Formula 1 launch he'd ever seen. Well, we'd worked hard, and all the money came from me, Jo Chamberlain and a property guy called Paul Shakespeare, so we reckoned we'd done pretty well.

"We had Stefan Johansson and Bertrand Gachot as drivers and Bertie found us a sponsor in Belgium. I went to Brussels and Bertie warned me not to be too shocked by what I found. Well, I walked into Jean-Pierre van Rossem's office and I was shocked. There was this man behind a huge desk with hair down to his waist, a beard to match, and racing boots on his feet. This was the man who invented Moneytron, a system for predicting the money markets, and he'd made a fortune. By the time I was back at the factory he'd sent over his first payment…



"So we went to Brazil. We were still building the cars in the paddock. It was a triumph of optimism over sense. We managed to run the cars on a go-kart circuit – not quite the way you'd expect an F1 team to start. There was pre-qualifying, so Stefan went out at eight in the morning, did some laps and said it was good in the fast corners but way off in the slower bits. We failed to qualify either car. It was tough. But we'd made it to F1 and that's a huge challenge, still is. It was never meant to be easy, and it wasn't."

> "Formula 1 was never meant to be easy"

To cut a long story short the team soldiered on and with some success. Johansson pre-qualified in Mexico and all the British teams cheered them at the end of the session. At Ricard they took fifth, and third at Estoril. Meanwhile van Rossem cut a bizarre figure in the pitlane.

"Not as bizarre as it was on the inside," says Mike. "He was an unusual man, he brought about eight glamorous models to every race, all dressed in the latest fashions. He was trying to make our team look pretty, but Bernie made it clear that the place for these ladies was at the back of the garage. He was a character, hugely enthusiastic, and when we got the podium in Portugal he was ecstatic. And, by and large, he paid the bills."

But it didn't last. Jenkins and Johansson, who'd worked together at McLaren, wanted more power in the team and – in a bizarre palace coup – Earle resigned and left behind a 15-year struggle to get into F1. Van Rossem tried to repair the damage and the team struggled on until he pulled the plug. Earle and Chamberlain tried to buy Brabham but it got complicated and ended in a High Court case. As ever, a white knight came over the horizon in the shape of Swiss entrepreneur Peter Monteverdi, who wanted to buy Onyx from van Rossem, Jenkins and Johansson. And so the roller-coaster ride continued until Earle refused to move the team to Switzerland. Back to square one.

"I felt like the Kevin Keegan of motor racing, but it wasn't working. I got stuck into running my design company, which I'd started with John Baldwin, and an engineering business that made show cars for McLaren. We'd built simulators for the Sultan of Brunei and I became closely involved in looking after not only the simulators but also the royal family's collection of cars. It was an interesting time."

A return to racing came with Russell Spence, for whom Earle ran a Formula Atlantic campaign in America, and later a Renault in the BTCC. That led to a deal with Honda and then Ford, introducing LPG power to the series in 2010.

"Spence is very talented and funny, and we had a great time. Later we ran an Audi R8 for Johansson and won the Le Mans Endurance Series in 2001. It was good to be back, and be successful again. The BTCC has been good for us. I think [series boss] Alan Gow does a good job, and a grey area in the rulebook allowed us to go for LPG. But people said we had too much power, the car got too heavy, and we've gone back to petrol for 2011. If the whole field had had LPG I guess we'd have heard 'Gentlemen, light your barbecues' at the start of a race…"

Reluctant to pick a highlight from his life in the sport, Earle finally opts for the podium with Onyx at Estoril. "I loved it when I first got on my bike and pedalled up to Goodwood, and I love it just as much now. But really it's been the people, the characters I've met and worked with. Motor racing attracts so many fantastic people."

Mike Earle is one of them. He's been there, done it and somewhere he must have the T-shirts. If ever he writes a book it will be essential reading for motor racing fans the world over. Ⓜ

Arena was the top independent team in last season's BTCC running LPG-powered Ford Focuses

Jakob Ebrey

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My entire career has been spent working in the automotive world and I wouldn't have it any other way.



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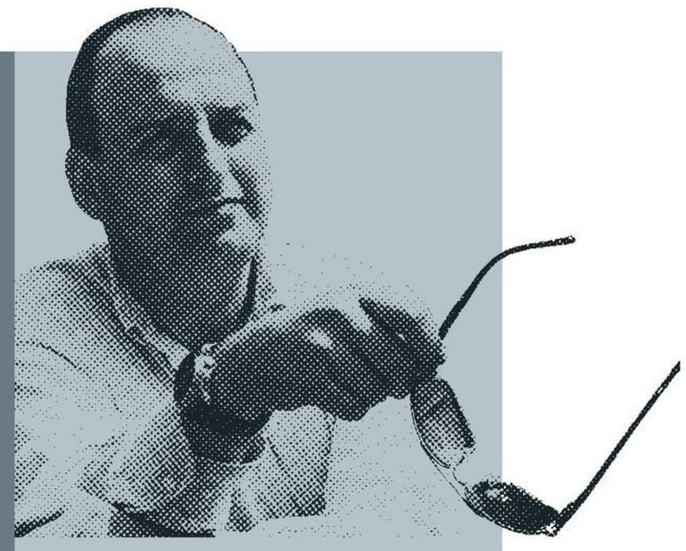




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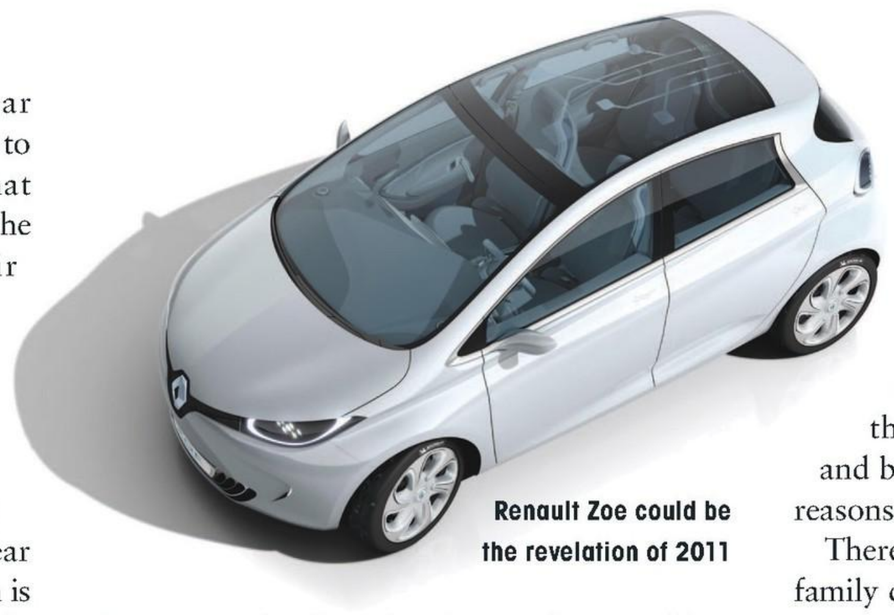
by Andrew Frankel

What a dull year 2010 turned out to be. It's true that Ferrari and Porsche produced their best new cars in a generation (the 458 Italia and 911 GT3 RS respectively), but down in the cheap seats populated by cars which we can actually afford, it was perhaps the most unadventurous, underachieving year I can remember. The Nissan Leaf's Car of the Year award was thoroughly deserved, but the truth is it said as much about the lack of credible opposition as it did about the clever, impressive but expensive and flawed electric hatchback.

It seems as if the industry has paused for thought, sat down and taken a deep, contemplative breath before throwing itself at the future it knows is almost upon it. For however boring 2010 was, 2011 will be at least as commensurately captivating.

It's not that the list of new product is inordinately long – in fact it seems smaller than usual – it is what's on that list that's exciting me.

Starting with the smallest, the Aston Martin Cygnet (below) will be ruffling the cognoscenti's feathers by the summer. Although a large part of me wishes it wasn't happening, I think its detractors miss the point: it's not there to either desecrate the marque or provide urban transport for owners of rather more traditional Astons, though it might prove adept at both. Its real purpose is to bring down the average fuel consumption and emissions of the Aston Martin fleet so it's not clobbered with punitive taxes. Unlike Ferrari, which is lumped in with Fiat, or Porsche, which is now part of VW, Aston stands alone. So providing a car that does over 57mpg makes a lot of sense, whether we like it or not.



Renault Zoe could be the revelation of 2011

But the most interesting small car we'll see this year – much to the chagrin of the litigious Ms Zoe Renault – is the Renault Zoe. True, this little electric car won't be shown in production form until the end of the year, and it will be 2012 before you can buy one, but in its cute shape lies the suggestion that you might buy an EV for reasons other than a desire to ram your environmental saintliness down your neighbour's throat. It's also going to be cheap, up to 10 grand cheaper than the Leaf. It has the potential to do what the Range Rover did for SUVs in 1970 and be the first car of its type you bought for reasons beyond its unique way of working.

There's going to be important activity in the family car sector too. Historically speaking the two most impressive cars in that part of the market have been the Ford Focus and BMW 3-series, and all-new versions of both go on sale in 2011, albeit at either ends of the year. You can find out what the Focus is like on page 114, but you'll have to wait until next winter to get the inside track on the 3-series. It's a massively important car, not just because it's the only premium machine to have had a regular presence in the UK's top 10 best-selling cars over the last 20 years, but also because it's the hub of BMW's road car activities. In all the years I've been doing this job, I've never driven a bad one.

On the subject of brilliant BMWs, we're owed a new M5, and when it comes in the autumn it will be the first to derive its power not from high revs and normal aspiration, but a pair of turbochargers. So while the engine capacity and cylinder count are down from a 5-litre V10 to a 4.4-litre V8, power is going to take a huge hike, from 500bhp to the far side of 570bhp. What I don't know is whether it's going to be any lighter: it's only when cars like this stop chasing cheap horsepower and turn their attention to serious weight loss that the fun really starts. How much more impressive and better to drive would any such car be if, instead of gaining





another 100bhp, it achieved the same power-to-weight ratio by shedding mass instead?

I wonder how much BMW wishes it had been able to keep Land Rover. It was, after all, the reason it really wanted to buy Rover in the first place, and if the Range Rover Evoque (below) fails to take the company to hitherto unimagined heights of sales success and image improvement, something will need to go badly wrong. The unerring eye of Gerry McGovern has produced a landmark design, a crossover SUV even I covet, despite experiencing feelings for the genre that vary between indifference and loathing.

And so to the two most significant cars of the year, at least to true enthusiasts. First up is the MP4-12C, the car McLaren says will start a process that will see it selling in Ferrari quantities by the middle of the decade. You can never say for certain, but I'll eat this laptop if the MP4 (can I call it that?) is not faster than any comparable Ferrari or Lamborghini, lighter and more frugal. It will be strong thanks to its carbon structure and, I've no doubt, beautifully built. Objectively I struggle to see how it can be anything other than the class of the field. But these cars have also to connect on an emotional level and I feel ill-placed to judge how hard the McLaren name tugs at the heart strings. Nor do I know whether its turbocharged engine will make said heart leap when it's fired up, nor if the throttle response of a normally-aspirated unit has been achieved. All I do know is it will be fun finding out.

We have a new 911 too. Not another variation on the theme, but only the third clean-sheet design in the car's 46-year history. As it's to be unveiled at the back of the year, Porsche is keeping quiet about the 991, but it will still be powered by a flat-six motor slung out behind the rear wheels, so you can forget any talk of mid-engined V8s. We know also it will be capable of becoming a hybrid, though not from launch, and that its design will have incorporated the possibility of a low-cost, four-cylinder turbo motor. A four-cylinder 911? Porsche doesn't want to do it, but the engine is already running, ready for installation in the Boxster which now seems certain, and there is precedent in the form of the slow but nimble 912 of the late '60s.

There are many other cars I can't wait to drive in 2011: the all-new Caterham, new Mercedes SLK, brand-new BMW 6 and 1-series, the Mini coupé and a raft of supercars from the Merc SLS convertible past the Aston One-77 to the all-new Lamborghini Murciélago. There's also the intriguing spectre of the Peugeot 3008 Hybrid4. Why am I talking about another hideously ugly crossover in such company? Only because it's the world's first diesel hybrid, and if 200bhp and 99g/km of CO_2 is anything to go by, it's a genre we'll be seeing a great deal more of in the future.

So let's forget dull, dreary 2010 and enjoy what promises to be a vintage 2011.

MY MOTORING MONTH



NEW CATERHAM IS A STEP AWAY FROM THE SEVEN

I AM MUCH ENTHUSED BY NEWS of the Caterham-Lola SP/300R (above), most of all by plans to put the car on the public road. For so many years Caterham appears to have been hidebound by the Seven, and it's immensely encouraging to see it break out and try something new.

Of course, we've been here before. Back in 1994, and perhaps because I'd had the unique distinction of having owned one Caterham, built another, raced a third, written off a fourth and run a fifth as a company car, I was deemed suitable to be the first hack to try out the new 21. The fact that a mate had designed it may have helped too.

The idea of the 21 was to civilise the Seven without taming it, so you'd have all the fun and thrills but in a car you could actually suggest buying to your other half without proceedings being issued against you. I still think it was a good idea and the car itself did exactly what was promised. Unfortunately not only were both Caterham and I demonstrably wrong about the 21's potential, the public's appetite for such a car was about to be sated by the Lotus Elise. The 21 sank almost without trace: even an apparently conservative sales prediction of just 200 cars a year turned out to be wildly overambitious. In the end just 48 were built.

The 21's problem was not that it was the wrong car, but that it came from the wrong company. However much more usable it might have been, a civilised Caterham was also somehow a diminished Caterham.

There is reason to think the future is bright for the new car, despite the existence of rival and fabulous designs from, in particular, Radical. This is more and not less of what Caterham does so well: a sub-600kg, 300bhp machine given extra pace, presence and credibility by Lola's chassis and aero package. It's said to hit 60mph from rest in 2.5sec, and given the organisations behind it, it would be a brave man to bet the lap times won't be impressive too. £60,000 might sound like a lot to spend on a Caterham, but I suspect that whether you have one as a race car, track car or road car, after your first few laps you might struggle to say it wasn't worth it. Perhaps Caterham might permit me to see for myself?



WHY DETROIT IS NO LONGER *THE* MOTOR CITY

THE DECLINE IN THE DETROIT motor show now seems at last to be following in the footsteps of Motor City itself, whose population has halved in the last 60 years. Once grouped with Frankfurt, Tokyo, Geneva and Paris as the show no news-gathering automotive hack should miss, new metal of interest to an international audience was thinner on the ground this year than any I can remember.

Audi revealed the new A6 saloon, BMW the already heavily-trailed 6-series. Toyota showed an MPV version of the Prius and Hyundai its unusual Veloster coupé. But as far as genuinely all-new cars that will be sold around the world go, there was little else.

Even the once big three on the occasion of their home show were close to catatonic relative to the huge noise they once delighted in making inside the Cobo Hall. Chrysler showed updated versions of the 300 saloon and Jeep Compass, Ford's most important exhibit was an electric Focus, and when I asked General Motors what it might be showing that could be of any interest to the UK market the answer was 'nothing'.

There were some interesting unveilings at the Detroit event – a concept of a racing version of Porsche's hybrid 918 supercar (below left), and Tesla revealed a lot more about its five-door Model S. But compared to what we'll be seeing displayed in Geneva in a few weeks time, it was slim pickings indeed.

Why? There's the difficult economic situation in general, the specific financial difficulties from which Ford, GM and Chrysler only now seem to be emerging with varying degrees of success, but most of all it's down to the competition. Important motor shows are popping up in all kinds of places you'd never have looked at in the past: from Moscow to Mumbai and on to Goodwood – recently I was even asked if I'd be attending the Qatar motor show. And that's without mentioning China, whose Shanghai and Beijing shows are now often favoured over Tokyo by car manufacturers. Nor should we forget domestic competition from the increasingly important shows in Los Angeles and New York. With a choice like that, and with Detroit by size no longer even figuring in the top 10 US cities, it's understandable why companies now choose to go elsewhere rather than peddle their wares in the teeth of the Michigan winter.

FORD FOCUS

I'll not forget the day Ford changed. It was January 1993 and the first day of the international launch of the Sierra-replacing Mondeo. Until that moment its mainstream products were not poor, they were a disgrace. The Sierra was always overrated in all bar Cosworth guise and was now antediluvian too. And as for the Escort – in all my years doing this job I cannot remember a mainstream car more heavily criticised. Didn't stop it being a best-seller of course…

But the Mondeo changed all that. I knew it was a good car before I even sat in it: Ford was positively eager for magazines to export rival product from the UK for comparison testing and had brought engineers by the dozen to talk unchaperoned to the journos. You don't do that if you've got a lemon on your hands. And then, five years later and not a nanosecond too soon, came the Focus. If the improvement from Sierra to Mondeo was extraordinary, that visited upon the Escort in its transformation into the Focus was simply staggering.

That was 1998, and all the way until now, through two distinct generations, no other family car has been better to drive. Even in 2010 when it was in its dotage and otherwise





FACTFILE

ENGINE: 4-cylinder, 2-litre turbo diesel
TOP SPEED: 135mph
PRICE: £22,745
POWER: 160bhp at 3750rpm
FUEL/CO_2: 56.5mpg 129g/km
www.ford.co.uk

outclassed by younger competitors like the Alfa Giulietta and Mk6 VW Golf, for pure driving pleasure the Focus was unapproached. The fluency of the steering and the poise and balance of the chassis of even the lowliest models always provided grounds for people like me to say, 'if you love driving, drive one of these'.

But I won't be saying that about the new Ford Focus.

I don't know whether Ford intended such a big change of character for the most important car it has so far launched this century. Talk to the engineers and while they state proudly that the new Focus is a far more mature and ›››



CLS 63's AMG-tuned turbo impresses, but there is room for improvement

MERCEDES-BENZ CLS 63 AMG

IT SEEMS FEARS ABOUT THE desertion of large-capacity normally-aspirated engines in favour of smaller-capacity turbocharged units may be unfounded, at least if other manufacturers prove able to build turbos as responsive as that fitted to this AMG version of the new CLS coupé.

Its size has shrunk from 6.2 to 5.5 litres, but not only is power up slightly from 506 to 518bhp (or 549bhp with the optional performance pack), it places up to another 125lb ft of torque under your foot, and it's all there at just 1750rpm.

But no bald statistic can convey properly not only the explosive acceleration of this CLS but, more importantly, the phenomenal engine response. I'd bet plenty that most intelligent, experienced, skilled and enthusiastic drivers wouldn't even know it had forced induction if not for the 'Biturbo' decals on its flanks.

Nor would you twig from the noise. Most turbos sound anodyne compared to those that breathe at atmospheric pressure, but not this one: its grumbles and thunders with the best in AMG's canon. To the guys at AMG this is part of their routine business: building high-performance engines is what they do. What seems to have attracted their attention more is that they've done this with an engine that uses 32 per cent less fuel than the last one. And that is impressive, but it's still odd to hear the engine automatically cut out at traffic lights when you're driving a car with a twin-turbo with over 500bhp to its name.

Luckily I was introduced to it in California, where on the Mexican border traffic lights are few, the roads excellent and the law has rather more weighty matters to consider than just rigorously enforcing speed limits. Here the CLS is a fabulous GT, swallowing straights without then having to lose all the accrued speed to negotiate the corner at the end: with stiff springs, sharp steering and its exceptional damping its chassis is at least a match for its engine and, with the carbon ceramic option, the brakes even more so.

But there are faults with the car which I expect will become apparent on UK roads. The ride is only just comfortable enough for Grand Touring, even in its softest setting. The seven-speed semi-automatic 'box gives you lots of modes, but only works as you'd wish in 'comfort'. In sport and sport-plus mode it can hang onto old gears for too long, while in manual it sometimes takes two flicks of the paddle before it will upchange. And while those carbon brakes are powerful, the pedal feel could and should be better.

That said I can't think which GT I'd prefer for the £81,000 the CLS 63 will cost in June. I'd have it over a Porsche Panamera V8S and not just because it looks better: another 100bhp helps. It remains to be seen if the 'S' version of Audi's new A7 (p117) will have what it takes, but judging by the car on which it's based, it will take nothing less than a total transformation to do it.

FACTFILE

ENGINE: 5.5-litre biturbo V8
TOP SPEED: 155mph (limited)
PRICE: £80,605
POWER: 518bhp at 5250rpm
FUEL/CO_2: 28.5mpg, 232g/km
www.mercedes-benz.com



considered car than the old, so too are they adamant that driving dynamics remained top of their priority list during its development. If that really is the case, Ford's idea of what makes a car good to drive is not just very different to mine, it's now different to the philosophy that established Ford among mass manufacturers as the undisputed leader of the field ever since that happy introduction to the Mondeo back in 1993.

What has happened? The good news is that Ford has not suddenly returned to the bad old days when such were the prevalence of its dealerships, and without the ability of customers



to shop online, it was able to sell even the most mediocre product through marketing. In fact the new Focus is an undeniably good car, one of the very best in the class. It's just very, very different.

What Ford has decided to do is concentrate its efforts on making the Focus the most civilised car of its type the world has ever seen. And see it the world will: the Focus is now a global car, destined not simply for a predominately European market, but reaching out into the furthest corners of the planet.

Current Focus owners will likely boggle at the sophistication of the new cabin. While the old car offered cheap mouldings and switchgear with the odd luxury piece of trim added like



Focus interior has taken a giant leap forward in style and sophistication



Ford's focus has changed... New car has great ride quality, it's just not as much fun to drive

appliqué according to the relevant spec level, the new interior both looks and feels far more expensive, more overtly designed and stylish.

Nor is this sophistication a veneer that wears thin the moment you start driving. You'll notice first how quiet the Focus is, particularly the diesel versions that take the art of noise suppression to a new level for the class. You could be in a BMW.

Except that the Focus now rides better than most BMWs of my acquaintance. The Focus was the first car in its class to adopt a multi-link rear axle back in 1998, a design masterpiece that not only provided genuinely independent rear suspension, but was also easy to package without destroying the size and shape of the boot. Most importantly it offered a range of tuning possibilities beyond the imaginings of a

conventional torsion beam rear axle. And now, just to show the true versatility of the 'control blade' rear end, it has been configured to provide the Focus with undoubtedly the best ride quality in the class.

All of which is laudable and welcome. It may also prove sound strategy for Ford, whose global audience might well find themselves more easily persuaded by the Focus's new-found civility than put off by its recently departed character. For that is what we have here: a car which is objectively improved in almost every way, yet subjectively has had the charm kicked out of it.

When my sister-in-law was a district nurse she drove a 1.6-litre petrol Focus, and despite having no more interest in cars than I do in needlework, she loved it. Couldn't really express why, other than to say she loved the way it drove. But she never loved it more than when she changed jobs and was forced into something else. "It just doesn't feel the same," she'd say. But nothing does, and certainly not the new Focus.

At whatever speed you drove it, you felt far more of a connection to the old Focus than that provided simply by your backside on the seat and fingers on the wheel: you felt like part of it, and it like part of you. Now that relationship has changed: you're no longer in it together. Instead you instruct and it executes. And it does so very accurately right up to the moment you're a little overambitious with your entry speed. In the old car you'd merely back off a bit and feel the nose bite back into the apex, but now it simply wants to understeer like most other cars in the class. When I drove the Focus it was back-to-back with the new Astra, and while the Ford was preferable, it was not by much. In this regard the old Focus used to regard Astras as finger food.

It is important to understand that Ford has not made some dreadful mistake with the Focus, for that would imply some incompetence or omission on its part and I don't believe that to be the case. Instead what we are looking at are changed priorities, and just because I find the resulting car less engaging, amusing and likeable as a result, doesn't make it bad. Indeed in those areas of ride and refinement that are so important to everyday life on everyday roads, I believe it now leads the class, something I'd never be tempted to say about its predecessor.

Even so I find it worrying that Ford has taken this turn. Twenty years ago Peugeot made some of the best affordable drivers' cars the world has ever known, but it turned its back on them to peddle slickly styled mediocrity, and is only now starting to acknowledge that its customers want cars that are decent to drive too. There's maybe nothing mediocre about the Focus, but the fun has gone and I won't be alone in wanting it back.



A7 is a winner on looks; the concerns lie within...

AUDI A7 SPORTBACK

IT'S TAKEN AUDI A WHILE to compose a convincing answer to the Mercedes CLS but the A7 certainly looks the part, and in a class where looks are perhaps the primary concern it can be expected to be a strong performer in the market.

Based on a brand-new platform that will also underpin the just-announced new A6, the A7 is a four-door coupé in the same vein as the CLS except that its boot is hinged at the roof, opening like a hatch and therefore providing a far easier and more usefully shaped load area even if, ultimately, it's only slightly more spacious. On board it's a comfortable four-seater for average-sized adults, or two tall parents and pre-teen children.

However, the cabin is slightly disappointing. There's nothing wrong with its quality or ergonomics, but I think that more of an effort could have been made to distinguish this style leader from other, more upright Audis. It all looks a bit too familiar.

And the same is true with the way it drives. I borrowed the top-of-the-range 3-litre diesel model but even four-wheel drive and optional air springs failed to make it dynamically more than moderately pleasant. It's impressively quick and its seven-speed automatic 'box works well, but like so many other Audis of the past it's no more than tolerant of applied driving. You can place it accurately on the road and it will go where you point it up to a commendably high limit, but nothing comes back through either the chassis or steering to suggest any enthusiasm for the task. Instead the focus has been placed on ride quality, and at least with air in the springs, it has been met with considerable success.

I am always suspicious of any car whose most appealing attribute is the way it looks, because that means it is at its best when parked, which rather defeats the point. But even I have to accept that styling is what sells these cars, and with the CLS now more handsome than gorgeous, I expect the A7 will go well in the marketplace. But if it had delivered on the promise of those looks, it could have been a landmark.

FACTFILE

ENGINE: 3-litre turbo diesel V6
TOP SPEED: 155mph
PRICE: £63,420
POWER: 241bhp at 4-4500rpm
FUEL/CO_2: 47.1mpg, 158g/km
www.audi.com





TWENTY QUESTIONS



SUBJECT

GORDON MURRAY

OCCUPATION

CEO & TECHNICAL DIRECTOR, GORDON MURRAY DESIGN

What is your greatest achievement? Winning Le Mans with a road car.

What is your biggest regret? That we didn't drive the GTR home from Le Mans after the win.

Whose work in the industry today do you admire most and why? Paul Roche (of BMW), because he built the best road car engine that has ever been made.

Who inspired you to join the industry and why? My father in the early '50s – I used to hang around when he was building racing specials. I never wanted to be anything other than a racing driver.

What's the best advice you've ever been given? "Don't say no until you have to" – Bernie Ecclestone.

What's the biggest challenge you're facing in the next 12 months? Selling as many iStream® licences as possible.

What car do you drive for fun? 1968 Lotus Elan, Rocket, 1959 Sprite, motorbike.

When did you last go for a drive for the sake of it, and where? The Surrey Hills this year in a replica Porsche 550 Spyder.

What's the best moment you've had in a car? Winning my first race in my home-built IGM Ford in 1967.

What was your first car? 1956 Hillman Minx.

Did you pass your driving test at the first attempt? Yes, on my 18th birthday! (The legal age in South Africa was 18.)

How will cars be powered in 30 years time? Electric drive with fuel cells or range extender ICE.

It's your last drive. One car, one road. What and where? Lotus Elan, Scottish Highlands.

What music do you listen to in the car? 1960s rock and pop.

What's the best book about cars or car people you've ever read? Tazio Nuvolari biography.

When did you first have the idea for the T25 City car? In 1993, sitting in London-bound A3 traffic – going nowhere.

As concisely as possible, can you explain the iStream production process? iStream® is a complete rethink on high-volume car manufacturing. It's low cost, low investment, low energy and very flexible.

When will we be able to buy a T25? Two years after someone buys the programme.

How far away is the T27 electric car? We'll have a running prototype in April 2011 – production could be 2013.

Do you still have any interest in F1 or designing racing cars of any type? I am interested in F1 from a peripheral point of view – I am still very interested in designing race cars. I'd like to put something back into the sport with some sort of educational low-cost formula.

AND THAT REMINDS ME...

A poignant test in the McLaren F1 included playing co-driver to Jonathan Palmer at 200mph-plus

Arranging the McLaren F1 road test was not a simple question of ringing the press office and asking for a loan car. It took months to get McLaren to agree to provide the car for performance testing, and months more to set it up.

The venue would be the Bruntingthorpe Proving Ground, the date May 2, 1994. But that turned out to be the day after the San Marino GP where the greatest driver ever to sit in a McLaren lost his life.

Suddenly the idea of whizzing up and down a runway even in a McLaren seemed trivial, but with everything in place there was no choice but to continue.

I recall faint surprise when I saw the transporter unloading the blue XP4 F1. Senna died in a Williams, but after six seasons and three titles with McLaren there was a bigger concentration of Senna fans in Woking than anywhere this side of São Paulo. Yet here they were, Gordon Murray to see how his design performed (up 'til then not even McLaren knew how quick it was) and Jonathan Palmer to show me how to drive it. I knew Ayrton was JP's hero, but he was there with the team when I'm sure they'd all have rather been alone with their thoughts.

The F1 did some extraordinary times that day, times it would take 15 years, 1000bhp and four-wheel drive to eclipse in the Bugatti Veyron. 0-60mph in 3.2sec, 0-100mph in 6.3sec, 0-200mph in 28sec. I got to 211mph and stopped with space to spare on the runway.

I only got nervous when it transpired that to get a picture of the speedo reading over 200mph, we had to bolt a camera to the windscreen in front of the driver, effectively blinding him. The photographer refused to go near the car, so JP would drive and I'd give directions and fire the shutter. Sitting in the passenger seat of an F1 at over 200mph saying 'left a bit, right a bit' was an unusual way to earn a living, but we got a good shot.



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DUNLOP TYRES FACTORY TOUR

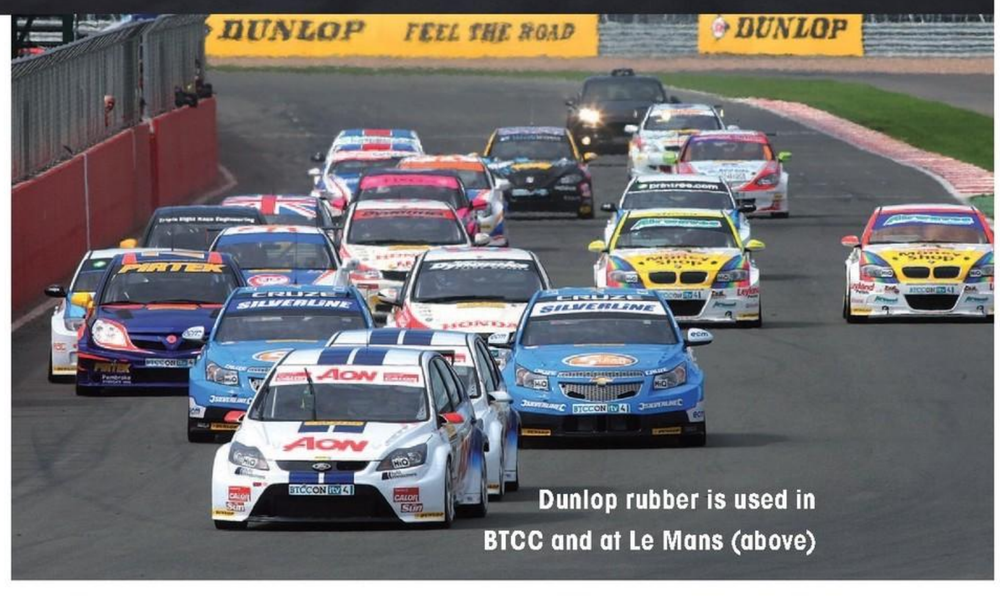
HOW TO PRODUCE ALMOST A QUARTER OF A MILLION RACING TYRES A YEAR...

Since 1888 when John Boyd Dunlop invented the first pneumatic tyre for his son's tricycle, Dunlop has been producing rubber for all types of machinery.

Nowadays Dunlop is as busy as ever, and from its motor sport facility on the fringes of Birmingham it produces 230,000 tyres a year. The BMW M3 GT2 in the ALMS and LMS uses some of these, others include Dunlop Historics for many of your classic racers, and a large amount end up on tin-tops in the BTCC. That's not to mention the tyres it makes for Moto2, motorbike endurance racing and the X Games, or the 6500 tyres it has to produce for the Dubai 24 Hours in mid-January. Dunlop is a rare 'master of all trades'.

The challenges involved in supplying all these tyres are too numerous and complicated to list here. What's more, it would be negligent of me to take up space when I could otherwise tell you about the processes and detail that go into making the tyres.

Dunlop doesn't do official tours, but Kate Rock – PR support manager for Goodyear Dunlop Tyres UK Ltd – did say it could be persuaded. It would be worth trying – the facility is absolutely fascinating.



Dunlop rubber is used in BTCC and at Le Mans (above)

The first thing that strikes you as you walk round the factory is just how many people are involved in making the tyres. Over 400 staff work in manufacture and distribution for Dunlop's motor sport arm, and many of these are at machines, physically bending each layer of rubber compound around a metal drum – or a 90-year-old woodworm-ridden drum if you're making a crossply. It's the only original machine like it in the world and it won't be moved anytime soon as it will then have to conform to 2011 regulations. To give you an example of how labour-intensive tyre manufacture is, a single crossply for a Ford Model T takes seven hours to produce.

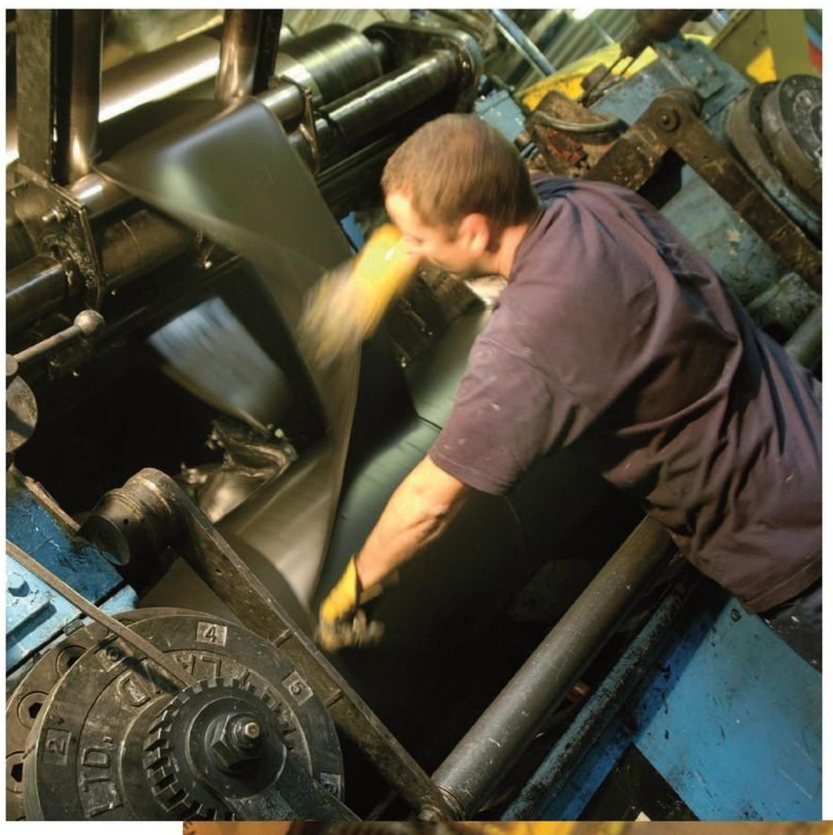
Because of the huge variation in Dunlop's

tyres every mixture of compound is fastidiously labelled and measured. Once this has been mixed – up to three or four times – and heated up to 80deg C, the compound is milled out and left to cool. This is only the start of a very laborious process.

It is a relatively common misconception that the compound is then poured into a mould and left to set, leaving a perfectly round and treaded tyre at the end. Nothing could be further from the truth. Not only do tyres include a raft of different materials in them – that are all applied by hand – many have different compounds across each tread. The best example of this is on a motorbike tyre. In the middle of the tread a relatively hard compound is used because when the motorbike is upright (which is most of the time) the need for excessive grip is quite low. As you move across the tyre to the outer edge the compounds can and usually do become softer, giving you more and more grip the further you tip the 'bike over.



A tyre comes out of 160deg C curing process. Left: rubber compound is mixed and heated



This works well for road 'bikes but is taken to another level with racers. If the tyres are to be used at a track with lots of left-handers, then the left side of the tyre will be made of a harder compound, as that's the side that will wear the most. Hence it becomes very important to fit race and road tyres the right way, and there is always a directional arrow, even on slicks.

> "A Ford Model T crossply takes seven hours to produce"

Underneath all this is what's known as a JLB, or a Jointless Belt Band. This is a strip of rubber that contains five threads of Aramid (a material used for bulletproof vests) alongside each other. This is peeled off like tape from a roll and applied to the bottom layers of the tyre so that it can't expand. Ever wondered why dragsters' tyres get larger and larger as they hammer down the quarter-mile strip? It's because drag tyres don't use JRB, as an ever-expanding tyre helps the machine go faster and faster. An expanding tyre on a corner would produce a very different outcome.

Once all the different layers have been added – from the inner liner, the body plies and the sidewalls to the treads – the tyre is cured at 160deg C. A rubber bladder inflates inside it, which then makes the outer edge expand into the mould, and 20 minutes later you have a finished – if very hot – tyre. As we wandered past the stacks of finished tyres I couldn't help ask how long Dunlop Historics would keep, knowing that our MGB was sitting on three-year-old rubber. It turns out the tyres will keep for quite a long time (not necessarily three years) as long as they are wrapped in bin liners to keep the sunlight out and not stored in a workshop where electric tools emit ozone. Two things we have neglected to do with the MGB's tyres…

The Dunlop tour was truly fascinating, and it's well worth calling the company to try and persuade them to let you look round. ›››



Rubber compound is applied to a tyre. Right: post-curing tyres cool quickly









EAST PRESTON, UK

COOPER BICYCLES

FAMED CAR MAKER HAS CHANGED ITS FOCUS TO TWO-WHEELED TRANSPORT

MANY CAR COMPANIES HAVE made bicycles, and many bicycle companies have gone on to make cars. Rover was the first company to build mass-produced bikes in Britain and Peugeot was the first to do the same in France.

It's rare, however, to hear of a car company that now only builds bicycles. As anyone with a passing interest in bikes will tell you, it isn't a fast way to make money. But Cooper, which made its name as an F1 constructor and stormed the world of rallying with the Mini, has done just that.

Mike Cooper, son of John, is relaxed and smiling when we meet at Cooper Bicycles in West Sussex. He has gladly walked away from the difficulties of the car industry and has huge enthusiasm for the (non-motorised) two-wheeled revolution. "I cycle to work every day, which is only five miles, but I've lost two stone and I love it," he tells me after a light lunch at the local pub which, thanks to heavy rain, we drive to in a 211bhp Works Mini Cooper.

"I loved bicycles when I was 12, but at 16 I started to get interested in motorbikes and then cars," he explains. "It was only when I passed 50 that I got back on a bicycle again to keep fit. I thought 'we could build a little bicycle business.'"

Mike and his family's enthusiasm has paid off. In 2010, after selling the Cooper name and business to BMW, Cooper Bicycles made and sold 1000 bikes. This year it's planning to build 3000, and 10,000 in 2012. It doesn't want to move into mass production, but Cooper has big plans, including starting to build units in the UK rather than overseas. Mike wants to reignite the British bike-building industry, which has wallowed in mediocrity since the heady days of the 1940s and '50s on the Old Kent Road, by making 50 per cent of Cooper bicycles in Britain within five years.

An ex-tuning company building a bicycle? A ridiculous concept? Not at all. The bicycle industry is a strange animal. There are manufacturers, but what they tend to do is buy a frame from China, brakes and gears from Taiwan, some wheels from somewhere else, put them together, add their name and sell it. If you're a fast learner and understand business, it's not rocket science.

"It's a triangle with two wheels," Mike agrees. "You find a good frame maker and assembling company, and it's like a sweet shop. You arrive and say 'I like those chain rings, those pedals, that bell, those grips'. I've only been in the business a year but we've learnt so much. Everyone is helpful. It's not like the car industry where everyone is secretive. You can call people for advice and I read a lot of bike magazines."

Cooper occupies a corner of the market where not many other companies operate. Its bicycles are all road racers/city bikes and hark back to the '60s with retro styling. All are named after famous circuits such as Zandvoort, Sebring and Monza, and they are, by common consent, brilliant and competitively priced from £600-1000.

This isn't just a result of reading reviews, as Mike would have you believe. "Of course, I've brought some knowledge from the car industry such as understanding rolling resistance and unsprung weight," he says. "But the most important part on a bicycle is the bottom bracket and hub. The bits that move should be the best bits and everything else works around that."

We visit the workshop where the bikes are assembled to look at the full range (seven models, with five more planned for this year). The whole range is leaning against a wall, with Stirling Moss's 1954 500cc Cooper and Jackie Stewart's Cooper F3 sitting nearby. This may be a bicycle company now, but Cooper hasn't forgotten its roots.

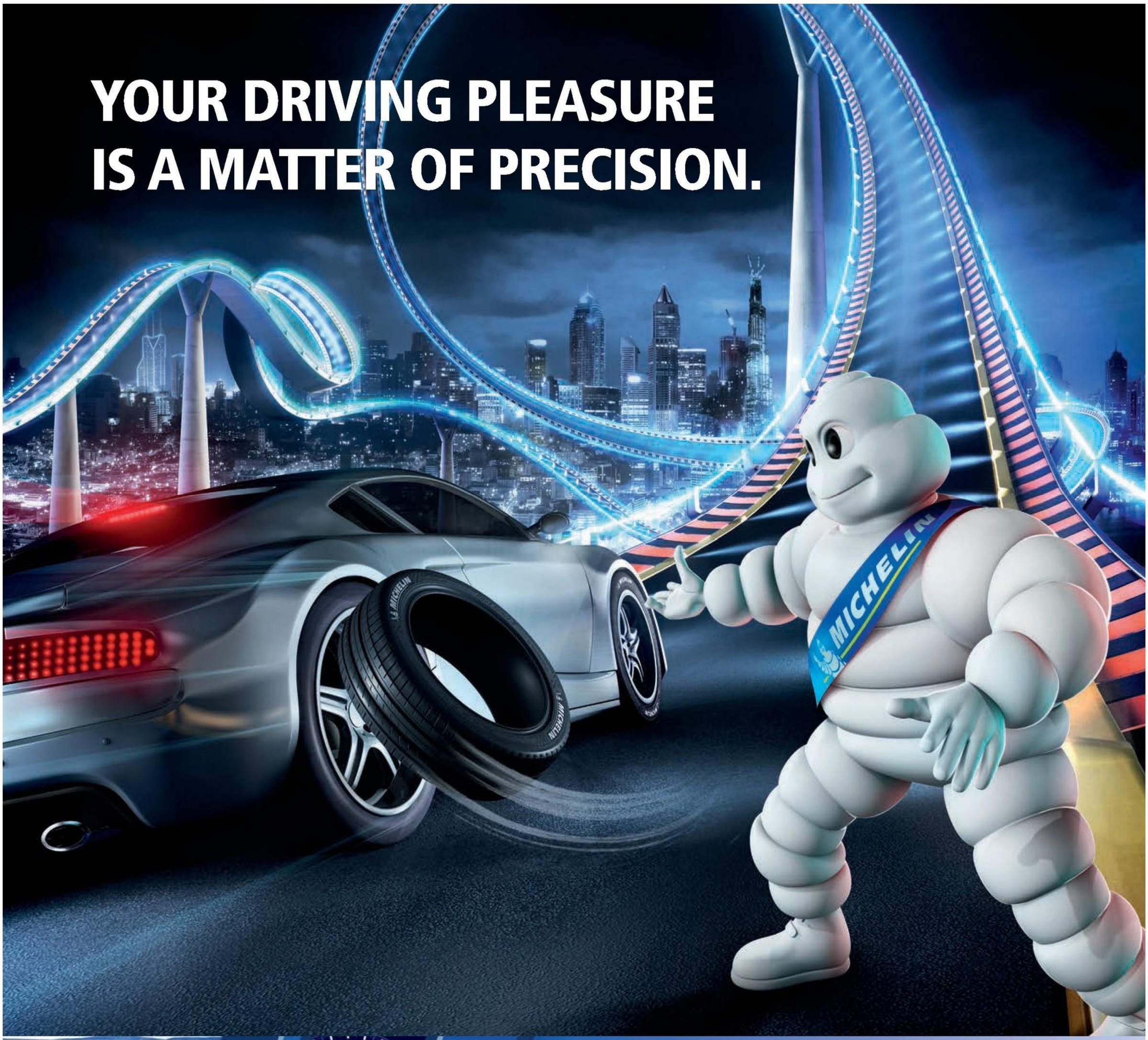
Some Cooper fans have been lukewarm on the company's move, but the cycling fraternity has welcomed it with open arms. If Mike's first range is anything to go by, the future looks bright.





Jackie Stewart's Cooper F3. Above: Mike Cooper. Top and inset: Championship 50 'retro' bicycle

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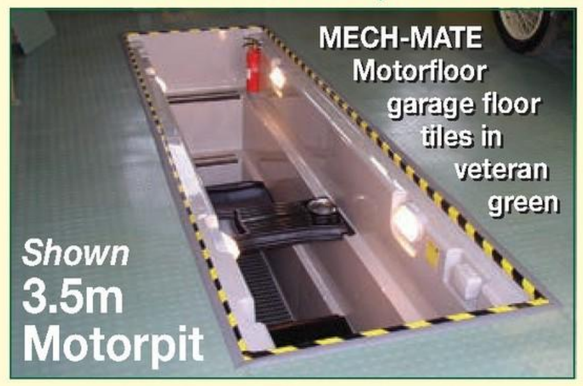
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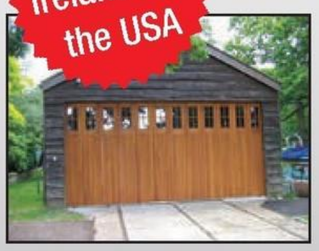
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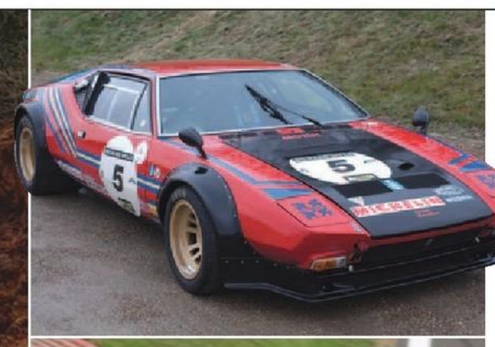




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Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

– COYS –

Coys had what it called "the best Autosport International sale to date" on January 15 at the NEC. As usual there were plenty of racing cars up for grabs and come the end of the auction most had found new owners. A 1969 Alfa Romeo GTA prepared to pre-66 specification went for £40,000, while a 1968 Bizzarrini 5300GT sold for £190,000, which was £30,000 above its low estimate.

Sadly two headline racers – the ex-Derek Daly/Val Musetti 1981 March 811 and the ex-Le Mans 1974 De Tomaso Pantera (both above, right) – didn't sell. However, there was plenty of interest in both cars and Coys was optimistic of post-sale deals being made.

Other racing cars that did sell included a 1969 Piper GTR for £66,000, an ex-Colin McRae 2002 WRC Ford Focus (above left) for an impressive £95,000 and a 1971 Escort Mexico rally car for £16,000.

Racers aside, a 1991 Ford RS200 Evo went for £111,000 and Jenson Button's BMW M5 (which he apparently dropped off for the sale complete with his post and lunch remains still inside) sold for £26,500.

All prices quoted for the Coys sale are hammer prices and don't include commission.

– ARTCURIAL –

If you're looking for a race car for the 2011 season, Artcurial has some interesting ones for sale at its auction on February 4.

As well as lots of road-going Aston Martins there's a 1958 DB MkIII racer that's expected to fetch between £65-100,000. Look out also for the 1962 Lancia Appia Zagato Sport Type 812.05 (below, £40-50,000), a '69 Lancia Fulvia Coupé Rallye HF 1.6 (£45-65,000) and the 1960 OSCA 1600 GT Zagato (£115-150,000).



There are of course plenty of road cars for sale too, including a 1938 Peugeot 402 Darl'mat roadster (£210-290,000), a pretty 1965 Ferrari 275 GTB/2 (£510-600,000) and a 1968 Citroën DS 21 cabriolet for, wait for it, £130-170,000.

– BONHAMS –

On February 5 Bonhams is selling an astonishing selection of Alfa Romeos, such as the ex-Luigi Scarfiotti and Scuderia Ferrari 1930 Alfa Romeo 6C 1750 Gran Sport Spyder (below, £750,000-1m), the ex-Raffaele Cecchini/Giuseppe Campari 1929 Alfa Romeo 6C 1750 Spyder Supersport (£620-790,000), an ex-Chizzola family 1965 Alfa Romeo Giulia TZ Berlinetta prototype (£65-80,000) and, at the other end of the scale, a 1979 Alfa Romeo Hydroplane single-seat racer (£7-10,000), sold as seen.

Alfa Romeos aside, other racing car lots include a 1933 Bugatti Grand Prix Type 51 (£500-670,000), an ex-Alan Hamilton/Richard Hong/Teddy Yip 1966 Porsche 906 Carrera competition coupé (£500-580,000), an ex-



Kremer Racing 1970 Porsche 914/6 GT (£130-160,000) and a rallying 1964 Austin Mini Cooper S that's expected to go for £16-25,000.

– H&H –

As *Motor Sport* closed for press H&H had confirmed various racing cars for its Race Retro sale on February 26. As well as some great entry-level historic racers such as a 1963 MGB roadster with FIA papers (£12-14,000) and a 1965 Porsche 911 (£45-50,000), it's lined up a 1959 Austin-Healey 3000 'Bulldog' (£200-250,000), a 1951 Allard J2X (£250-325,000) and a 1980 Rover SD1 V8S Group 2 car (£25-30,000).

– BARONS –

Southampton-based Barons has provisionally confirmed a 1971 Ford Escort Mexico historic rally car for its February 8 sale. The car has MSA papers and log book, plus a £20-22,000 estimate.

A full round-up of the US Scottsdale sales will be featured in next month's magazine. Ⓜ

FORTHCOMING AUCTIONS

FEBRUARY 4 ARTCURIAL RÉTROMOBILE Salon Rétromobile, Porte de Versailles, Paris, France. Tel: 0033 142 99 20 20

FEBRUARY 5 BONHAMS *Motos de collection et Automobiles d'exception au Grand Palais,* Salon Rétromobile, Porte de Versailles, Paris. Tel: 08700 273618

FEBRUARY 7 SHANNONS Sydney Summer Classic Auction, St Leonards, New South Wales, Australia. Tel: 0061 2 8019 4116

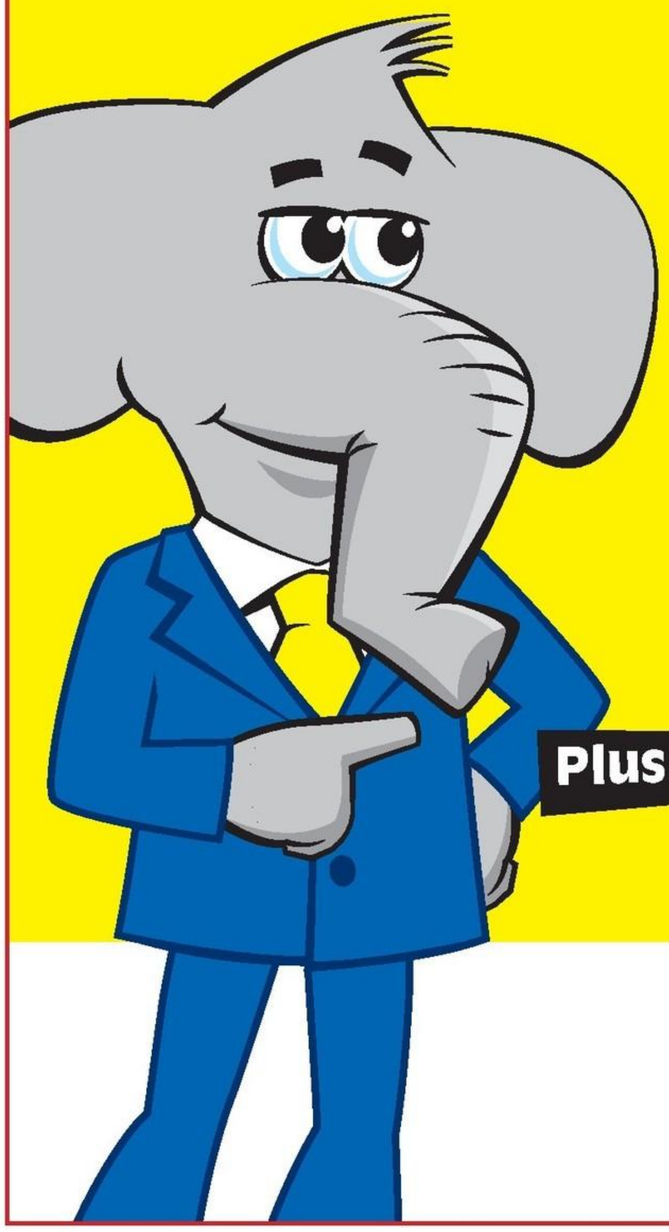
FEBRUARY 7/8 BARONS CLASSIC, Historic and Thoroughbred Motor Cars, Esher Hall, Sandown Park, Surrey. Tel: 023 8066 8413

FEBRUARY 18 WORLDWIDE AUCTIONEERS The 10th Annual Classics at the Trump Taj Mahal, Trump Taj Mahal Hotel Casino, Atlantic City, New Jersey, USA. Tel: 001 (609) 449 1000

FEBRUARY 18-20 WORLDWIDE AUCTIONEERS The Atlantic City Auction, Trump Taj Mahal Hotel Casino, Atlantic City, New Jersey. Tel: 001 (609) 449 1000

FEBRUARY 26 H&H SALES LTD Race Retro, Stoneleigh Park, Coventry, Tel: 08458 334455

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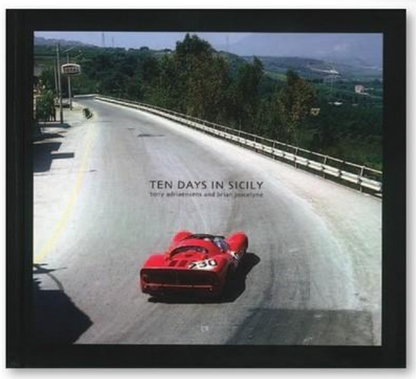
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Reviews





TEN DAYS IN SICILY

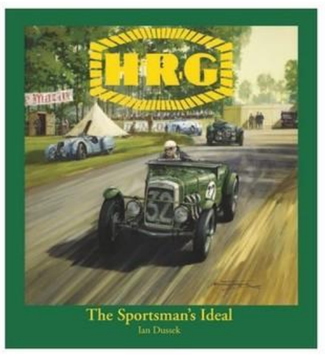
by Tony Adriaensens and Brian Joscelyne

The 50th Targa Florio in 1966 was far from the most exciting in the event's long history, atrocious weather turning it into something of a mudbath and many of the race favourites retiring. Yet, however inauspicious an event, it is the subject of this high-quality book from Tony Adriaensens and Brian Joscelyne. The latter, and friends Brian Harris, Paul Watson and Rip Kirby, journeyed to Sicily that year to see the Targa, Syracuse Grand Prix and Trofeo Marathon over the 10 days of the book's title.

One cannot help concluding the result is something of a curate's egg. Best about it are the photographs, many taken by Joscelyne himself on Kodachrome film, and which have miraculously retained their vibrant colours after some 40 years. However, it is less good as a straightforward read. There is a foreword by Adriaensens explaining the book's genesis, and Joscelyne's lively introduction relates the original Sicilian journey. That apart, the text mostly comprises race reports from contemporary journals, which results in a high degree of repetition. Even more oddly, reports from French, German or Italian titles are reprinted in their original language without accompanying translation. Thus, swathes of the text are impenetrable to all but the multilingual.

That said, the book is extremely well produced, but one knows not how to categorise it – not necessarily a failing – and one may find a Berlitz language course useful preparation. **IM**

Published by CorsaResearch, ISBN 978 90 801 1970 3, €100



HRG

THE SPORTSMAN'S IDEAL

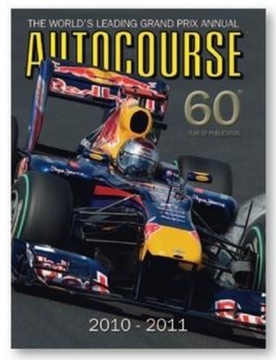
by Ian Dussek

This 365-page second edition not only takes you through the life of car company HRG, but reminds you of a time when cars were built that could be owner-maintained while also being eligible for Le Mans. Different times indeed.

Ron Godfrey and Archie Frazer-Nash founded HRG after leaving the GN Motor Company, and while only 250 cars were built, the range of motor sport activities they competed in between 1935 and '66 – when a single 'VX' was produced – is astonishing.

This second edition has been published due to extra information being uncovered since 1985, when the first edition came out, and it certainly warrants a new version. However, although the text includes some light-hearted stories, the book's exhaustive detail will no doubt favour those with more than a passing interest in the marque. **EF**

Published by Ian Dussek Publications, ISBN 978 0 9565124 0 6, £35



AUTOCOURSE

2010-2011, 60TH YEAR OF PUBLICATION

by Alan Henry

When I said last month that the *Official Formula 1 Season Review* was the most comprehensive look at the Grand Prix season just past, I may have been a little hasty.

Autocourse examines the 2010 season in equal detail and, what's more, contains some great pieces by Alan Henry on Sir Stirling Moss, Sir Jackie Stewart and 12 'prime movers' in F1 including Bernie Ecclestone, Enzo Ferrari, Colin Chapman, Adrian Newey and Max Mosley – who he admits was "influential, but not always universally popular".

The £50 price tag may seem quite steep for what is only a (very good) season review. But *Autocourse's* book in its 60th year of publication is worth every penny. I won't say that it's the most comprehensive look at the 2010 F1 season, because who knows what's going to land in the office next month... Lesson learnt. **EF**

Published by Icon Publishing Ltd, ISBN 978 1905334 57 5, £49.95



THE BRITISH AT INDIANAPOLIS

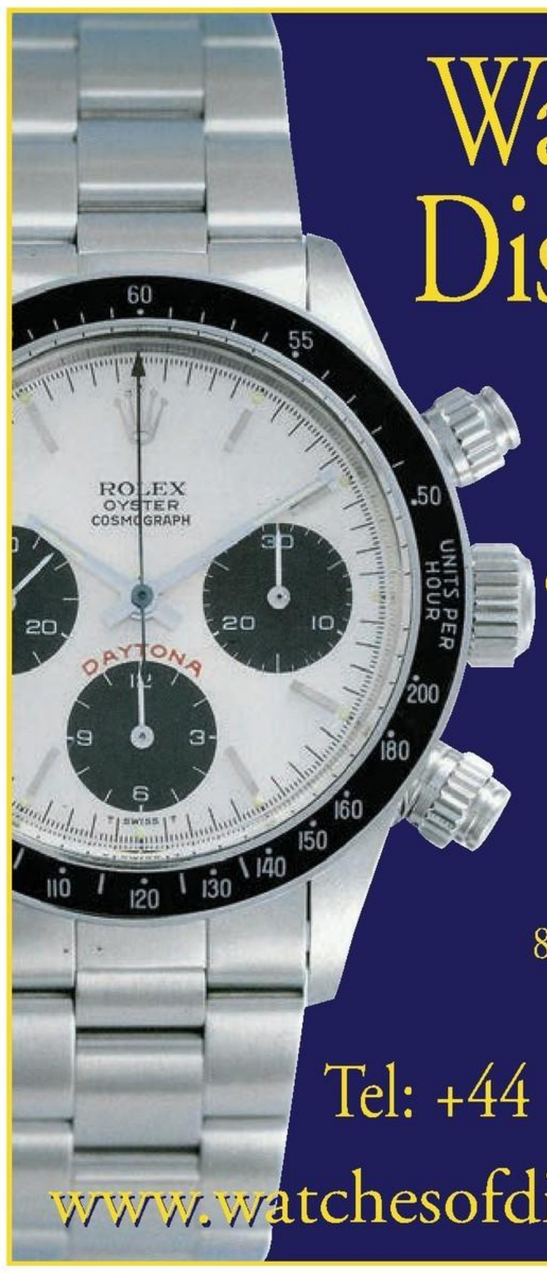
by Ian Wagstaff

The British love affair with the Indy 500 blossomed during the rear-engine revolution of the 1960s, but as this exhaustively detailed book recounts, it wasn't the beginning. As we learn in the first chapter, British-born driver Hughie Hughes sat on the grid for the inaugural 500, back in 1911.

A century of national achievement 'over there' must have been a daunting prospect for the author, who has written a similar book on Le Mans. Sensibly, he has broken it down into four chronological parts: the first half-century, the key 1960s and '70s, the years of March and Lola dominance in the 1980s and '90s, and the modern IRL era. The British angle goes way beyond the drivers, both obvious and obscure. There are the constructors, and also the ex-pat mechanics, engineers and designers to consider. Wagstaff has covered them all.

It's a fascinating, significant volume, spoilt only by the cover. A rain shot for a book about the Indy 500? What a bizarre decision. **DS**

Published by Veloce, ISBN 978 1 845842 46 8, £50



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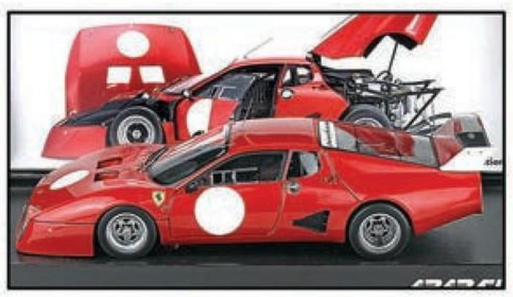
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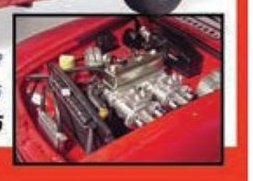




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YOU WERE THERE

Some memorable late 1970s/early '80s F1 for your viewing pleasure. And who's the mystery driver in a Ford Granada...?

IAIN NICOLSON

Introduced to racing aged nine at Ingliston, Iain has a website dedicated to the Scottish track. He says: "My F1 memories include Jody Scheckter's wipeout at Silverstone '73. My photos show a huge dust cloud!" {1} Nelson Piquet at 1979 British GP at Silverstone, where he spun Brabham BT48. {2} Brands Hatch in '78, and Jochen Mass gets it wrong in ATS-March. {3} Gilles Villeneuve (Ferrari 312T3) in practice for '78 race. {4} Whose Granada is that at Silverstone '79? {5} Clay Regazzoni's lap of honour after Williams' first GP win. {6} Niki Lauda with mechanic Ermanno Cuoghi at Silverstone '77. {7} René Arnoux is stuck in Renault RE24 after 1980 Brands practice crash; he was unhurt.


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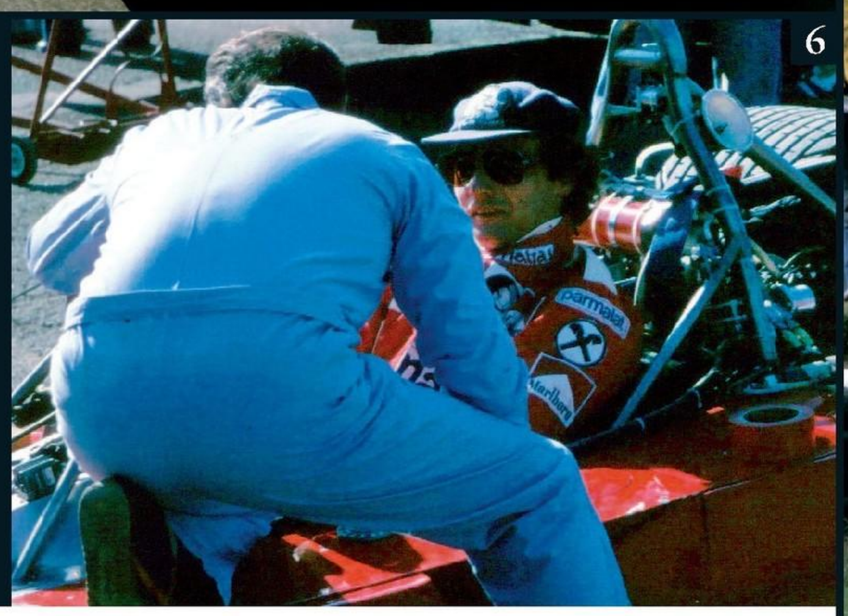

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7

HALL & HALL



1970 De Tomaso 505 F1/DFV, Chassis #01
Beautifully designed by Dallara. Ex-Piers Courage.



Lotus 33 #R10 Ex-Jim Clark
Purchased direct from Lotus by the current owner in 1967



1965 Alfa Romeo GTA 1.6.
Multiple European Touring Car Championship winner with a huge spares package. Continous History.



1968 BRM P133
Ex-Pedro Rodriguez. One owner since BRM, one of the most original 3 litre F1 cars.



1931 Bugatti T46 Superprofile # 46491
Superprofile coachwork built on a new engine and chassis purchased from the Schlumpf Museum.



1949 Alfa Romeo 6C 2500 SS Villa d'este coupe by Touring #915882
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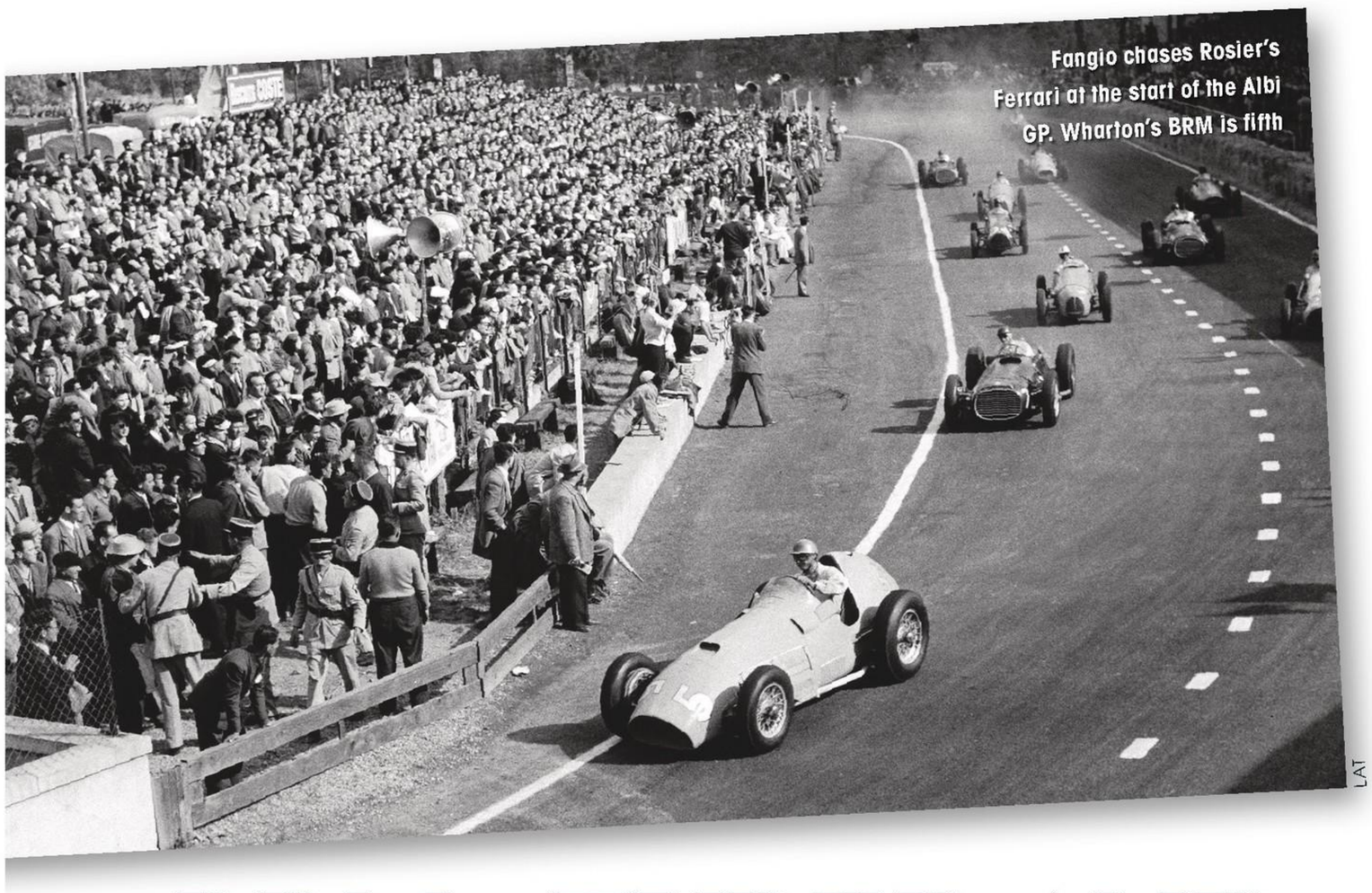
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1964 Elva Mk VII BMW
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1976 Hill GH2 DFV
1960 Lola Mk1
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Fangio chases Rosier's Ferrari at the start of the Albi GP. Wharton's BRM is fifth

LAT

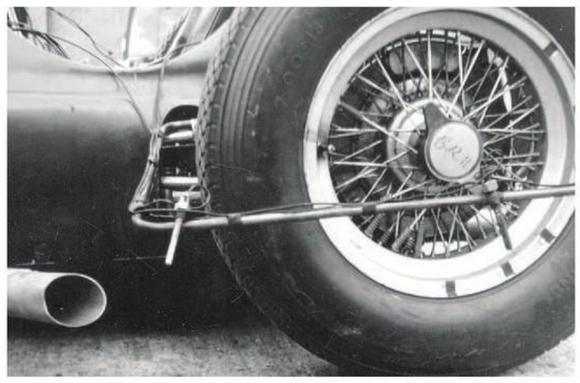
BRM – TYRED AND EXHAUSTED

The British team sought Dunlop's help after its three star drivers all suffered worrying tyre failures at the 1953 Albi GP

Enthusiast Hein de Groot always introduces himself as 'The Dutch BRM Fanatic'. I was pretty familiar with much of Hein's stuff, but he can always produce surprises, and one brandished at the Goodwood Revival was a copy of a Dunlop report detailing 'Tyre Test on the BRM at Folkingham Aerodrome, conducted on July 24, 1953'.

They were not so much testing the car's Dunlop tyres as investigating the degree to which hot exhaust gases from the V16's side exhaust pipes might affect the car's massive rear covers. This followed their recent near-catastrophe in the non-championship F1 Albi Grand Prix on the very fast Les Planques country-road circuit in southern France.

That non-championship GP had been run on May 30, 1953, with all three BRM V16s present, to be driven by Fangio, Froilán González and Ken Wharton. The entry combined Formula 1 and 2 cars, and a preliminary 10-lap heat was run for the nine F2 cars, then another for the 10 F1s. The combined entry then contested an 18-lap final.


GP Library

In 1953 the only way to check temperatures was by bolting thermometers to this jury rig

It was hot, and the road surface was abrasive. After seven practice laps, González had a 17-inch rear tyre burst. Next day, 18-inch rear wheels and tyres were tried, but 17-inch were preferred for the race. In the F1 heat González's left-rear Dunlop shed its entire tread and much of the sidewall rubber. Justifiably concerned, BRM fitted 18-inch wheels and tyres for the longer final, inflated to 70lbs psi instead of 45. By lap seven the three dark green, supercharged V16s were again removing the earwax from the Albigeois in fabulous formation – 1-2-3. But then both Wharton and Fangio had left-rear Dunlops strip. Fangio really pressed on despite the stripped tyre, but recalled: "Now I don't know why I did it, but something about braking into the previous corner must have felt strange, because I pressed the brake pedal in the middle of the straight and it flopped straight to the floor – I had no brakes at all. If I had not tested the brakes I would next have needed them entering the final tight right-hander before the pits, and the trees on the outside there… whoooo!"

His car's left-rear brake caliper was found to be packed with tyre debris, and the hub was cracked. González then led from Rosier and Wharton until lap 12 – when his right-rear tyre stripped – and Ken was missing…

He had crashed violently approaching St Juery village, running wide in a 140mph curve and somersaulting off the roadside bank into a wall. Amazingly, he escaped with shock and bruising, while González finished second behind Rosier's Ferrari.

Wharton's crash had not been caused by another tyre failure. All four were found intact at – or near – the scene. The subsequent temperature tests at Silverstone and Folkingham investigated 'the temperature conditions in the air stream around the rear tyres, as part of an investigation into the causes of the tread stripping at Albi'. There, the side-exhaust outlets had been just three inches ahead of the rear tyres. For Silverstone testing eight-inch-shorter pipes were tried. Hein's report states dryly: 'This was the first running made on the cars since Albi, and although the BRM were (sic) cooperative, much testing time was lost due to mechanical troubles on the car'.

They found airstream temperature over the rear tyres was raised 10-60deg C above ambient. Using tyres with 4-6mm tread thickness running at 42lbs psi, and averaging 90-95mph for nine minutes, tyre tread temperature was 65deg C. Dunlop recommended '…the exhaust outlet should be moved to the rear of the tyres, without further delay, certainly before the car is run at Monza' – as then planned. Air temperature between exhaust outlet and tyre with the Silverstone exhaust was found to be 80deg C – 61 above

ambient. Short stub pipes were then tried, eliminating the extreme local temperature, but still raising the airstream temp 10deg C. An extension pipe was then fitted in the Silverstone exhaust's angled outlet, and in tests at Folkingham this reduced temperatures around the rear tyre to only 10-25deg C above ambient.

Today multiple electronic sensors infest every F1 car. The 2009-2010 McLaren-Mercedes MP4-24s and 25s have carried temperature sensors monitoring engine oil, gearbox oil, hydraulic fluid, water, KERS oil, exhaust gas, the rear suspension links inboard ends (eight of them, vulnerable to engine and gearbox heat), brake calipers, brake discs, tyre temperatures both internal and surface, a dozen or more electrical 'boxes', bodywork in the exhaust stream, gearbox casing, intake air and fuel within the tank. In testing they sometimes add other specific sensors in areas of concern or interest. Modern sensors are tiny, but while infra-red sensors are used for the brake discs and tyre surface temperatures, sometimes – only in practice – thermal cameras capture a more complete picture (literally). So tyre temperatures are now monitored continuously in motion, to help with set-up and tyre durability, and also to help warming tyres to the correct level for starts and re-starts after a safety-car period. Which isn't something that ever troubled the V16 BRMs…

Back in 1953 Dunlop obtained its data using steel bulb vapour-pressure thermometers, '…the steel bulbs fastened to fabricated rigs positioned in the tyre air stream, as close as safe to the tyre. The indicator dials were fixed in the cockpit so that the driver could read them during the run. The highest readings (at Folkingham) were noted on the 1.1-mile straight'.

A rather rueful note adds: 'Maximum-reading thermometers, fitted in metal tubes, were tried. These were soon damaged by stones…'

Some 500bhp, with a delivery curve resembling the Matterhorn, transmitted through seven-inch-wide iron-hard tyres to a crumbling track surface was never going to prove very much, beyond the dimensions of the drivers' *cojones* – or their IQ. So when you hear current F1 stars being exhorted to "watch your tyre temperatures" just sit back, and think of the V16 BRMs at Albi in 1953.



After his grid drama at Spa '64 Hill got the Cooper started, only to retire with engine woes

A punch-start for 'deaf' Hill

FORMER LE MANS JAGUAR EXPONENT PETER Lumsden – of 'Lumsden/Sargent' fame, vividly recalled from so many middle-of-the-night Raymond Baxter radio commentaries – in more recent years created a wonderful hotel and restaurant named The Old Tollgate in Bramber, near Steyning, Sussex. Regular BRDC area lunches take place there and for their Christmas bash I took along Phil Hill's son Derek – erstwhile Formula 3000 driver and a really good guy (who endured my slithery-sliding our way down there in deep snow in the Land Rover).

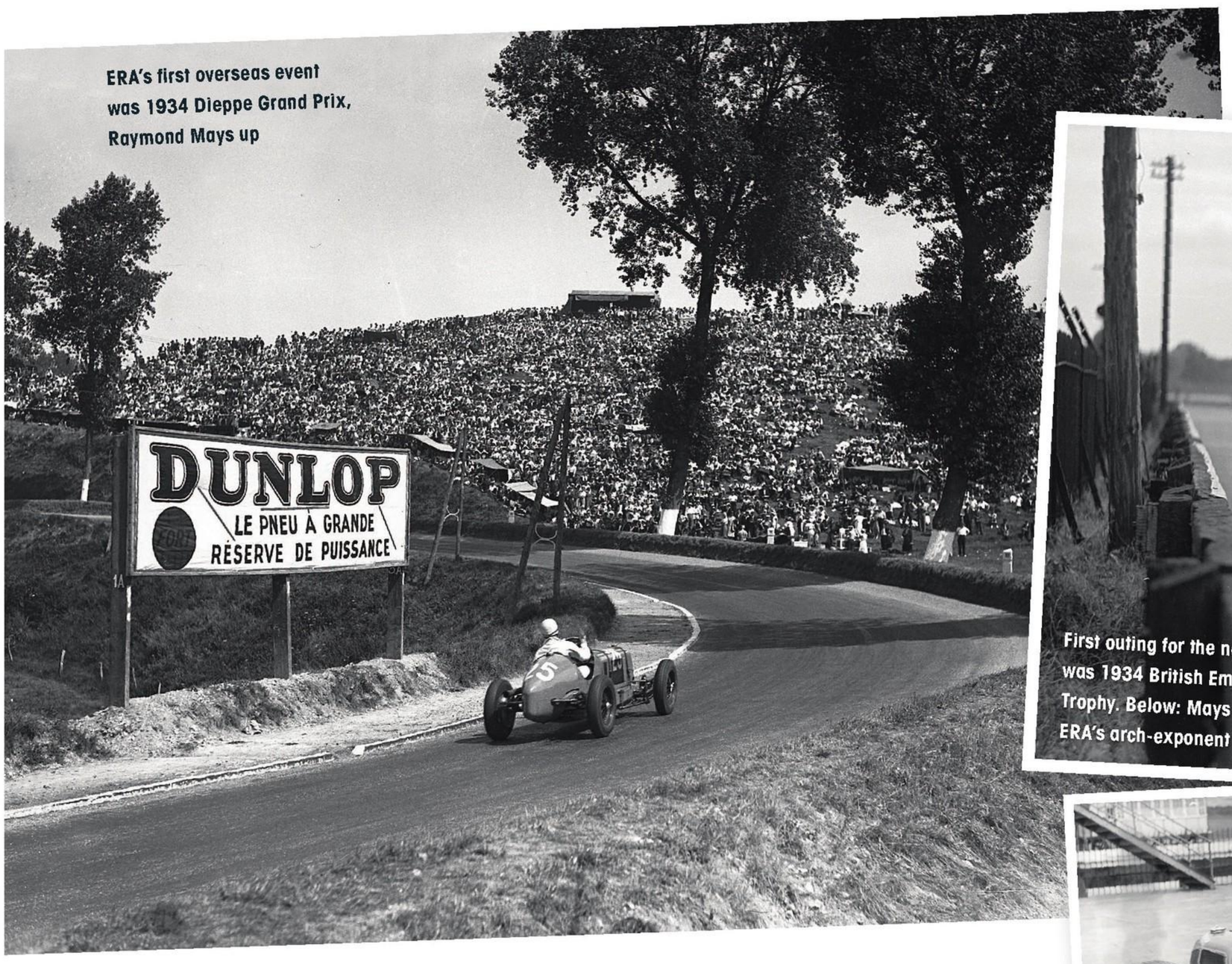
"Hughie took a spanner and whacked Phil"

Who should we bump into as we walked through the door but former Cooper mechanics Mike Barney and Terry Kitson, who had worked with Phil during his albeit unhappy period as a Cooper works driver in 1964. In fact both Mike and Terry got along well with Phil, and classical music buff Terry – the team's specialist welder – vividly recalled the 1961 World Champion demonstrating a brand-new hi-fi set he'd just acquired, in his room at the Nürburgring Sporthotel during the German GP meeting. Terry recalled Phil insisting they appreciate and savour the full tonal range from those brand-new speakers as he cranked up the volume fit to burst: "It was great – we were there for hours, Phil really loved his music…"

Mike and Terry also recalled an incident on the starting grid for the Belgian Grand Prix at Spa. Phil had qualified way back – 15th in fact – and then had trouble starting his car's Climax V8 engine on the signal. The Cooper lads realised he was trying to start the thing in gear but in the general heat of the moment and the flurry of Formula 1 engines starting up all around him, he didn't seem to notice. "Phil!" they were bawling. "Knock it out of gear!" Wearing his ear plugs and crash helmet he simply didn't hear them. But just hitting the starter button in the firmly chocked car wasn't working. It seems that Hughie Frankland, the South African mechanic on Phil's car, then wasted no more time. "He just took the biggest spanner from his tool kit," Mike recalled, "and whacked Phil across the crash helmet. That got his full attention…"

As well it might. Not sure it would be received today in the helpful spirit intended… M

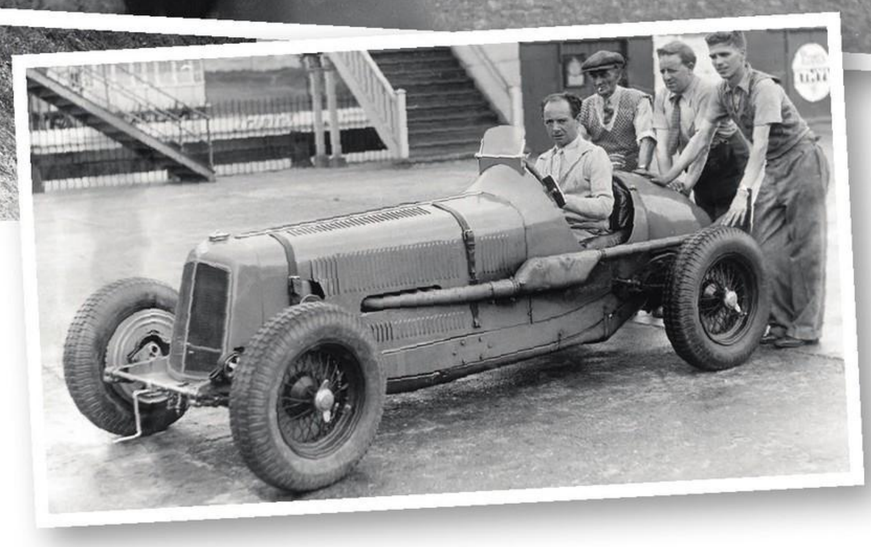
LAT



ERA's first overseas event was 1934 Dieppe Grand Prix, Raymond Mays up



First outing for the new car was 1934 British Empire Trophy. Below: Mays was ERA's arch-exponent



NMM

A MARQUE IS BOURNE

Initially a private undertaking, ERA went on to become the most successful inter-war British maker of racing cars

On June 23, 1934 at Brooklands much interest was caused by a car entered as an ERA, the initials standing for English Racing Automobiles. It was in the BARC British Empire Trophy race that Humphrey Cook and Raymond Mays, the prime movers of the Bourne-based project, entered this car, though it was only on the afternoon of May 22 that Mays had carried out the first of many tests on one of these cars built in a shed at Brooklands.

The race was to consist of 100 laps of a special three-mile circuit, running the reverse way on the Outer Circuit with two hairpin bends, one onto the Finishing Straight and the other on the Railway Straight, so the course would be an arduous one as cars would presumably approach the slow hairpin at the Fork at considerable speed. The corners were marked by trusses in the Continental fashion. There was a handicap based on capacity classes and whether superchargers were used. Lord Nuffield donated £1000 to the prize fund, with the winner taking £400 and the British Empire Trophy.

The ERA finished its first race but was not placed as it had several delays due to a fractured oil pipe in the sump and a puncture in the compulsory Brooklands silencer.

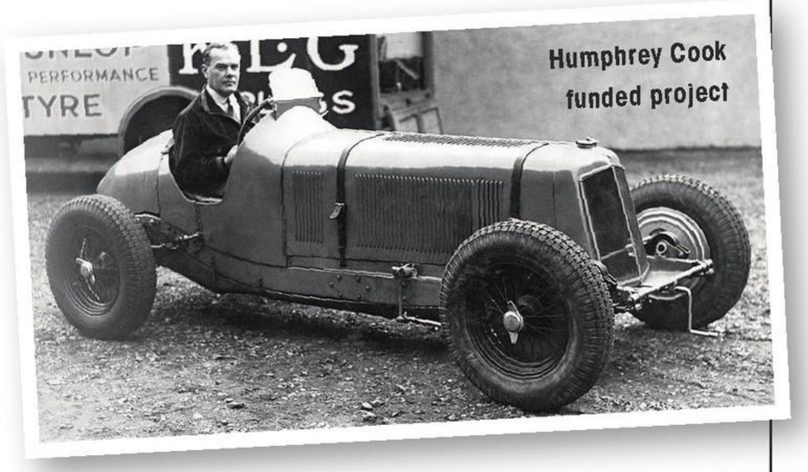
On July 22 the Dieppe Grand Prix was its next appearance, and this was the first of many continental races. The car retired due to misfiring caused by a broken valve rocker but until then it had performed well. This was also the first time that it wore its new three-roundel badge, designed by Pingo Lester.

Back at Brooklands in the BARC Sixth August Meeting, Humphrey Cook had the first ERA victory. This was in the five-lap second Esher Handicap driving the second chassis, R2, which using a 1090cc engine lapped at 71.15mph with an average of 69.05mph. In the third Esher Mountain Handicap race Raymond

Mays in his 1½-litre ERA R1 came in second, lapping at 76.31mph and breaking the Class F (1500cc) circuit record which had previously been held by Mays in his White Riley. In the last Mountain Handicap race Cook in R2 started from scratch and on his second lap broke the Class G (1100cc) record at 72.37mph, but on the next lap had a brake problem. At the end of the meeting the Appearance Prize went to Raymond Mays.

On August 28 Humphrey Cook in his R2 took the British and International Class G standing-start kilometre and mile records, at 79.75 and 88.91mph respectively. Mays in R1 also broke the same records in Class F at 85.35 and 96.08mph respectively.

In the Midlands Automobile Club hillclimb at Shelsley Walsh on September 29 Mays made



Humphrey Cook funded project

the Fastest Time of the Day in R3 with 44.0sec, the car being fitted with twin rear wheels, while R1 took the 1500cc class at 46.0sec.

At Donington on October 5 in the Nuffield Trophy Race over 40 laps (100 miles), Mays in R1 came first from scratch in 1hr 41min 8sec, equal to 61.51mph.

On October 13 at the last meeting of the year at Brooklands in the race for the Mountain Championship both R1 and R3 took part; Mays in R1 came second behind Whitney Straight in his Maserati but with a fastest lap of 78.88mph, taking the Class E record. Also in the same month Mays broke the world standing-start kilometre record with the 2-litre ERA R3 at 89.73mph, a Class F honour.

By the end of the year Cook was convinced the project was worth continuing with, so he increased his capital investment. The first private order for an ERA was made by Pat Fairfield, who ordered an 1100cc version. The second person was Richard Seaman, ordering a 1500cc costing him £2000. *The Light Car* announced on November 2 that a limited number of ERAs would be available to owners who knew how to handle such a car and would race it.

Four on the floor from Ford

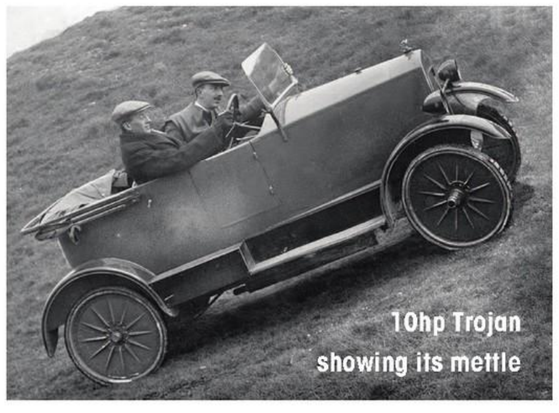
Way back in 1987 when the four-wheel-drive 2.8-litre Ford Sierra XR4x4 was available for a *Motor Sport* long-term road test, I recall that when driving it home as fast as it would go I wondered what would happen if the transmission chain which drove the transfer box seized up, or if the fluid couplings slipped, but neither of these things happened in the 25,000 miles I drove in one of these cars.

In slippery conditions our house drive became difficult to surmount, so that to get a car up it I had to get someone to stand in the road to stop oncoming traffic while I took the car to the top of a steep hill that led to our entrance and then rushed down the hill, aiming the car through the gate, but inevitably the car would come to rest just after the gate. When, however, I had the 4WD Ford I was able to negotiate the whole drive without stopping. Equally when going down our steep drive in similar conditions it was prudent to use the brakes cautiously, but with the 4x4 Ford one could use the brakes normally and cram them on just before the gate with the car stopping normally. Also on black ice the car would stop in a straight line.

In 1990 *Motor Sport* acquired another 4WD Ford, a 2-litre Sierra EFi which became my Editorial car. I kept it until 2008 when my daughter gave it to the local fire station to do what they liked with, as it had become very rusty. In all the time I was using it and with regular servicing it only developed very minor problems, one being a broken clutch cable, which was not a real calamity as I could manage a clutchless car providing a gear would engage. On another occasion it failed an 'on the spot' police check on its exhaust emissions. In those days one was given 28 days in which to rectify an engine which was over the limit, or face a £4000 fine and scrapping of the car if you could not comply.



All images LAT


10hp Trojan showing its mettle

Unsuitable as editorial transport?

I'm not sure if I should embark on this piece remembering that at the time I owned a Trojan, Denis Jenkinson suggested I should sell it, as it was not a suitable car for the Editor of *Motor Sport*. Although this did not necessarily influence the disposal of it, I was intrigued by the specification of the Trojan. In its early form it was an excellent all-round car with the engine under the front seat, driving via a three-speed gearbox and thence by chain to the rear axle. Anyone interested in the history of these once popular cars should try and obtain from their library, or from a bookshop specialising in the older titles, a copy of *Can You Afford to Walk?* by Eric Rance and Don Williams, published in 1999, which contains perhaps the fullest account of these unconventional cars.



Parting Shot

Italian Grand Prix, Monza, September 7, 1958

Mike Hawthorn sits in his Ferrari Dino 246 as both rear Englebert tyres are changed on lap 35. After a stop of 45sec, the 'Farnham Flyer' sped back into the race, eventually taking a well-earned second place behind Tony Brooks' Vanwall.

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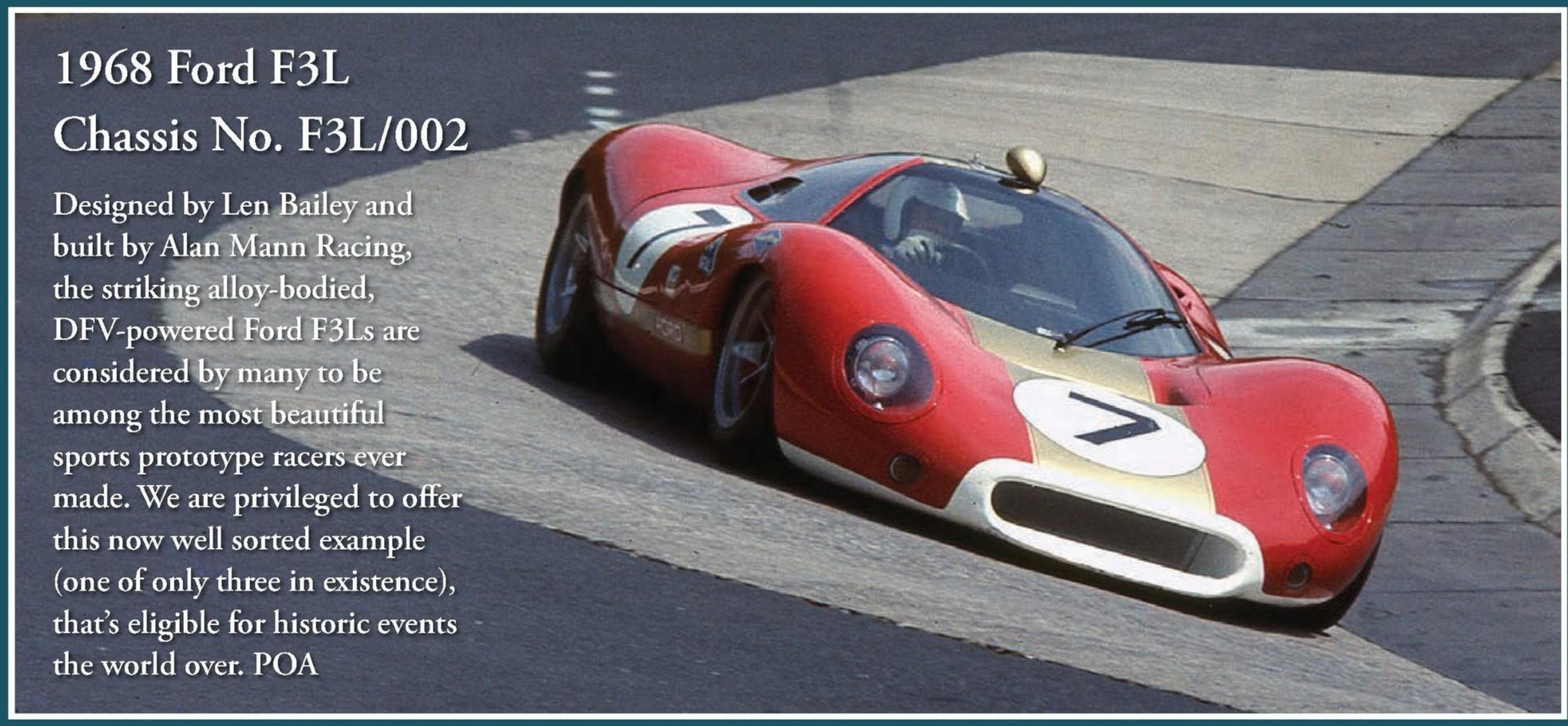
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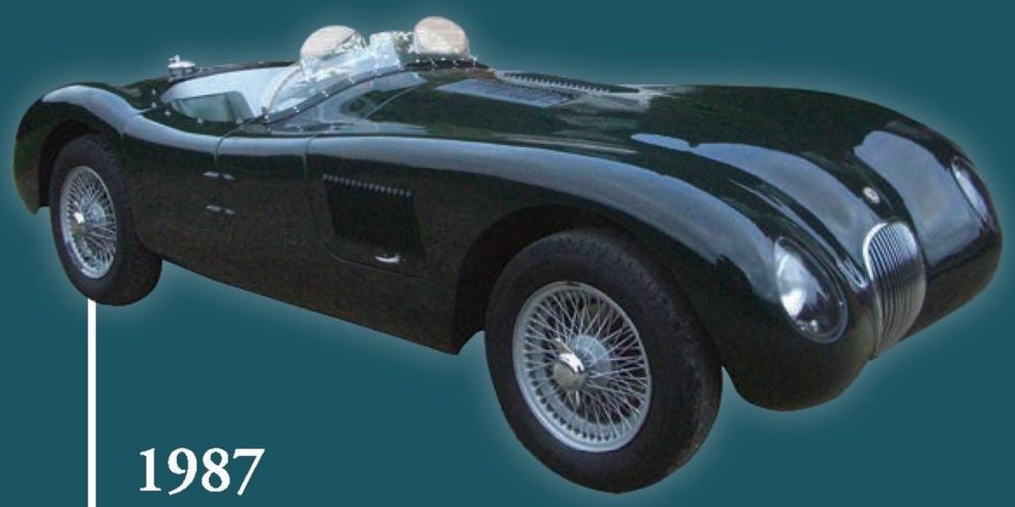
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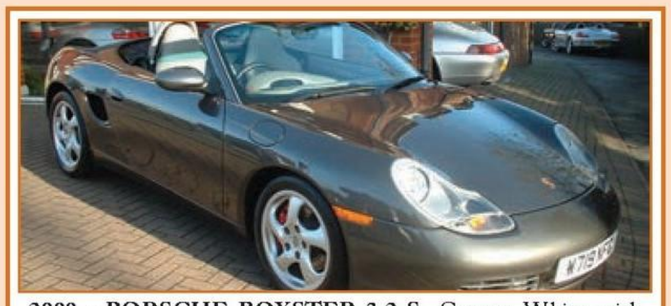


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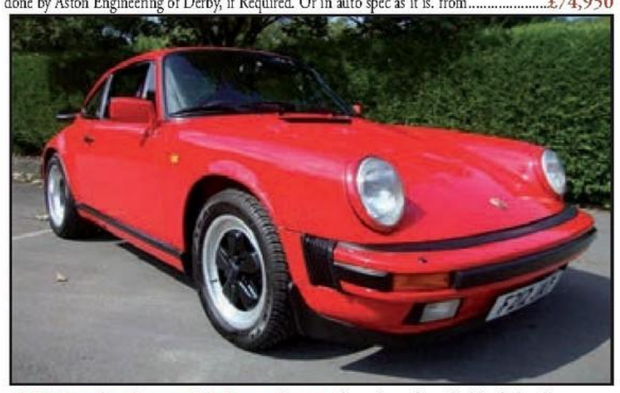
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Just 10 'Continuations' (AC Cars Ltd.'s own authentic and totally perfect reproductions of the definitive iconic 1965 '427 S/C' -accurate down to the very last detail) were fully completed by the Factory from 1990 to 2002; only 5 now remain in the UK. This is COB 5002, starring in 'Jeremy Clarkson's Motoring Years' (BBCTV), and also owned by Liam Howlett (The Prodigy). Dynoed c.500 bhp Mathwall 1965 side-oiler engine and top-loader 'Rug' gearbox. Fully trimmed with all weather equipment. Eligible for F.I.A. papers. 'Historic Vehicle' classification. M.O.T. 1,950 miles from new and 'Concours' condition to match. Same investment potential as a 1965 'original' but around 1/3rd the price!



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Glowing accolades from the Press and TV Media for the original 2004 Shelby Daytona Cobra Coupe were universal and wide-spread. Now, 7 years later, the first improved versions of these fabulous Pete Brock designed 200 + m.p.h. Supercars have just arrived in the UK. Subtle changes to both exterior and interior provide greater cabin space, head and leg-room and seat/steering adjustment, electric windows, new wheel design and much more. Mechanical improvements to suspension, drive-train and diff. and a greater range of power units (430 bhp to 600 + bhp!) all add up to a modern masterpiece of front-engined technology, eminently practical for long-distance motoring, or Track Days and Tours.
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NEW GT40 MK I / MK II 'CONTINUATIONS'

From the highly respected South African manufacturer of the Shelby Daytona Cobra Coupe now come the definitive recreations of the legendary Le Mans winning GT 40s of 1966 to 1969. Such is their degree of precision and authenticity, that over 90% of all the component parts are interchangeable with the original 1960's cars', including the entire 'monocoque' pressed steel chassis and roof sections; in addition, chassis numbering continues from the original production run (GT40 P2000 Series), the cars are titled and badged as 'GT40's' and each is listed in the S.A.A.C. World Registry. A superb endorsement of the quality and accuracy of these 'Continuations' has been the delivery of a new red/gold Mk I to Alan Mann Racing, whose Team success in the 1960's is unrivalled. Engines are Roush/Ford V8's of 5.4 litres/430bhp, upto 7litres/550bhp. With effective air-conditioning as standard, these are among the most exciting and usable road/track supercars available today. Prices from £89,000 (+VAT) 'on the road', UK Registered and with full warranty.



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IVAN DUTTON LTD

The generation before me always said they could remember where they were when JFK was shot, for my generation it was John Lennon and for my kids possibly Kurt Cobain (I'm not sure if that doesn't say something about the nature of celebrity or even mainstream politics). Ask your wife and I'm sure she remembers where you were when you proposed, what you were wearing and probably what song was playing at the time. If she ever mentions it, make notes it will come in handy later!

Reading about Brands Hatch last month brought a few of these defining moments to mind. My dad tells of how he first saw a Lotus at Brands with his father; it was when the 6 was launched and my Grandfather, who thought post war circuits and racing were a bit of a joke, poked fun at the cobbled together bits of humble Ford pop and tubing when compared to proper cars like Astons. The 6 made them all look silly and my dads love of light clever racing cars started. We had a 6 when I was 16 and he has an 11 he races now.

There was the televised Boxing Day race at Brands where my dad in the Century Oils Capri finished second, Murray Walker was commentating and the whole race seemed like an Ivan Dutton benefit as it was all Murray seemed to talk about. You would think the sponsors would have been really happy but the Capri was an R&D tool for recycled oil, something Century was developing due to the oil crisis, and the continual reference to it meant when their reps went out selling (un-recycled) oil they met some resistance.

My defining moment at Brands was 1974 the height of the oil crisis and austerity, I was 10 and unusually my dad took me with him racing. I was mad about engineering and flying, motor racing was not unusual enough to interest me after all my Grandfather raced at Brooklands and my Father was racing my whole life (first race a Mark 1 Jag 1963 at Brands Hatch!). It was quite a big race meeting and the Century marketing director was present as were their promotional girls. Practice went quite well and we went into the Kentagon for lunch. My first introduction to Tony Lanfranchi, Gerry Marshall and Bernard Unett, Tony was on G&T, Gerry, beer and my dad, well he didn't drink before a race he said it made him overconfident. The race came and I was sent to the stands with the promotional girls to watch, and that was it, defining moment. A full grid of prod-saloons three, four even five abreast on the circuit and sometimes the grass coming through Paddock bend on the limit of scrubbed road tyre adhesion. That was the moment I wanted to race cars and they had to be saloon cars. Later when I had the chance I tried single seaters and sports cars but I still enjoy a skid in a saloon much more.

Of course the memories of Brands dry up once Nichola Fulston was in charge, by then I wasn't involved in modern motorsport and she deemed historics to be beneath her circuit. Now it's just Bugattis and the Vintage race scene doesn't go there, a case of "who moved my cheese".

After last year's excess', driving down and racing a Bugatti at the Monaco historic GP and the trip to the USA six weeks of racing and rallying, this year will be a frugal year. I am doing the Pom and will continue trialling the Model A but unless someone wants me to drive their car I am going to be getting ready for 2012. The model A has done sterling service this year already as after three trials and three awards at the end of last year in January we did the MCC Exeter trial. No award this time but it did finish and if the throttle linkage hadn't jumped off we would have got a Bronze, oh well next year! Next up is the Measham, I've never done a VSCC rally before but as I chair the sub committee I thought I should have a go. It does help that it's running locally to me this year.

As I said I love racing saloons and the new series for seventies and early eighties group 1 and group A cars really appeals to me especially as I have a group 1 and a group A Capri that raced in period unfortunately not a Spice car but almost as good. This does leave me with the Jochen Rindt Sebring winning GTA Alfa that's not doing much although depending on Goodwood and the cars for the St Mary's trophy may be at the revival. Perhaps it's time to sell it and concentrate on the later cars.

On the work front Bugattis still keep coming in for servicing and restoration, we have done a few overdrives on Type 44s lately and have just started on two major build projects. Cylinder blocks are in stock for 35s, 44s and we have castings for 51 and 55. We are doing a batch of small brake drum beaded edge and split rim wheels along with large brake drum split rims (now we know the VSCC decision on wheel widths!). FH8 Bosch replacement magnetos are selling really well at the moment, most of the problems with Bugattis seem to be spark related. Replacement distributor caps for 57s prove the point with many a misfire cured sometimes after "years of misery" as one owner from Switzerland put it.

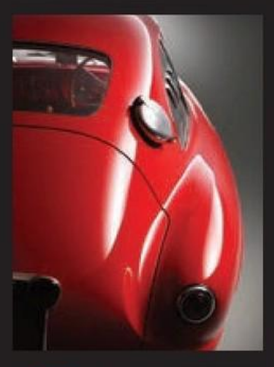
So roll on 2011 a year of austerity but a year that will have defining moments for many people. Perhaps a 35 on the road driving past a bus stop, or climbing Prescott, a muddy trials car in the lakes or an Alfa at Goodwood who knows.

Tim

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DK Engineering

Ferrari 340 America Le Mans Touring Berlinetta Chassis 0122A

POA

Ferrari sports car success and development in the 1950's was intricately connected with the development of various V-12 engines. Aurelio Lampredi developed a new engine for 1950 with an enlarged cylinder block thereby giving rise to the "long-block" nick name given to these engines.

340's were the first Ferrari sports car to be fitted with a 4.1 litre "Long-block" engine and were intended primarily as a competition car for wealthy privateers, and marketed as such, the 340 was directed specifically at a new and increasingly profitable market: the United States. Aptly named "America", the 340 became the first of many subsequent sports/racing Ferraris built specifically to meet the demands of the American market, where it proved to be both competitive and profitable.

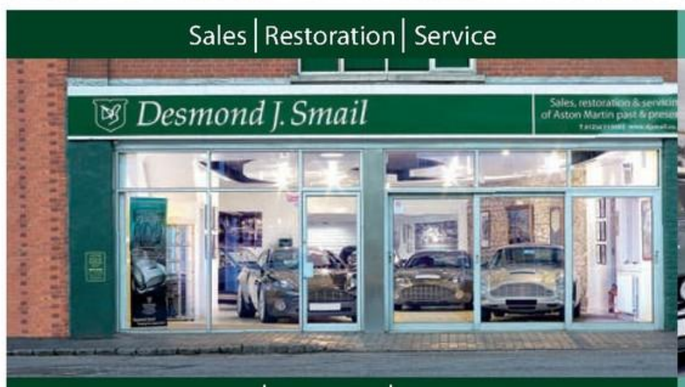
0122A was first delivered in August 1951 to Belgium. The car passed through a few owners early on in its life and was actively campaigned between 1954 and 1958 in the main by Pierre d'Haveloose and Armand Blaton. Since 1986 0122A has been part of one of the finest collections in Europe but is now available for sale. The 340 America was the first of the Lampredi big block equipped Ferrari and the first competition car built to also be suitable for the road. This is one of just two examples created with this beautiful body by Touring which is surely the best looking of all the 340 variants and so similar to the iconic 166 Barchetta in style. There are no questions surrounding this car and it can thus only be described as "bullet proof" having its original body, dry sump engine and gearbox. 0122A is eligible for the world's greatest events including the prestigious Mille Miglia.

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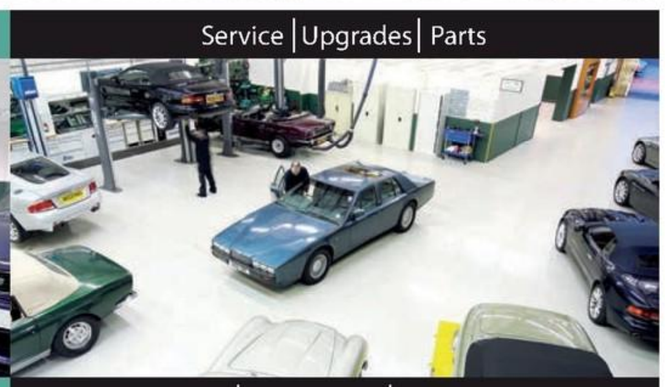
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Bentley Turbo R Left Hand Drive first registered in 1992
Finished in gleaming unmarked ebony black with black hide interior, piped in St James red, lambs wool overugs, picnic tables, cocktail cabinets, footrests, alloys, rear quarter badges, expensive in car stereo equipment, 35,000 miles, garaged from new, totally stunning **£19,750**



Aston Martin DB7 Volante Vantage 2001
Finished in Antrim Blue with matching hide interior in magnolia and blue, with matching blue power convertible top, auto power, tip-tronic steering controls, overugs, alcantara headlining, heated screen, premium stereo system, CD. Sat Nav, walnut veneer throughout, heated seats, power windows, usual Aston extras, non smokers car, only 14,000 miles from new, full Aston Martin history, garaged, mint condition **£48,750**



Jaguar SS 100 1936 Replica
Finished in Squadron Blue with Beige hide interior, headrests, radio and stereo, CD player, stainless boot rack, sparkling chrome wire wheels, auto, power steering, powered by a 4.2 Jaguar engine, fantastic to drive, all weather equipment, very rare, only a few coach built in aluminium, built by the famous Birchfield coach builders. This car is absolutely stunning. Becoming a very rare car and will enhance any collection, whilst still being a pleasure to drive. A fantastic investment **£59,750**



Jaguar E Type 1969 Roadster series 11 4.2
Finished in Gleaming Midnight Blue with Black Hide interior, headrests, C/D stereo system, manual transmission, sparkling chrome wire wheels, new white side tyres, this amazing car has 7,000 miles since very high restoration, with records and history, always garaged, just magnificent. **£57,750**



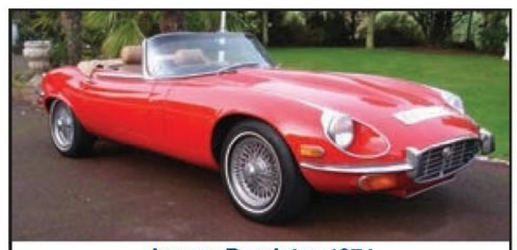
Jaguar 3.8 Mk II 1964
Finished in traditional British racing green with matching hide interior, picnic tables to rear, sparkling chrome wire wheels, auto power steering, radio stereo system, alarm, over £75,000 spent, excellent history. Magnificent **£45,500**



Jaguar E Type V12 Roadster 1974
Finished in gleaming signal red with as new black hide interior, headrests, stereo system, manual transmission, power steering, sparkling chrome wire wheels, white side tyres, heritage certificates, only 9,000 miles since top professional renovation, old Mots, hand book, history, always garaged, just magnificent **£85,750**



Aston Martin Virage 1991
Finished in metallic green with magnolia hide interior, piped in green, headrests, overmats, stereo system, tilt steering, usual Aston extras, only 25,000 miles from new with full service history, garaged from new **£28,750**



Jaguar Roadster 1974
Left Hand Drive finished in Signal red with beige hide interior, headrests, radio/stereo, tinted glass, air conditioning, sparkling chrome wire wheels, spare unused, manual transmission, power steering, 29,500 miles, garaged from new, superb .. **£66,500**



Aston Martin DB6, 1968
Finished in Olive Green, with tan hide interior, stereo system, power windows, manual transmission, power steering, chrome wire wheels, ONLY 112,000 miles from new. ONLY 2 owners. Last owner for 33yrs service frequently, invoices & MOT, original buff log book from new, amazing condition, drives like new, pampered and garage from new, if you want the very best this is it, rapidly appreciating ..... **£125,500.**



Jaguar E Type V12 Roadster 1974/5
Finished in Regency red with Black hide interior, headrests, stereo system, auto,power, chrome wire wheels, only 60,000 miles from new,bills and Mots, classic colour combination, very original example **£39,750**



Mercedes 300SL 1986
Finished in Arctic White with superb interior, rear seat, headrests, hard and soft tops, stereo system, CD player, alarm, alloys, power windows, power steering, automatic, service history, garaged, lovely example **£16,750**



Bentley Arnage 2000/1
Red Label Finished in the most desirable colour of Fire glow with Cotswold hide interior piped Red, headrests front and rear, matching lambs wool overugs, rear walnut veneer picnic tables and waist rails, CD and sat nav, folding mirrors, air bags, tinted glass, parking sensors, sports switch gearbox, 18" Bentley wheels, just had major service, only 29,000 miles from new, full service history, garaged from new, easily mistaken as new, totally stunning **£35,500**



Mercedes 300 SL AMG
1986 Finished in Arctic white with Navy Blue interior,hard and soft tops, auto, power, stereo system, full body kit, alloys, power windows, ABS, only 44,000 miles from new, with service history, absolutely stunning **£16,750**



Mercedes 560 SL Sports 1986
Left Hand Drive, finished in gleaming Signal Red with black hide interior, hard and soft tops, headrests, air bags, light up vanity mirrors, cd/stereo system, power mirrors, power windows, centre arm rest, air conditioning, climate control, cruise control, 18,000 miles, garaged from new, very difficult to repeat **£25,500**



Rolls Royce 20/25 Limousine 1935
Coach built by Thrupp & Maberley, Finished in Very pale Two tone blue with cream hide interior, the veneers have a silver inlaid coach line, glass divider, with occasional seats to the rear, side mounted spare wheel, fine coach lines to compliment the exterior, this car can only be described as similar to new, probably the finest in the country .. **£49,750**



RR Silver Cloud 1963
Three finished in two tone blue with dove grey hide interior, full length sun roof, air conditioning, picnic tables to rear, power windows,lambs wool overugs, stereo system, auto, power,history folder and Mots, original handbook, totally stunning **£36,500**



Mercedes 280 SL Sports 1969
Left Hand Drive, finished in Diamond white with cherry red hide interior, headrests, hard and soft tops, auto, power, air con, stereo system, two owners from new,this car is in amazing condition, pampered from new, looks like a one year old car and is totally superb. Also available in ivory white with dark brown hide interior **£49,750**



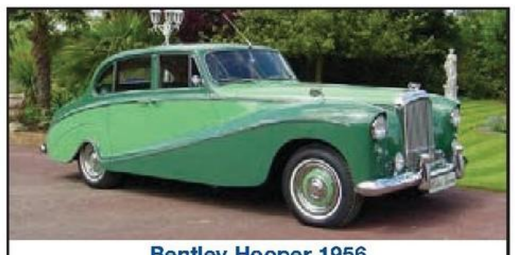
Aston Martin 2002 DB 7
Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior,and matching power top, Walnut veneers, overugs, touchtronic, power steering, power windows, sat nav, stereo, Cd, air con, Special Aston Larini exhaust system, only 10,000 miles from new with full Aston history,this car is just remarkable, never seen rain **£49,750**



Bentley Azure 1997 Model
Left Hand Drive finished in Silver Pearl with Black hide interior, to many extras to list, lambswool overugs, expensive stereo system, chrome wheels, anti theft device, Burr Walnut throughout, 52,000 miles, always garaged **£75,500**



1972 Rolls-Royce Phantom V1 State Limousine
Finished in Garnet over Antelope with Cherry hide interior to the front and West of England cloth to the rear, glass division, power windows, a/c, TV & video, cocktail bar, intercom, 12 stack CD player, Sundym glass, only 18,000 miles from new, 2 owners, lambswool overugs, occasional seats, show condition **£250,500**



Bentley Hooper 1956
Finished in gleaming two tone green with fine coach lines to compliment the coachwork, a matching green hide interior, with a glass like finish to walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overugs, only one former keeper, this very rare Bentley is ideal for showing with every possibility of winning, or for the pure pleasure of driving, possibly the finest in the world and a fine investment **£65,750**



Mercedes 280 SL 1969
Finished in champagne gold with superb interior, hard and soft tops, automatic, power steering, radio and stereo, cd and mini disc player, expensive alarm, 89,000 miles from new, good service history, garaged from new, absolutely stunning, probably the finest **£39,750**



1999 Bentley Continental SC Sedanca Coupe LHD
Finished in Silver Pearl with Stratos hide interior, 27,000 miles, matching lambswool overugs, this car has just about every possible extra, a very rare model with only seventy three ever produced, with its unique lift out glass roof, this stunning car has FBSH, garaged from new, a very famous owner, just magnificent .**£135,000**



Bentley Continental R coupe 1996
Finished in Silica with Sandstone hide interior, piped in soft tan, matching dashboard, matching quilted hide headlining, headrests front and rear, multi CD, rear foot stools, lambs wool overugs, tinted glass, garaged from new, last owner ten years, recently serviced, only 56,000 miles from new, full Bentley service history, this car is totally stunning .**£39,750**

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Rolls Royce Left Hand drive Corniche Convertible series 11 1985 model.

Finished in Ivory with matching tan hide interior,matching power convertible top, lambs wool overugs,stereo system,air conditioning, one owner, only 38,000 miles from new, history, always garaged, fine example **£49,750**



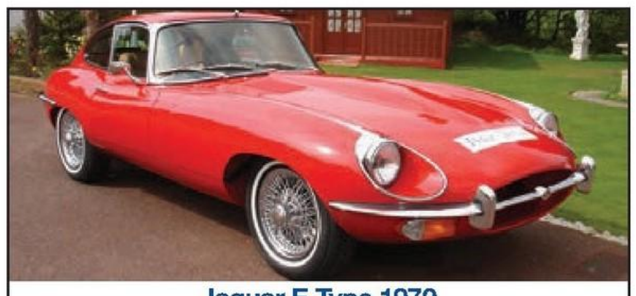
Jaguar E Type 1973/4 Roadster

Finished in Azure Blue with Tan hide interior, manual transmission, power steering, original radio,pressed chrome wheels, only 34,000 miles from new, lots of Mots and service history, original service book and handbook, superb original example. **£56,750**



Bentley Arnage T Mulliner 2005

Level 2 Finished in Silver lake with Nautic Blue with contrasting Cotswold quilted seats and door inserts, walnut veneer to fascia and waist rails, with Bentley recessed badges, Le mans vent and Mulliner badges, sat nav, sunroof, quad exhaust, parktronic, many more extras, 27,000 miles, FSH, very high spec, this car is totally stunning **£75,500**



Jaguar E Type 1970

Series 11 FHC Finished in gleaming Signal Red with Tan hide interior, head rests,sparkling chrome wire wheels, stereo system, spare unused, well known car in the Jaguar world, this E Type is just incredible in condition, totally rebuilt every nut and bolt, by a top club member, only covered 2,000 miles since rebuild,l ots of bills, handbook in leather wallet, it would probably be impossible to find better, the ultimate E Type **£65,500**



Jaguar E Type V12 1973 2+2

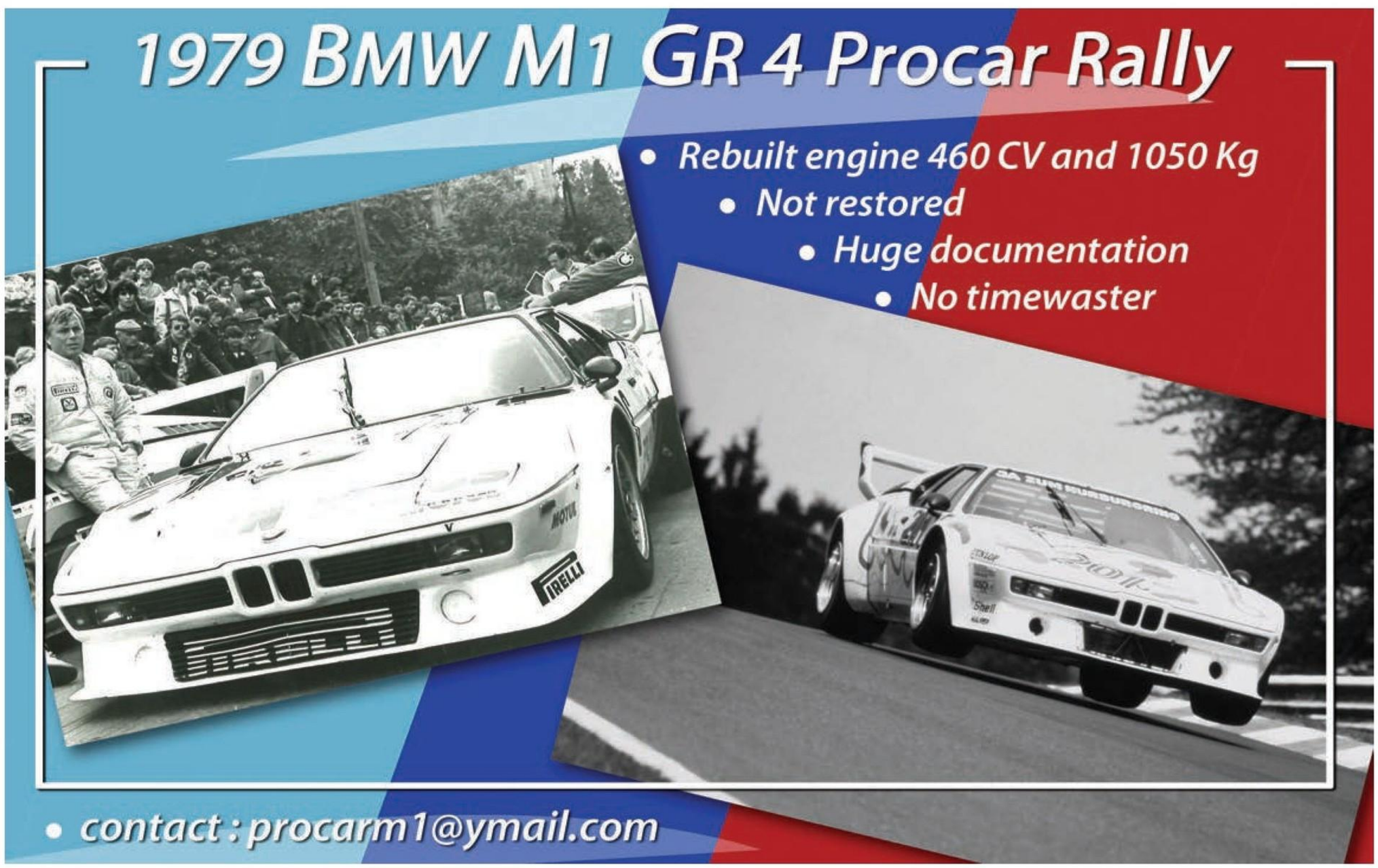
Finished in Silver with black interior, headrests, chrome wire wheels, auto, power steering, stereo system, history, original handbook and history, lots of Mots, 67,000 miles, many valuation certificates, one for the enthusiast, garaged **£19,750**



Jaguar V12 E type Roadster 1974/5

Finished in Gleaming Old English White with Cherry Red hide interior, headrests, stereo system,overmats,sparkling chrome wire wheels, virtually one owner,only 21,000 miles from new, with original British Leyland service book with stamped up service history, hand book in original leather wallet, garaged from new, this E type is quite remarkable and totally superb **£85,750**

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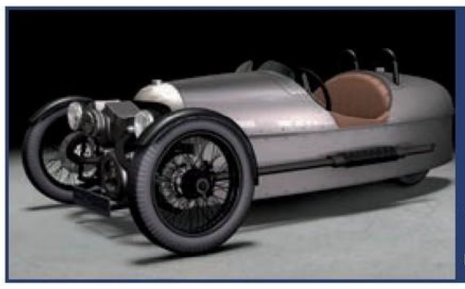
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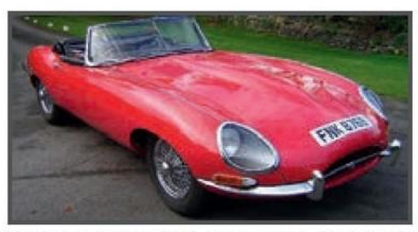
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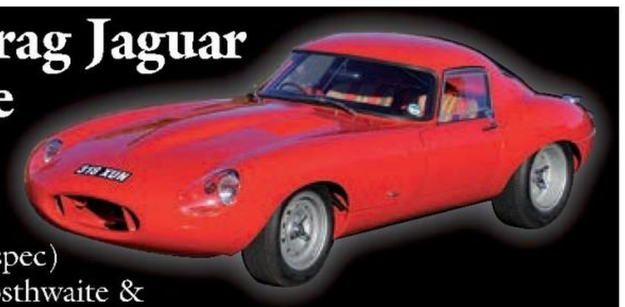
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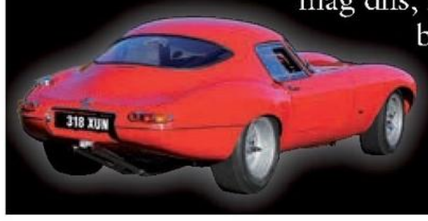
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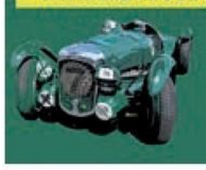


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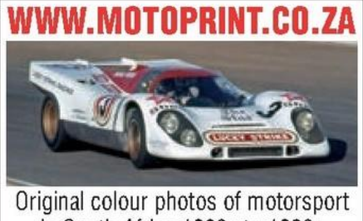
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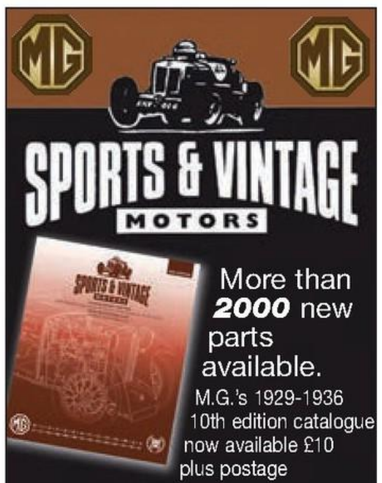
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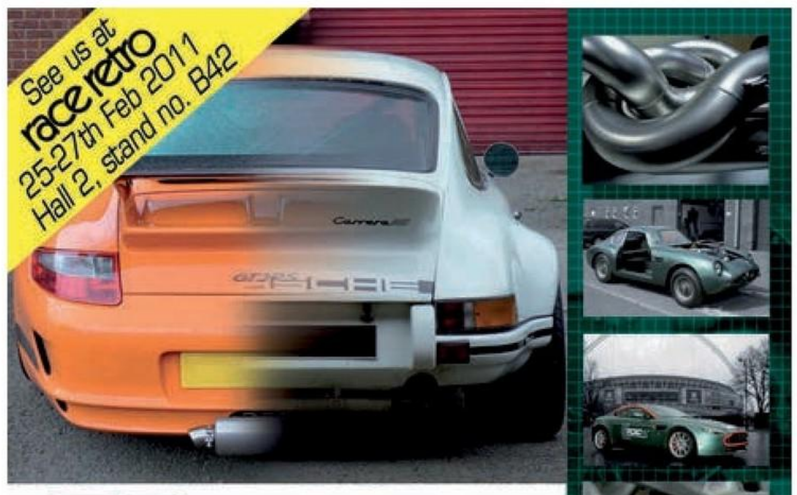
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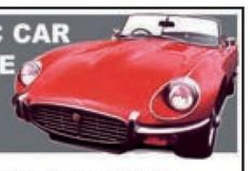
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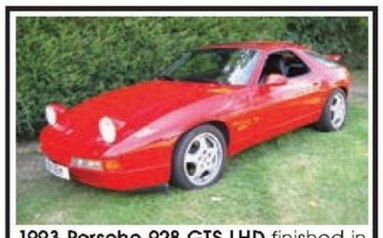
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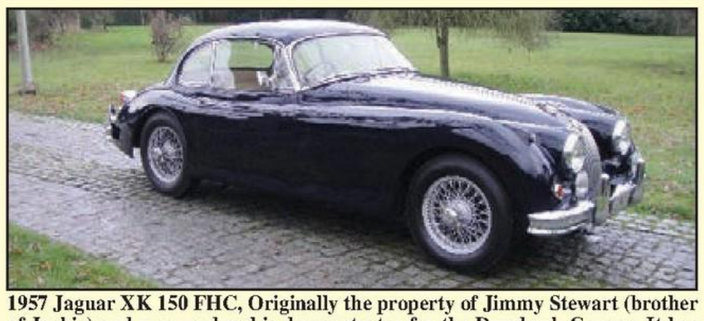
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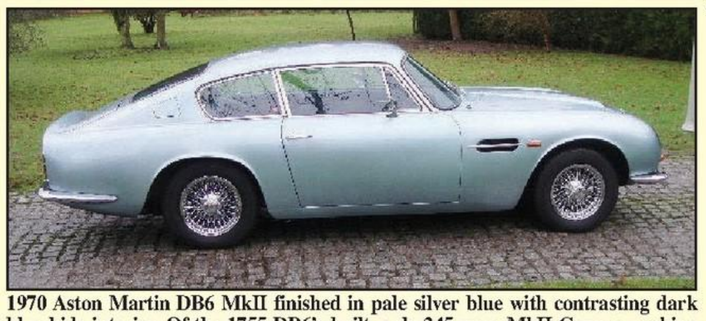
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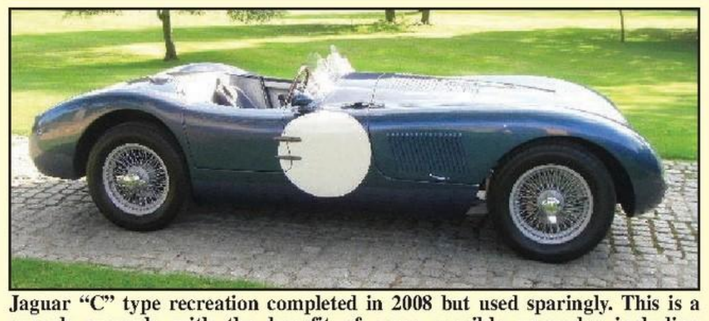
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1957 Jaguar XK 150 FHC, Originally the property of Jimmy Stewart (brother of Jackie) and was used as his demonstrator for the Dumbruk Garage. It has been kept in very nice order and drives extremely well. Undoubtedly appreciating in value but realistically priced at £45,950



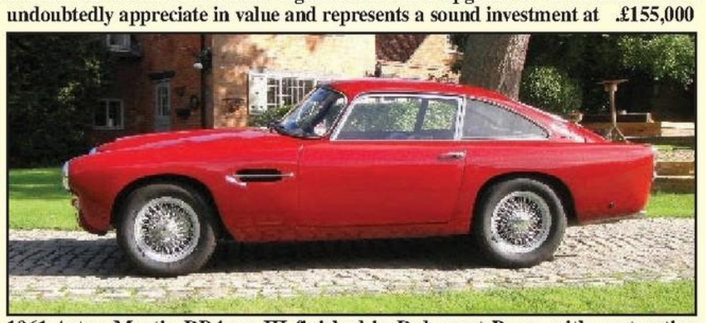
1970 Aston Martin DB6 MkII finished in pale silver blue with contrasting dark blue hide interior. Of the 1755 DB6's built, only 245 were MkII Coupes, making this a particularly rare car. This car is in extremely nice condition throughout and has had the benefit of a recent engine rebuild and upgrade to 4.2 in 2010. It will undoubtedly appreciate in value and represents a sound investment at .£155,000



Jaguar "C" type recreation completed in 2008 but used sparingly. This is a superb example with the benefit of some sensible upgrades including independent rear suspension and all round disc brakes. It is beautifully finished in Ecosse blue with period style interior. Sensibly priced at . .£65,000



2002 Aston Martin DB7 finished in Derwent green with parchment hide interior and green Wilton carpets. This car which was supplied in 2 seater configuration is in fabulous condition and a credit to its previous owner. With only 47,000 miles, it is totally unmarked, just serviced and ready to be enjoyed. Wonderful value at £27,950



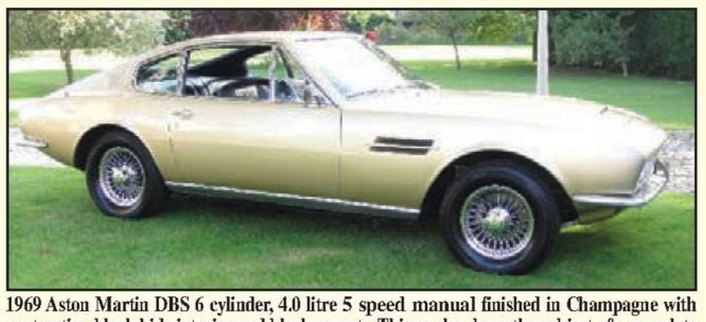
1961 Aston Martin DB4 srs III finished in Dubonnet Rossa with contrasting black hide interior. In very nice condition throughout and with the benefit of a comprehensive history with details of a recent full engine rebuild. Very nimble and great fun to drive, these cars are undoubtedly appreciating. Sensibly priced at £140,000



1989 Bentley Mulsanne "S" finished in Brooklands green with red hide interior. This is a very nice example and comes with a huge history file and is stunning value at only £8,995



1987 Aston Martin Vantage Volante "X" pack in Cumberland grey with black mohair hood and pale beige hide interior piped in Burgundy. An excellent example just fully repainted by an Aston Martin specialist in Kent. Specification includes an electrically operated power hood, Becker Satnav, adjustable steering column, Ronal wheels, driving lamps and a flipped tale for added driving stability, 380BHP engine. A sound investment at this price. .£82,500



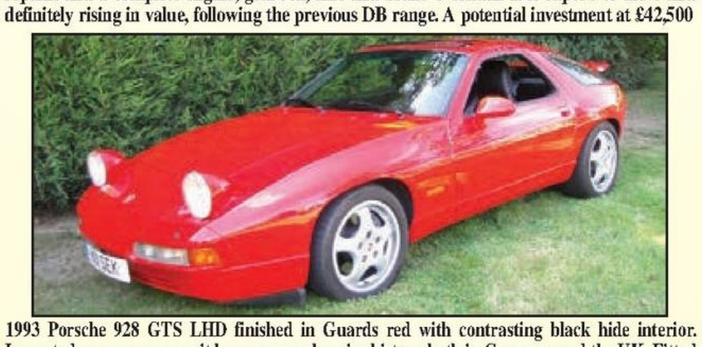
1969 Aston Martin DBS 6 cylinder, 4.0 litre 5 speed manual finished in Champagne with contrasting black hide interior and black carpets. This car has been the subject of a complete restoration by its previous owner, including new sills, detailed engine bay, back to metal repaint and a complete engine, gearbox, axle and brake overhaul. It is superb to drive and definitely rising in value, following the previous DB range. A potential investment at £42,500



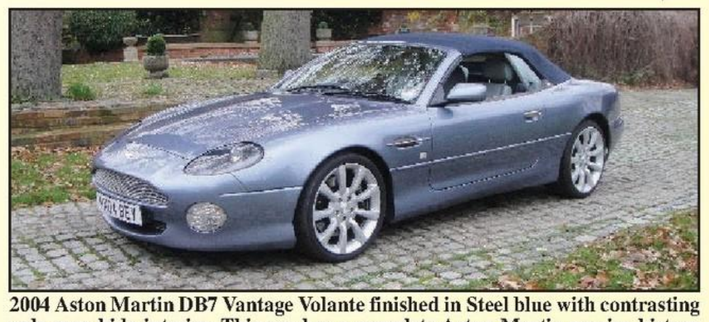
1994 Aston Martin Virage Volante finished in Cairngorm grey with mushroom hide interior. These cars were £165,000 when new and were the flag ship of the Aston range; they now represent incredible value. Fitted with power hood, heated electric seats and air conditioning, they are a joy to drive and a pleasure to own £39,950



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1993 Porsche 928 GTS LHD finished in Guards red with contrasting black hide interior. Imported some years ago, it has a comprehensive history both in Germany and the UK. Fitted with air conditioning, 17" cup alloys, automatic transmission, electric heated seats and adjustable steering column. This car has just had a major service and is in superb condition throughout and realistically priced for a car which is fast becoming a collector's item £16,950



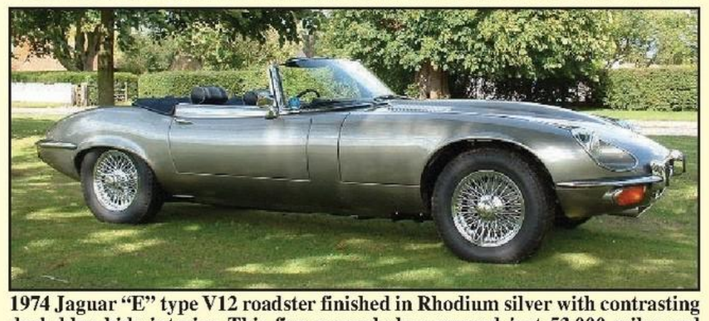
2004 Aston Martin DB7 Vantage Volante finished in Steel blue with contrasting pale grey hide interior. This car has a complete Aston Martin service history and has covered only 36,000 miles. It comes with most available options including air conditioning and 19" alloys and is competitively priced at £33,950



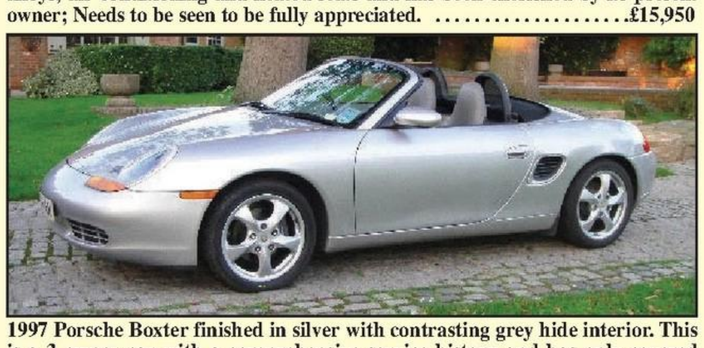
1988 Jaguar XJS V12 convertible finished in Rhodium silver with contrasting dark blue interior. This is a stunning example that has covered just 30,000 miles and comes with a completely documented history file. It is fitted with cross spoke alloys, air conditioning and heated seats and has been cherished by its present owner; Needs to be seen to be fully appreciated. £15,950



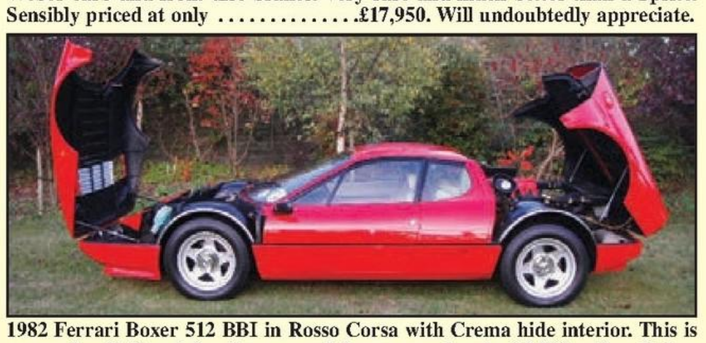
1960 Turner Sports Mk I, finished in classic blue with black bucket seats and wire wheels. This is probably the most well preserved Turner in captivity and is a credit to its previous owner. It has a 1380cc "A" series engine with 40dcoe Weber carb and front disc brakes. Very rare and much better than a Sprite. Sensibly priced at only .....£17,950. Will undoubtedly appreciate.



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