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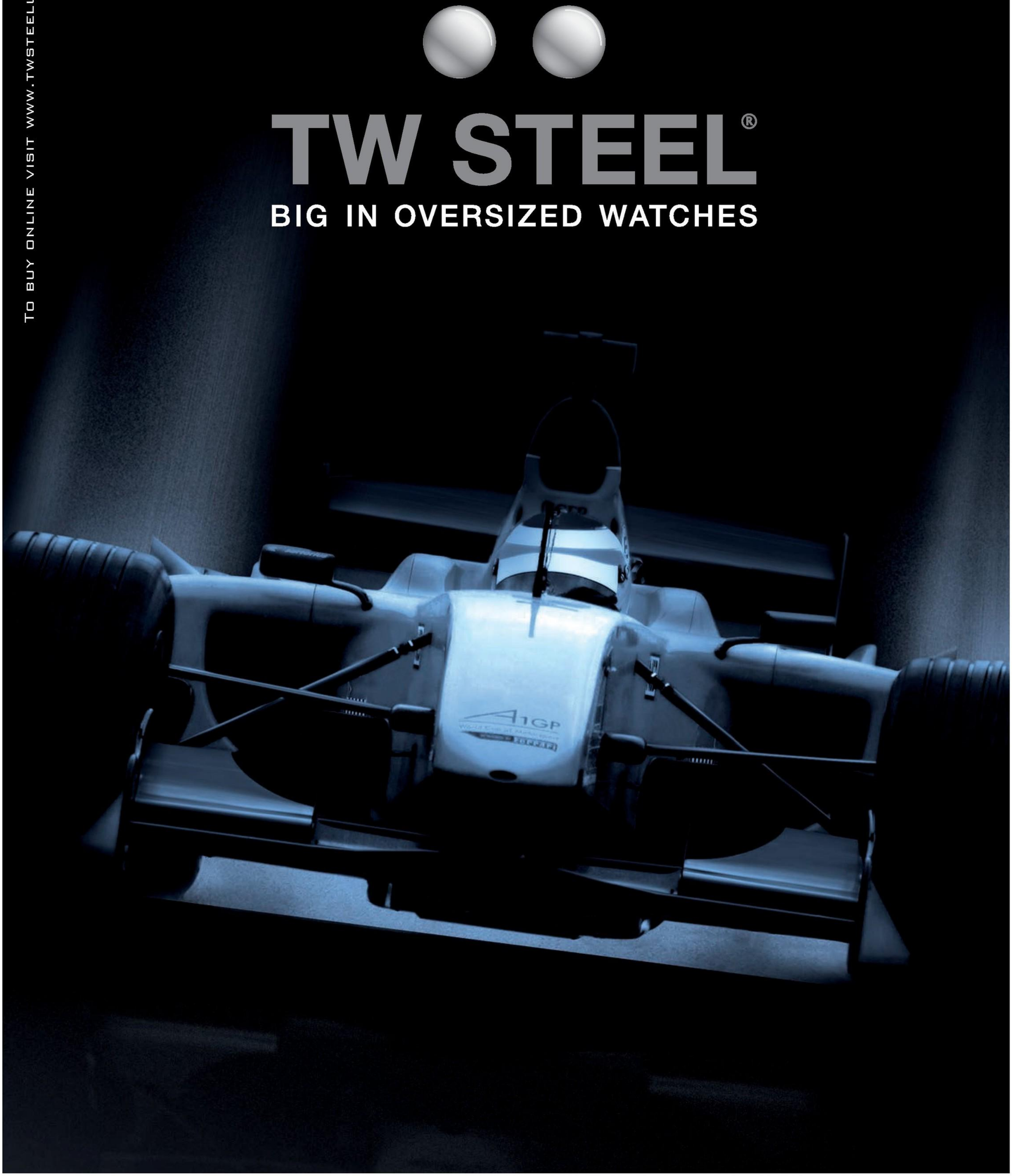
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Cover: Charles Best

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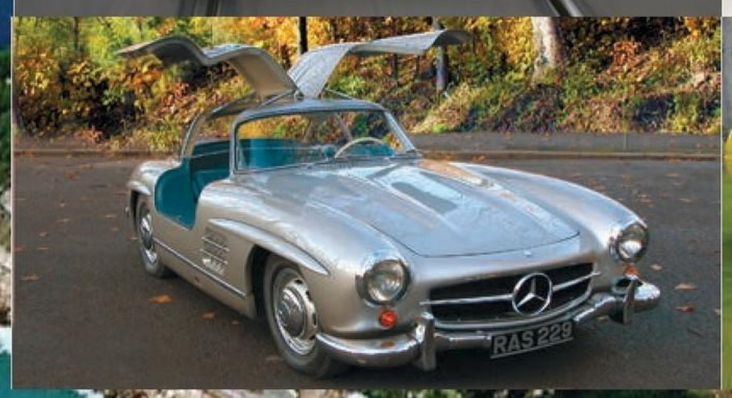
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No medals for rule meddling

Doug Nye is remarkably prescient in this month's *Motor Sport*. When he filed his story about Formule Libre and mused how 'run what you brung' could find itself back in fashion in these straitened times, we had no idea that within a matter of days the FIA would announce an unfettered (at-a-price) Formula 1 rules package for 2010. Spooky. It was almost as if they knew…

It's not quite Formule Libre, of course, but it certainly isn't Formula 1. It's F1a and F1b, which really is very daft. But don't forget, little of what went on in the run-up to Australia had anything to do with actual motor racing.

Rather than getting excited about what could be the most open F1 season in years, we had the wins-over-points decision, followed by the subsequent u-turn (Stefano Domenicali was quite right to call it "embarrassing"), the much more important £30m budget cap announcement for 2010 (how many jobs are going to be lost in the wake of this decision?) and the potentially explosive row over the diffusers on the cars of Toyota, Williams and Brawn (yawn).

It didn't have to be this way, of course. But Max Mosley does like to exercise that giant intellect of his by toying with this pastime that's kept him amused for 40 years now. Those silly F1 teams have been getting above themselves, forming a ghastly union. So let's give them a gentle reminder of who's in charge. Well done, Max. Beautifully done.

Oh well, it could be worse. Jean Todt could be running the sport…

You might be surprised to find Flavio Briatore gracing our cover this month. I admit, it's a bit of a departure. Briatore is not a 'racing man', his passion is cold, hard business. But he is also, in our opinion, the best 'manager' in modern F1 and understands instinctively what it takes to be a winner.

When you meet Briatore you very quickly understand why he has had so much luck with all those supermodels over the years. The guy has genuine charisma, something in short supply these days in F1, and despite his lack of racing background in many ways he is actually a throwback to earlier times. It took years for Flav to be truly accepted in the paddock, but his record of success at Benetton/Renault has won most people round.

Read Nigel Roebuck's interview. In almost every respect, Flav talks sense. Which is perhaps more than can be said for Mr Ecclestone, who is also interviewed in this issue. Joe Saward's piece will leave you gawping.

Whatever happens in the appeal courts, no one can really take away the special achievements of Jenson Button, Rubens Barrichello, Ross Brawn and the whole Brawn team at the Australian GP. Button did exactly what we always knew he could do with the right equipment, while Brawn cemented his place among the engineering – and now team owner – greats. What a wonderful story: many congratulations to all concerned, on a great day for the sport.

• *As we settle into the season here at Motor Sport, we look ahead safe in the knowledge that the magazine is in rude health. Our readership figures for 2008 confirm that we are the fastest growing car magazine in the country, which is something to be proud of. Our 12.6 per cent rise in readership is down to you. From everyone here, thank you.*

Damien Smith, Editor

CONTRIBUTORS



Rob Widdows

It's a safe bet that back when Rob began following Grand Prix racing he, and many others, would have refused a wager suggesting that there might one day be an Indian team in F1. Yet under its colourful leader Vijay Mallya, a reorganised Force India is intent on making an impact. Rob went to the team's HQ to see what's changed; luckily for the *Motor Sport* expense account, it's in England…



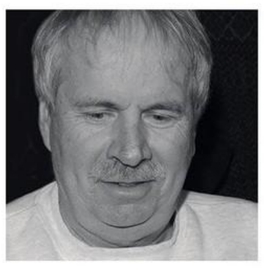
Donald Davidson

Indy Motor Speedway's full-time historian since 1998, Davidson became hooked on the '500' race as a schoolboy in Britain during the 1950s. Moving to the USA in 1965 he became statistician and historian to USAC for 31 years. A lecturer and contributor to countless magazines and books, his voice has also been heard on the radio every year since 1965, commentating on the '500'.



Richard Heseltine

Not content with fun on four wheels and two, Richard had a flirtation with motorbike and sidecar over the winter – a Russian Ural, complete with machine gun mount. But after scaring himself with that he has seen sense and bought a Rickman Metisse instead. This season he plans to return to club racing for the first time in 15 years, in a classic Ginetta G27 – appropriate, given his feature this month.



Robin Miller

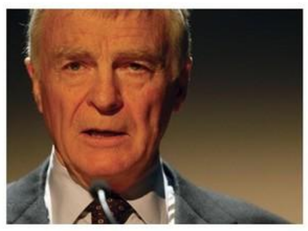
After more than 30 years in the sport, Robin still calls himself "an Indycar junkie". He's worked in the pits, raced, and written and broadcast about the racing for decades. When he was invited to lunch recently Robin took his notebook along, because round the table at 'Charlie Browns' in Indianapolis was a squadron of Indy 500 veterans. It didn't take much to get the tales flowing…

Budget class causes F1 turmoil



FOTA addressed the media in Geneva on March 5. Its proposals were snubbed by the FIA

F1 TEAMS VOLUNTARILY running to a budget cap of £30 million in 2010 will be handed competitive advantages which will enable them to run at the same pace as existing teams. The plans, announced by the FIA without consultation with the Formula One Teams Association, have sent shockwaves through the sport.



"There is no reason why cost-capped teams could not win races"
MAX MOSLEY

Max Mosley has lobbied for a budget cap in the past, but having been unable to make it work he has effectively introduced one by stealth. His aim is to attract two new teams to fill the unused 11th and 12th spots on the grid by 2010. He has also left the door open for further teams to be accepted, if the current limit of 12 can be extended.

The news comes at the right time for Peter Windsor and Ken Anderson, who have announced plans to set up an American team in Charlotte under the name of US Grand Prix Engineering.

What makes this initiative different from previous efforts to help 'poor' teams is that anyone running to the cost cap will be able to use an unfrozen engine with no rev limit and no limits on development – provided that any work is included within the £30m. There will be a standard floor and diffuser that offers extra downforce, and the right to use moveable wings in addition to the adjustable front flap currently available to everyone. Mosley says the FIA will be able to adjust this equivalency formula as it wishes.



The budget cap would play into the hands of USGPE leaders Ken Anderson (left) and Peter Windsor

LAT

"There is no reason why cost-capped teams could not win races," said the FIA president. "The massive and highly organised unlimited-expenditure teams

are perhaps likely to do a better job of going racing. They will have the most expensive race engineers and tacticians, not to mention the top-earning drivers. However, racing is (and should be) unpredictable."

The £30m cost cap, which Bernie Ecclestone has already admitted is too low, will include all costs associated with running a team, such as driver salaries, but curiously does not include the motorhome. Mosley is adamant that the FIA will be able to monitor costs effectively, that teams will not be able to hide any expenditure, and that any outside help will have to be budgeted for. Critics suggest the reality of running a team is far more complex and question what will happen if a financial irregularity is discovered long after the season has finished.

Mosley added that teams can take driver and key employee salaries out of the equation by in effect making them stakeholders who share in any profit on top of the £30m budget.

Ecclestone's support is demonstrated by the guarantee of $10m of FOM funds – just over £7m – to the 11th and 12th teams. This in effect means they will get nearly a quarter of their budgets just by turning up. Allowing for sponsorship and additional FOM income, making a profit is not out of the question. Indeed even 10th place in the World Championship is currently worth nearly £30m.

Mosley has made it clear that existing teams are welcome to switch to the budget class, should they so desire. Clearly his message is aimed at the CEOs and main boards of the manufacturers, who will surely now question why they should spend so much to run at the same speed as budget-capped teams.

However, scaling down a works team to that degree is a near impossible task, at least in the short term. Even tiny Force India currently spends well over £40m in basic operating costs and its salary bill alone is around half the £30m cap.

A major question mark surrounds potential sources of engines. Existing manufacturers are unlikely to be willing to make an unfrozen, unlimited version of their engine available to customers at a token cost. The only realistic alternative appears to be Cosworth, which raced its V8 for a single season with Williams in 2006. Last year it was named by the FIA as a potential official source of cheap engines, along with gearbox supplier Xtrac. *Adam Cooper*

IN BRIEF

■ Dubai's $360m Formula 1 theme park has been put on hold for economic reasons. The project, which is currently 50 per cent complete, is now scheduled to be finished in 2010.

■ Tyler Alexander, one of the few remaining McLaren employees who worked with Bruce McLaren, is retiring from the company after five decades. After joining the team in 1963 as a mechanic, he became one of Bruce's right-hand men and one of the team's principal figures.



PA Photos

■ Lewis Hamilton collected his MBE from the Queen on March 10, before going to Barcelona for testing. The World Champion said: "To be recognised alongside people who make an outstanding contribution to society is truly humbling."

■ Jean Todt has resigned as CEO of Ferrari, ending an involvement with the company that lasted nearly 16 years. Todt, 63, who gave up his role as team principal at the end of 2007, continues to be linked with a future role as FIA president.



AP Photo

■ The McLaren Group added its name to the Women's World Bobsleigh Championships after Nicola Minichiello and Gillian Cooke triumphed with the assistance of McLaren Applied Technologies. The company identified key areas that could be improved on the existing sled and modified it for the start of the season.

■ The FIA has confirmed that F1 teams will be allowed three days of 'young driver' testing between the last race and December 31 – the only testing permitted during that period. The driver must not have competed in more than two GPs or run more than four days of F1 testing in the preceding 24 months.

■ A potential new home for the French GP has been found at a site between the villages of Flins-sur-Seine and Les Mureaux, just west of Paris. Close to the River Seine and a Renault facility, the new venue is to be created by Buckinghamshire-based Apex Circuit Design. The firm was behind the Dubai Autodrome.



Sir Richard Branson joined Brawn GP on the Saturday morning of the Australian GP

LAT

Extra funding needed to secure Brawn GP's future

ROSS BRAWN HAS ADMITTED THAT THE current structure of the Formula 1 team that now carries his name is only a "medium-term" solution, implying that it will need extra investment if it is to continue to thrive.

Honda finally confirmed on March 6 that it had sold the team to Brawn GP Ltd in a management buyout that also involved four other directors of Honda Racing, including CEO Nick Fry. It is believed that the sale involved a nominal fee, and in addition Honda promised a substantial dowry which goes some way to paying for the team's first season – while in effect also absolving the Japanese manufacturer of any responsibility for future redundancies.



"A deal with Sir Richard Branson's Virgin Group has bolstered the team's strength"

The Honda cash and scheduled FOM payments will finance the team in the short term, while a sponsorship deal with Sir Richard Branson's Virgin Group has bolstered its strength. But more support will be required for 2010 when the team must fend for itself.

Although the FIA has made the new budget class an option (see left), it's highly unlikely that the team could scale down sufficiently to be eligible to run to those rules. Brawn said that the "majority" of the existing staff will be retained, but there has been no firm news about cutbacks.

The BGP001 car proved instantly competitive when it first hit the track, just three weeks before the season-opening Australian GP which it sensationally won. The performance stunned the F1 world, but there are sound reasons why the team is better off than had been anticipated during the winter.

In fact the team had been working on converting its original Honda RA109 design to accept a Mercedes engine from a much earlier stage than had previously been thought. Brawn has revealed that the Mercedes was chosen over the alternative option of a Ferrari "around Christmas time", mainly because the former was a much closer fit architecturally to the Honda that the car had been originally designed around. That meant there was less work involved in adapting the RA109 than might be expected. Crucially, it was possible to use the original gearbox design, so that there was no impact on suspension geometry and so on. The team also made its life easier by going without KERS, since the system it had intended to use was retained by Honda. Thus the car does not feature the compromises that come with packaging a heavy KERS system.

However, the biggest head start Brawn had was the fact that the team had pushed ahead with serious aero development for the 2009 rules before any of its rivals, and had been working flat out in its two wind tunnels. Last year the team made an early and very public decision to abandon any development on the disappointing RA108 in order to prepare for this season.

Nigel Roebuck



REFLECTIONS
– Button's patience finally rewarded in Melbourne
– Bernie-and-Max react against FOTA uprising
– Honda misses out as Brawn works his magic

The weekend was summed up in a quiet moment before the drivers went on the podium. Ross Brawn embraced his drivers, Button and Barrichello, and then Rubens looked at his boss: "What a car…" he said.

What a car, indeed. Designed very early, debuted very late, for the reasons we know. As Brawn GP headed off to Melbourne, the team had tested only seven days, and as Ross said after the race: "Obviously we were a bit concerned about reliability – we hadn't done a race distance until today…"

You'd have to say that there was an element of luck in the team's one-two, for Barrichello had a somewhat chaotic race (which proved beyond doubt that Brawn builds not only a quick, but also a strong motor car), and perhaps, as Mario Theissen suggested, Kubica might have stolen the victory, had he not had a coming-together with Vettel in the late laps. Robert was, after all, on the harder Bridgestones, and coming on increasingly strong, while the leader's soft compound tyres were graining.

Jenson, though, had led from the start, and always looked to have things handled. Afterwards he said it hadn't been as easy as it might have looked – problems with getting heat into his second set of tyres, visibility problems in the low, early evening sun – but fundamentally this was a race he dominated.

Afterwards people with long memories were remembering Reims in 1954, when Mercedes-Benz returned to Grand Prix racing after 15 years away, and Juan Manuel Fangio and Karl Kling finished first and second. The magnitude of what Brawn GP has accomplished in the last few weeks cannot possibly be over-exaggerated, and Melbourne started the 2009 Grand Prix



Button made the perfect start in Australia, but Barrichello's anti-stall system ruined his getaway

LAT

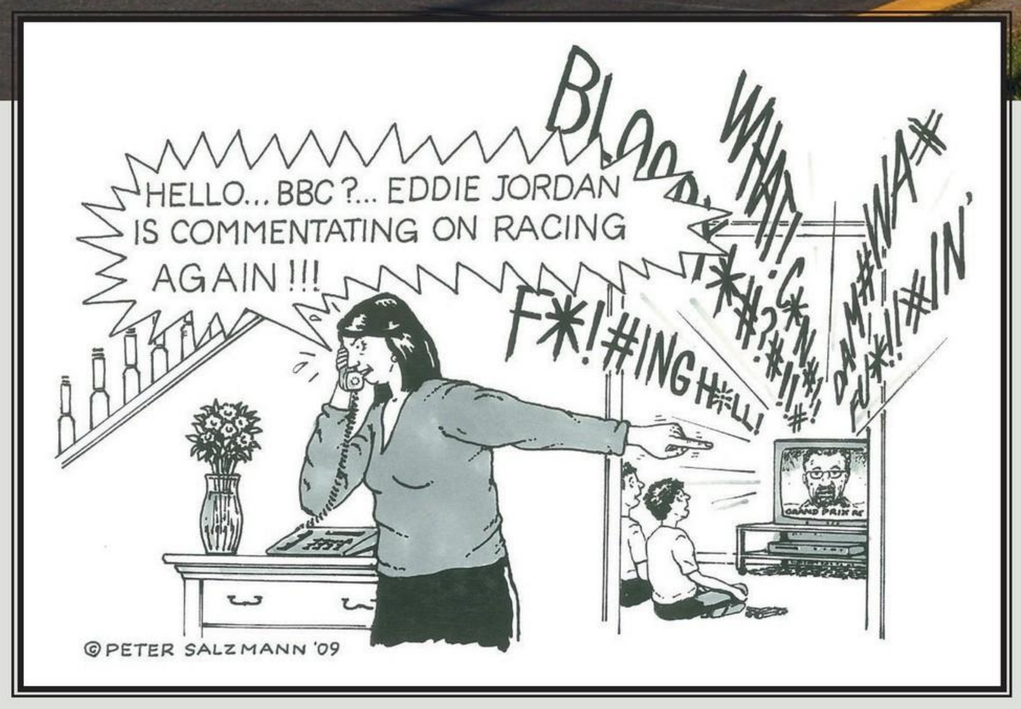
season in glorious fashion.

What happened on the track was a perfect antidote to a deal of poor publicity for the sport in the build-up to the new season. There had been the efforts of the FIA and FOM to destabilise the unity of FOTA, arguments about unpaid monies, disagreements about diffusers, and on and on, but when the cars actually got moving we all remembered again why we love Grand Prix racing.

As we have seen before, Melbourne does not necessarily provide an accurate form guide for the rest of the season, but when you studied the grid you might have thought you were reading it upside down. Towards the front you found such as Brawn (née Honda), Williams, Toyota and Red Bull, in the middle Ferrari, towards the rear McLaren.

Twelve months ago, lest anyone forget, Lewis Hamilton completely dominated in Australia, but this season he finds himself – for the first time in his Formula 1 career – looking down the wrong end of the telescope, and actually driving an uncompetitive car. Making good use of the KERS system on his car, Hamilton finished well, but, with an in-season testing ban in force this year, McLaren has chosen a bad time to come up with a poor car. The team's unrivalled simulation technologies will certainly need to earn their keep.

Ferrari, while not there, was at least thereabouts, and although neither Massa nor Räikkönen finished, they showed enough to feel reasonably confident about the season as a whole.



Nigel Roebuck

It has been said endlessly that these days it's all about the car, that even a great driver is relatively helpless if he doesn't have absolutely competitive machinery. In Australia Alonso, the most complete of all, was never a serious factor, indicating that Renault, like McLaren, apparently has much to do.

How satisfying, though, for Button and Barrichello, after years in the Honda wilderness, suddenly to be where their talents warrant: at the sharp end.

Patrick Head has always maintained that Sepang, the second race on the schedule, gives a truer indication of where everyone is than Melbourne, and maybe, within a week of my writing this, everything will look a little different. But the signs are that there have been shifts, temporary or not, in the status quo, and it was a fine thing, for example, to see signs of a Williams renaissance. Perhaps, as we have seen before, the team's competitiveness will fade over the season as others progress, but Rosberg was fastest in all the practice sessions, and his pass of Räikkönen in the race was sublime.

Nico qualified ahead of both Ferraris, but on the run down to the first turn KERS took both Massa and Räikkönen past him, and many have suggested that this is where the controversial system will provide its greatest single advantage: away from the grid. As the season evolves, it may prove increasingly crucial for competitiveness, but in Melbourne that was questionable. The Brawns seemed to manage without it.



LAT

As I write this, an hour or so after the finish of the Australian Grand Prix, a great season, new rules and all seems to be in prospect, not least because the old order – at least for a time – appears to have changed. Yes, Ferrari and, we assume, McLaren will come back, because they are Ferrari and McLaren, but they face a greater threat than for a very long time.

Think of it: the Brawns finished one-two, but if Vettel and Kubica, absolute racers both, had not laid claim to the same piece of asphalt at the same moment, drivers from Red Bull and BMW would have joined Button on the podium. The Toyotas, both of which started from the pitlane, made a great impression, and Williams has obviously a strong basis on which to build.

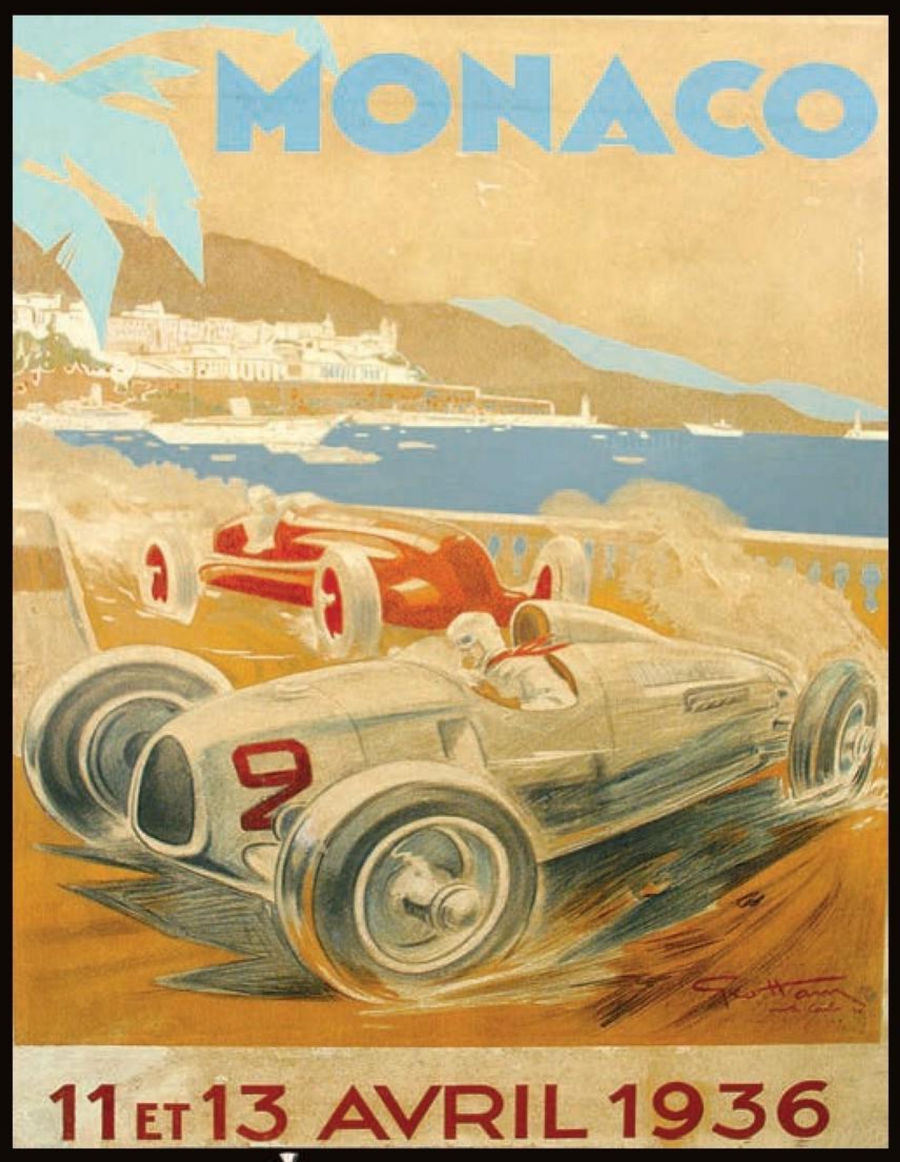
Formula 1 is looking closer, front to back, than it has for a great many years, and perhaps finally Button will have the opportunity to realise all that latent talent. For the last two years Jenson, while bearing it bravely, has inevitably tired of being asked questions about how well Lewis was doing. For now, at least, he and Ross are the men in the pound seats, and right well they deserve it.



Button and Barrichello seal their historic one-two finish (above), and then celebrate with the boss

LAT

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Nigel Roebuck



Di Montezemolo outlines FOTA's aims in Geneva – this time the teams seem firmly united

LAT

"FOTA is the best thing to happen in years in Formula 1," said Flavio Briatore when I interviewed him recently, "because if we're not together, we're very weak.

"Remember the old days when you had the FOCA teams and the 'grandee' teams? You're only going to improve your business if you're all on the same side – if you create competition, everybody tries to take advantage.

"In F1 what do we have? We have the FIA, we have the commercial rights holder, and we have the teams. The FIA is one person, right? The commercial rights holder is one person. The teams, though… that's 10 or 12 different people, all talking – and all trying to do the best deal possible for themselves. It wasn't working any more, so we decided to try to unify, to have one representative to speak for everybody.

"We should take this opportunity to make F1 right," Briatore concluded, "because the moment the economy starts to recover we might start to lose the unified feeling again…"

As I write this, the weekend before Melbourne, there is no sign of the economy's starting to recover – ha! – but still the unity of FOTA is under attack, thanks to a grenade rolled into their midst by Messrs Mosley and Ecclestone, Max-and-Bernie, the double act which has ruled F1 since Job was a lad.

On the morning of March 5, however, all that lay in the future, and as I stumbled out of bed at 4.15 I must say I momentarily questioned the wisdom of going to Geneva for FOTA's inaugural press conference. When all was said and done, the salient quotes would be on the websites by mid-afternoon, would they not?

Well, yes, they would, but that much is true of anything that happens in today's world, and on that basis only Internet journalists would ever go anywhere. This particular event was something different, and from the moment my invitation arrived I was strongly inclined to attend, to get an *impression* of FOTA, of all these disparate souls now apparently united.

To the Batiment des Forces Motrices, then, on a drizzly morning, and as we stood around, drinking coffee, before the conference started, conversation was dominated by news that the erstwhile Honda team had indeed survived, and would be known henceforth as Brawn GP. There had been speculation that Nick Fry might not be involved, but in the event it was he who represented the team at the conference, Ross himself being back at the factory for the formal 'handing over of the keys'.

We took our seats, and in they trooped, the team principals, genial to a man. Luca di Montezemolo, the president of FOTA, then began his address, and this was Luca at his most patrician, most statesmanlike.

Also his most politically correct. Throughout his speech he emphasised – as had Briatore – that F1 was a triangle, with the FIA (Max Mosley) at one corner, FOM (Bernie Ecclestone) at another, FOTA at the third. It was imperative, di Montezemolo said, that the three sides worked together in taking Formula 1 forward to new and greater heights.

I like Luca, and have always enjoyed his company, but as the minutes passed I began to ponder again my decision to schlep to Switzerland. This was clearly not a day for bombshell announcements.

After a while di Montezemolo handed over to the Working Groups within FOTA. Mario Theissen presented the technical vision of the future, after which Briatore dealt with the commercial aspects, and Martin Whitmarsh the sporting stuff. There were plenty of sensible plans to do with reducing costs, improving the spectacle, and so on, but the only instant 'news story' was a proposal that the World Championship scoring system be amended to 12-9-7-5-4-3-2-1. Most thought that preferable to what we have at the moment, but still putting too little premium on winning.

Finally di Montezemolo came back to the microphone, and in the course of his closing remarks invited Ron Dennis to say a few words. It was all very good-humoured, and if the intention had been to demonstrate harmony among the teams, it worked.

As one remembered the ferocity of the antagonism between Ferrari and McLaren

during the infamous 'Spygate' affair, it was difficult to believe how much had changed in a year. Had Jean Todt still been at the helm of Ferrari, one could not have imagined such a thing – indeed, one wondered if the formation of FOTA would have been feasible at all. As it was, Dennis sat alongside Stefano Domenicali, and symbolically that was not insignificant.

It must be said that after the conference we were left with a certain feeling of anti-climax, but the more one thought about it, playing back the tape of what had been said, the more one detected evidence of steel beneath the silk. Yes, di Montezemolo had said it was sure that all parties would sign a new Concorde Agreement, taking us to the end of 2012 – but then what? The teams would be looking for a significantly bigger slice of the financial cake, that's what.

"We need to get back to where F1 is a business, and not an expensive hobby," Briatore had said to me. "Basically what we need is enough money from Bernie to break even – this makes sense. Then, any money from sponsorship is profit to invest in the company. We must be able to survive on the money we're producing – like a producer depends on the money from his movies."

The di Montezemolo who spoke in Geneva was not the man who lost his rag on the subject of money from FOM in the Monza paddock, nor he who last June, in the wake of the *News of the World* affair, proposed that Mosley should step down as FIA president 'for reasons of credibility'. No, this was Luca striving to appear reasonable, conciliatory, and very well he did it.

Three months earlier, though, following the FOTA meeting in Monaco, di Montezemolo had been moved to suggest that the era of domination over F1 by Max-and-Bernie was now at an end, and I was perhaps not alone in wondering if that were wise. It may have been the wish of many for some little time, but actually to give it public voice... tricky cove in F1, saying what you think, as many have discovered over the years.

Significantly, too, Luca's concluding comment in December was this: "What's certain is that the time for 'divide and conquer' to rule in F1 is over".

His remarks provoked an immediate, furious, response from Ecclestone, who for the first time admitted what everyone had known for years – that Ferrari received a great deal more money from FOM than any other team.

Bernie referred back to the time when the GPWC (née the GPMA – Grand Prix Manufacturers Association) was active, when there seemed for a while the possibility that the teams, greatly encouraged by the manufacturers, would give the finger to Bernie-and-Max, and form a breakaway championship of their own.

I remember that time well – indeed vividly recall one team principal's devout hope that the GPWC's aspirations would be realised. "Anything," he murmured, "to get away from those ****s..."

A touch ungracious, you might think, for those ****s – or one of them, anyway – had over the years made a great many F1 people inordinately rich. Now, though, there was a clear perception that this **** had too much influence over that ****, and as a consequence the teams – the people who actually provided the motor race, after all – were being taken for a ride.

In the end, though, the threatened insurrection fell apart, as Ecclestone reminded us. "Ferrari," he raged, "were the only team that broke rank with the other manufacturers – and why?" He went on to reveal 80 million reasons why. "We 'bought' Ferrari's loyalty," he said. "We 'bought' them, so they wouldn't go with the others..."


AP Photo

Well, yes, that was the case – and maybe even di Montezemolo might concede that this was not his shining moment. Then Williams, an independent team promised little by the manufacturer-dominated GPWC, also went on board with Bernie, and any talk of a breakaway championship was dead in the water.

> "The formation of FOTA is Bernie-and-Max's worst nightmare"

So where are we now? The tone at the Geneva conference was, as I say, conciliatory. "We've suggested a lot of things, to do with the technical, commercial and sporting regulations," a FOTA man said, "and we hope they'll be well received by the World Council. We're not saying we want to make the rules, but we're the people who have to work with them, and we do want our voice to be heard."

They can hardly be blamed for that – and I suppose, when you think about it, as long as they remain unified they do have a certain ability to vote with their feet. "To take a hypothetical situation," someone said, "refuelling, thank God, is finally banned for 2010 – but supposing it *wasn't* being banned. The teams could go off to Oz for the first race, and simply not take the refuelling stuff with them, couldn't they? I mean, presumably everyone would still want a race..."

The impression left by the day in Geneva was of a group keen to work with the two other corners of the triangle, the FIA and FOM, but wishing quietly to make it plain that FOTA members were not about to be pushed around – not least in the matter of where their cars raced.

I have written before of the lopsided direction the World Championship calendar is taking. Already we have Grands Prix in Australia, Japan, China, Malaysia and Singapore, while India and South Korea are on the near horizon, and Ecclestone recently warned, as if it were necessary, that more races in F1's cultural heartland – Europe – might have to fall by the wayside in the future.

It was in 1996 that Bernie gave the Labour Party £1 million, and revelation of the gift – previously undisclosed – was the first major scandal of the Blair government, for by then F1 had been exempted from the forthcoming ban on tobacco advertising, and there were those who unworthily suggested that the two may have been not unconnected.

Whatever, it was that same year that Ecclestone assured me the Far East was the future, that, "In 10 years, maximum, Europe will be a Third World economy..."

He cannot then have known of Gordon Brown's plans to dismantle the economy, so it seemed a bit over the top at the time, but I wish in hindsight that I'd taken Bernie more seriously than I did. For one

Nigel Roebuck

thing, I might have treated myself to a succession of 911s, rather than squander numberless thousands on private pensions; for another, I would certainly have had more insight into the path F1 was likely increasingly to follow. East.

When, in the summer of 2007, Bernie failed to reach a financial accommodation with Tony George, the US Grand Prix at Indianapolis was summarily chopped, and there was great consternation among the constructors, for whom a massive marketplace had been lost. And when, last autumn, it was revealed that neither henceforth would there be a Canadian Grand Prix – that 'North America' was now without a race at all – that consternation turned to anger.

A week after the Geneva conference Martin Whitmarsh declared FOTA's urgent wish to have America back on the schedule. "We've got to work on how to achieve that," he said, adding that the schedule needed to be developed more strategically. "The calendar for this year was fixed before FOTA got going, but we want to look at where our major investors are, and America is a massive challenge."

No doubt about that. Last year Norbert Haug, of Mercedes-Benz, told me that his company would like to see at least three races that side of the water, two in the US and one in Canada.

"We can't turn our back on America," Whitmarsh went on, "but maybe we need to have a completely different approach. Rather than leave it in the hands of the promoter, and consider who's going to give us the most money to turn up and race, we should go there strategically, perhaps with FOTA offering to support the race, and make an investment. The US is a significant market…"

And this is a significant development, I thought, as I read what Martin had to say: "Rather than who's going to give us the most money…" This, after all, has been the overwhelming consideration in determining the shape of the World Championship, thanks to Ecclestone and CVC Capital Holdings. Whitmarsh's words – hinting that FOTA could be thinking of going into business for itself – might not, it seemed to me, sit well with the powers-that-be.

The formation of FOTA, let's face it, amounts to Bernie-and-Max's worst nightmare – and not only because R Dennis will almost certainly succeed di Montezemolo as president. Over time, after all, they have relied on the teams' cooperation to allow their 'divide and conquer' policies to flourish. As Briatore put it, "We'd go to a meeting – and we couldn't even agree about the time of the next meeting! Nothing was ever done. But eventually everyone began to understand that we needed to be strong in ourselves.

"In the end, F1 is the teams, isn't it? We're investing the money, and we're producing the show. We need to work with Max and Bernie – but in the end we, the *teams*, are F1 and we should be together. Now we are, and I must say that Ferrari's involvement was crucial…"

Absolutely it was. Ecclestone, as he related, was able to fend off the GPWC challenge by 'buying' Ferrari, by making them an offer they couldn't – or didn't – refuse, but this time around di Montezemolo appears committed to unity among the teams. Indeed, it was Luca who responded instantly, icily, to the declarations of the World Motor Sport Council, which met on March 17: "FOTA would like to express its disappointment and concern at the fact that these decisions have been taken in a unilateral manner".

Don't think Max-and-Bernie do bilateral, Luca, save with each other. I remember something Ecclestone said a year or two ago when I asked about how he felt the sport should be governed: "Well, you need a dictator, really…"

Obviously FOTA had hoped that at least some of the Geneva proposals might be adopted by the governing body, forming the basis of a common vision for the future of F1. But when the WMSC's decisions were announced, they took no account of any FOTA suggestions – indeed appeared contemptuous of them, as if swatting a pesky fly.

The message was unspoken, but no less clear for that: 'We rule this business – and don't you forget it'.

Reading through the WMSC's decisions, I came first to the question of points and the World Championship. 'The WMSC accepted the proposal from Formula One Management to award the drivers' championship to the driver who has won the most races during the season.' Then later, 'The WMSC rejected the alternative proposal from the FOTA to change the points awarded to drivers finishing first, second and third, to 12, 9 and 7 points respectively'.

Mercifully, the WMSC stopped short of awarding gold, silver and bronze medals to the first three drivers, but otherwise the plan precisely mirrored that propounded by Ecclestone last season. It was exactly the same when he came up with 'knock out' qualifying. As Patrick Head wryly put it years ago, "Whatever Bernie wants to happen… tends to happen, doesn't it?"

This is not an absolute – Ecclestone is vehemently opposed to KERS, for example – but as a rule of thumb it's pretty sound.

Down the years the points system has been frequently modified according to the demands of the moment. For example, at the beginning of the 21st century, when it was 10-6-4-3-2-1, Michael Schumacher kept locking up the World Championship by July, and that didn't do great things for the TV figures.

For 2003, therefore, the FIA decided to put less emphasis on winning, and introduced a new system: 10-8-6-5-4-3-2-1. Most thought the gap between first and second ridiculously small, and so it was, but it achieved the desired result in taking the championship to the final race, where Schumacher (with six wins), edged out Kimi Räikkönen (with one) by a couple of points. A touch farcical, one thought.

In a perfect world the World Champion would indeed be the driver with the most victories that season, but few agree with Ecclestone's contention that it should be the sole criterion. Back in 1988, for example, the system of the time was that a driver's best 11 results counted towards his points total, and on that basis Ayrton Senna beat Alain Prost to the title, 90 to 87. Had, as now, *all* the season's points been taken into account, Prost would have beaten Senna, 105 to 94, and I'll always contend that Alain's seven wins and seven second places had more merit than Ayrton's eight wins and three seconds. Still…

Bernie, for all his desire to see the championship settled at the last race, instinctively disliked the 10-8-6 system,



Stefano Domenicali and Ron Dennis demonstrate the new-found peace between Ferrari and McLaren

LAT

feeling there should be more emphasis on winning. No argument there, but when he came up with his 'medals' idea last year, and proposed that the championship should go automatically to the winner of the most races (regardless of his other results), it was not enthusiastically received. At the same time, history suggested it would almost certainly come to be...

And, lo, it did. On March 17 the WMSC announced that the proposal from FOM would indeed be adopted as of now. And the teams, not least because their own proposal had been brushed aside, not least because this was less than a fortnight before the first Grand Prix, were enraged. Di Montezemolo described the decision as, "Absurd, and very bad for the credibility of F1", and several drivers, including Hamilton and Alonso, echoed Luca's words. Even the retired Schumacher, who for good reason has always been a Max-and-Bernie supporter, said he thought it made no sense at all.

Ecclestone was unmoved. "It's just par for the course. Any time we make any changes" – note the 'we' – "there's a bunch of people who say forget it..."

Two days later, though, there was a remarkable turnaround, and I can remember nothing else like it. In a press release, the FIA said this: 'On 17 March, the FIA WMSC unanimously rejected FOTA's proposed amendment to the points system to the F1 Drivers' Championship. The 'winner takes all' proposal made by the commercial rights holder (who had been told that the teams were in favour) was then approved. If, for any reason, the F1 teams do not now agree with the new system, its implementation will be deferred until 2010'.

Now you see it, now you don't. Is it any wonder that F1 fans across the world despair at the endless changes and uncertainties in their sport?

More fundamental than any punch-up about scoring systems, though, was the WMSC 's announcement that cost capping would come into force in 2010. Again FOTA's declared intention – to achieve a budget cut of 50 per cent next year – was ignored, Max-and-Bernie substituting something rather more brutal of their own. A cynic might be tempted to believe their primary objective was to destabilise FOTA.

The WMSC's release read thus: 'As an alternative to running under the existing rules, which are to remain stable until 2012, all teams will have the option to compete with cars built and operated within a stringent cost cap.

'The cost cap is £30m. This figure will cover all expenditure of any kind. Anything subsidised or supplied free will be deemed to have cost its full commercial value, and rigorous auditing procedures will apply.

'To enable these cars to compete with those from teams which are not subject to cost constraints, the cost-capped cars will be allowed greater technical freedom.

'The principal technical freedoms allowed are as follows: 1) A more aerodynamically efficient (but standard) underbody; 2) Movable wings; 3) An engine which is not subject to a rev limit or a development freeze.

'The FIA has the right to adjust elements of these freedoms to ensure that the cost-capped cars have neither an advantage nor disadvantage when compared with cars running to the existing rules.'

Once the smelling salts have done their work, let's see where we are with that lot.

{1} The World Championship, embracing cars working to differing sets of rules, will by definition no longer be for Formula 1, but Formule Libre.

{2} Differing technical regulations will apply to different cars – but all cars will be of the same performance.

{3} Rev limits and 'frozen' engines may once have been sacrosanct to this FIA administration, but no longer.

{4} Scrutineers will swiftly become certifiable.

{5} The Stasi will be round to look at your books.

{6} If Ferrari should opt for a cost cap of £30m, Kimi Räikkönen will retire – his own cost cap is already more than that.

Mosley said that a couple of the smaller teams have been very supportive of the 'cost cap' idea, but declined to mention the reaction of others, who think it an absurdity. Max did, however, allow that the figure of £30m was perhaps not set in stone, and this has become a familiar ploy over the years: threaten them with something draconian – and ultimately they'll accept what you had in mind all along. Fifty million? Sixty?

"We want to improve F1, with »»»

Nigel Roebuck

Bernie and Max," Briatore had said. "But we have to do it together, because if not there's absolute confusion."

Stiffen your sinews, boys, you're being put to the test. As Flavio said, if you're not together you're very weak.

When I talked last year to Eddie Cheever about his years, at both Arrows and Jaguar, as team-mate to Derek Warwick, he admitted that they had not always behaved as maturely as they might have done. "There were periods when we weren't really 'speaking', but Ross [Brawn] did a very good job of making everybody realise that they had to stop acting like children, and get on with it. Ross was young then, making his name, but already standing out. He was the first engineer I ever worked with who had a pragmatic way of taking apart a problem. There was no, 'I have this magic black book in my pocket' – none of that. He scaled everything from one to five. You couldn't say, 'Oh, I've got a lot of understeer' or 'The car's rubbish' – he'd just look at you, and say, 'Well, that's going to do you a lot of good'. He would say, 'Well, how much understeer? On a scale of one to five, where is it?' And I tried to stick to that in my racing career ever after. It's so *simple*, isn't it?

"Ross is a *manager* – a really good manager of people. He'll turn Honda around, you wait and see…"

Ross Brawn is one of that handful of people in F1 who don't make a lot of fuss, who – very unobtrusively, but very obviously – make a huge contribution to their teams. As a strategist, an organiser, a *manager*, he was pivotal in transforming Ferrari, and Michael Schumacher came to look upon him almost as a guru.

When Schumacher retired, at the end of 2006, Brawn, too, took his leave of Maranello. After all those intense years of working with Michael, he felt he deserved a sabbatical, a year of family and fishing; he might come back to racing, he might not. The speculation was that if he were ultimately to return to Ferrari, it would be as team principal or nothing.

When Ross came back to F1, it was indeed as a team principal – but of Honda, not Ferrari. And when his appointment was announced, such was his reputation that many assumed that the becalmed team would quickly be brought back to life.

Brawn himself had no illusions, for ocean liners and instant u-turns do not belong together. The 2008 car was already beyond his help, and while Messrs Button and Barrichello faced yet another wretched year, Ross got on with thinking about '09, when the rules would radically change.

Did it pretty effectively, too, although we had to wait to see the evidence. In December Honda, having spent a king's ransom to almost no effect, withdrew from F1.

Brawn could have gone back to fishing, for he had enough money to live the rest of his life in ease. Instead, he applied himself to saving the team – and as many jobs as possible.



LAT

It was no surprise that Ross was the lynchpin in the rescue operation, nor that, when the team was relaunched at the beginning of March, its new name was 'Brawn GP'. What seemed to astonish many, though, was that Barrichello would continue in the team, that there was no place for Bruno Senna.

> "Ross is a really good manager of people"
>
> EDDIE CHEEVER

Having talked many times over the years to Ross about Rubens, and to Rubens about Ross, I would have been frankly amazed if another driver had been signed. Yes, Bruno tested, but that was when the team was still officially 'Honda', and the attraction of hiring a 'Senna' was obvious.

For Brawn GP, however, a different set of priorities applied. A rookie was not what Ross felt he needed. Jenson and Rubens have already worked well together for three seasons. As well as that, there's no doubt that last season Barrichello, 16-year F1 veteran or not, did a better job with a recalcitrant car than his team-mate.

And, of course, having worked together at Ferrari for six seasons, Brawn and Barrichello have history. "I like Rubens a lot," Ross told me some years ago, "and I think he's actually *very* talented. He gets the bit between his teeth in races – he can overtake, and he rarely makes a mistake.

"He's got probably the toughest job in F1, being team-mate to Schumacher. He's a great team member, and sometimes he's plain quicker than Michael, in equal cars, so I think that tells its own story…"

Barrichello, meantime, said this about Brawn: "To work with Ross is like being in a really good school: I respect him, and I hope he'll go on teaching me – from him you learn about cars, but also about life in general. Ross takes a straightforward approach, and that's my way, too."

The Brawn is, of course, Mercedes-powered, and I wondered if supplying engines to *three* teams (McLaren and Force India being the others) might be a stretch. "Not a bit of it," a Mercedes man told me. "In fact, we're delighted to do it – the teams are allowed fewer engines for the season now, and supplying three teams has probably saved us from making redundancies."

The German engine has, I'm told, greatly impressed two drivers lately accustomed to Honda power. So, too, has the British chassis. Many believed Ross's team would be hurt more than most by the new in-season testing ban. As it was, from the beginning the times of the Brawn RB01 left everyone open-mouthed. "We're looking pretty good," said Felipe Massa, "but we can't match the Brawn…"

Feet on the ground is Ross's way, although as Melbourne loomed he was prepared to admit some gratification at the car's out-of-the-box performance. Back in Tokyo the response can only be imagined. It was going to be a Honda, after all.

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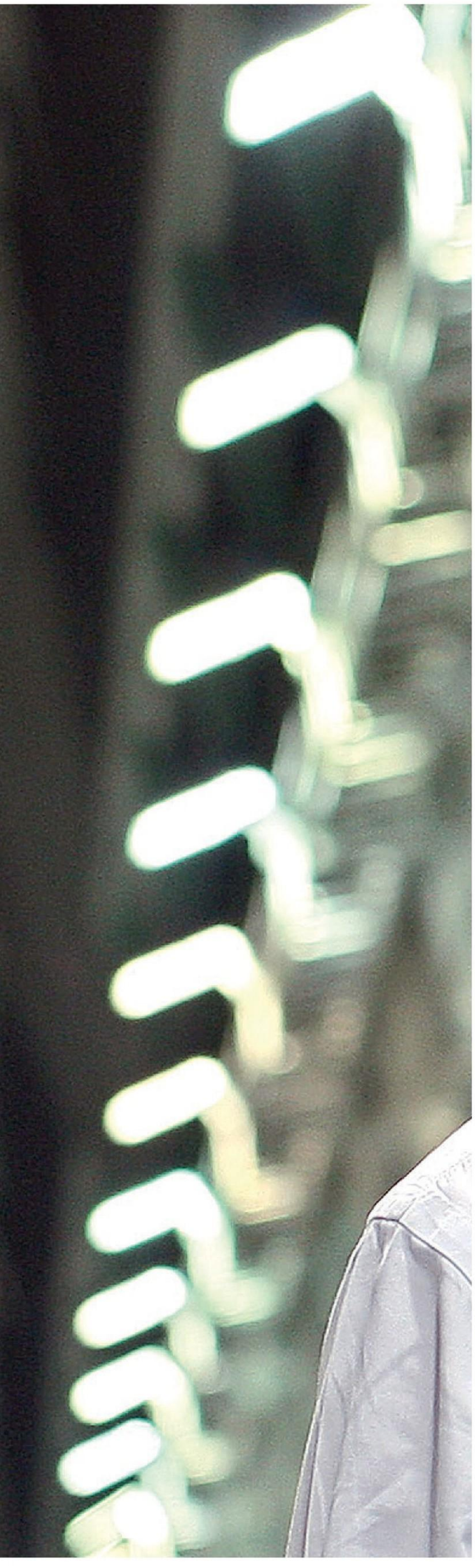
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BERNIE ECCLESTONE

NOT SHY AND NOT RETIRING

He's approaching his ninth decade, but as the F1 impresario made plain when he talked to us, his drive and ambition are as urgent as ever

BY JOE SAWARD



Bernie Ecclestone is doing very well for his age. The boss of Formula One Management is 79 this year, but he looks much younger and he still works incredibly hard. If the concept of retirement has entered his head he has never given a hint about it. He runs F1. He has a fairly major real estate empire that people in F1 don't know much about. There are investments all over the place. It is his nature to wheel and deal. It always has been like that – and it always will be.

The thrill comes not from the money he makes but from the next deal. There is no reason to quit. Ask him if he still gets the same thrill from F1 as he used to and he looks a little surprised.

"I wouldn't do it if I didn't want it," he says. "I don't have to do what I do. I do it because I like it."

A major understatement. Ecclestone is worth billions – in any currency. Who knows how many? Newspapers try to "guestimate" the number each year, but is that even close to the right number? Probably not. Bernie juggles the balls in the air. He remembers them all. Loves a good deal.

F1 remains his primary interest. The global economic crisis is worrying but Mr E does not seem to be too concerned.

"I suppose we are no different to any other company," he says. "Anyone who says what has happened hasn't affected their company is obviously not in touch with their company. I think we've been lucky. Certainly. Most of the teams have longer-term contracts. If things don't change in the longer term then I think we are going to have problems in 2010 and 2011. I am sure we will. But I don't see any particularly dramatic things this year."

Even with the Formula One group's revenues, from such things as trackside advertising and VIP hospitality?

"I'm not too worried," he says again. "Long-term contracts, going into the future. This year is not a problem."

But what about the vast debts that CVC Capital Partners has left F1 to service? »»

GEPA/Franz Pammer



Does that not worry Bernie?

"They are that sort of operation," he says. "That is how they operate. Like most of these people. I'm not worried at all. They don't owe me anything."

Yes, but they owe an awful lot to others.

"If we're performing well they have nothing to worry about," says Bernie.

The teams may not agree with that. They have already made it very clear that they would like to see more of the revenues generated by the sport going into their pockets, rather than to the money men in the background. They argue that it is not justifiable that the Formula One group takes half the money.

Ecclestone is unmoved.

"That is what the agreement has been," he says. Deadpan.

And in the future?

"Well, I don't really want to talk about what might happen in the future," he says. "We are trying to convince the teams to reduce what they spend. They say it is a necessity to spend to be competitive. Eventually, I suppose, they will come to their senses and realise that there is no need for this. You know it is the last tenth of a second that costs the money. If you leave the engineers alone, there's no limit to what they want to spend. You give them unlimited budgets and that's what it will be – unlimited. I would have thought that teams will run under the new system – which people call 'the cap system'. I don't know who can afford *not* to run under that system. If I was running a big company and they said, 'The budget this year is $227m', then I would say, 'Stop a second! How come these other teams are running for $30m or $40m and you want $227m?' I would rather spend exactly the same as the other people and hope that our engineers can do a better job."

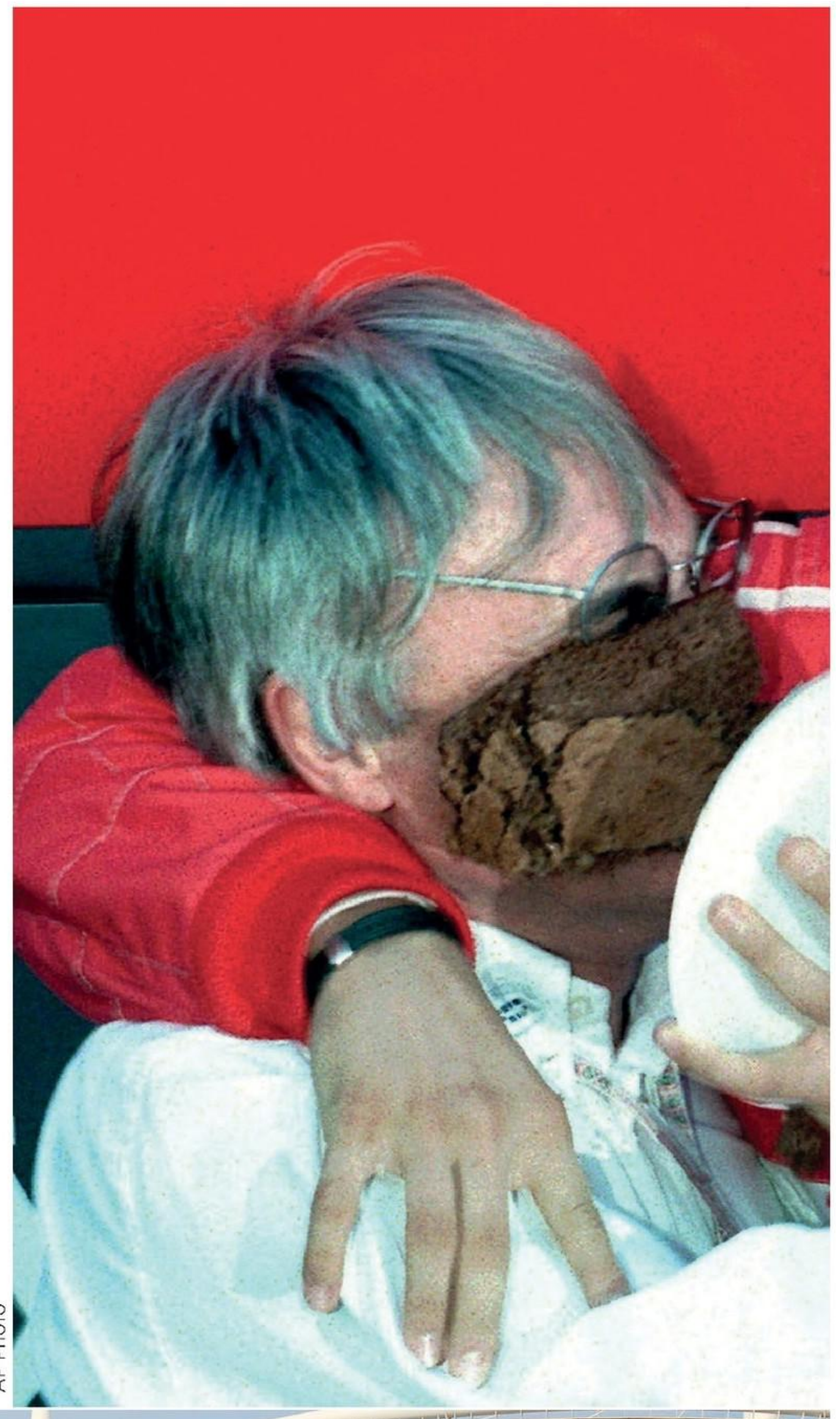
There is much logic in the argument. Companies are suffering at the moment and there are no guarantees that the situation is going to get any better.

"The problem is simple," says Bernie. "When you have got massive unemployment – which we haven't got yet – people haven't got the money to buy things, so people are not manufacturing things and so you have to fire people. And it goes on and on and on. Last September someone said, 'What can anyone do?' and I said, 'If I was in charge of the world I would get the major currencies together and print 15 per cent more money. Within three months you would have inflation and after six months big inflation. You would have everyone working again. It is easy then to cut back the inflation rather than what we have at the moment. If people keep getting fired they're not going to spend, or even if they think they're going to get fired they think, 'Maybe something bad is round the corner'."

And then there are other knock-on effects.

"I was with a barrister the other night," says Bernie. "He said, 'I was going to buy a new Bentley' and I said, 'So?' He said, 'I decided not to. I don't think it's the right thing to be seen to be doing.' It's the same with the Royal Bank of Scotland and dear old Fred Goodwin. They panicked and sold the company jet. It cost them three million a year to run it. Their idea was to get rid of something that was visible but they obviously bought the plane for a reason. If it was the wrong reason they should not have bought it, but when you think that they are £30bn in trouble the plane is not that big. They have to do business. They have to pay a lot of money back. It just sends out the wrong message."

The financial realities, however, do exist. One needs only to listen to the Grand Prix promoters to hear that they are suffering. There is less money about. Ticket sales are down. They can't afford to pay the fees that they have to pay to the Formula One group. They look to the national governments to help them out, claiming that the races are in the national interest. Politicians are happy to pay wild amounts of money to host something like the Olympic Games; logically they should do the same for Formula 1. It's a much more effective marketing tool than the Games because it happens every year rather than once every four years. F1 is always in the newspapers and on TV. Presumably Bernie thinks that the authorities should pay for F1?



AP Photo

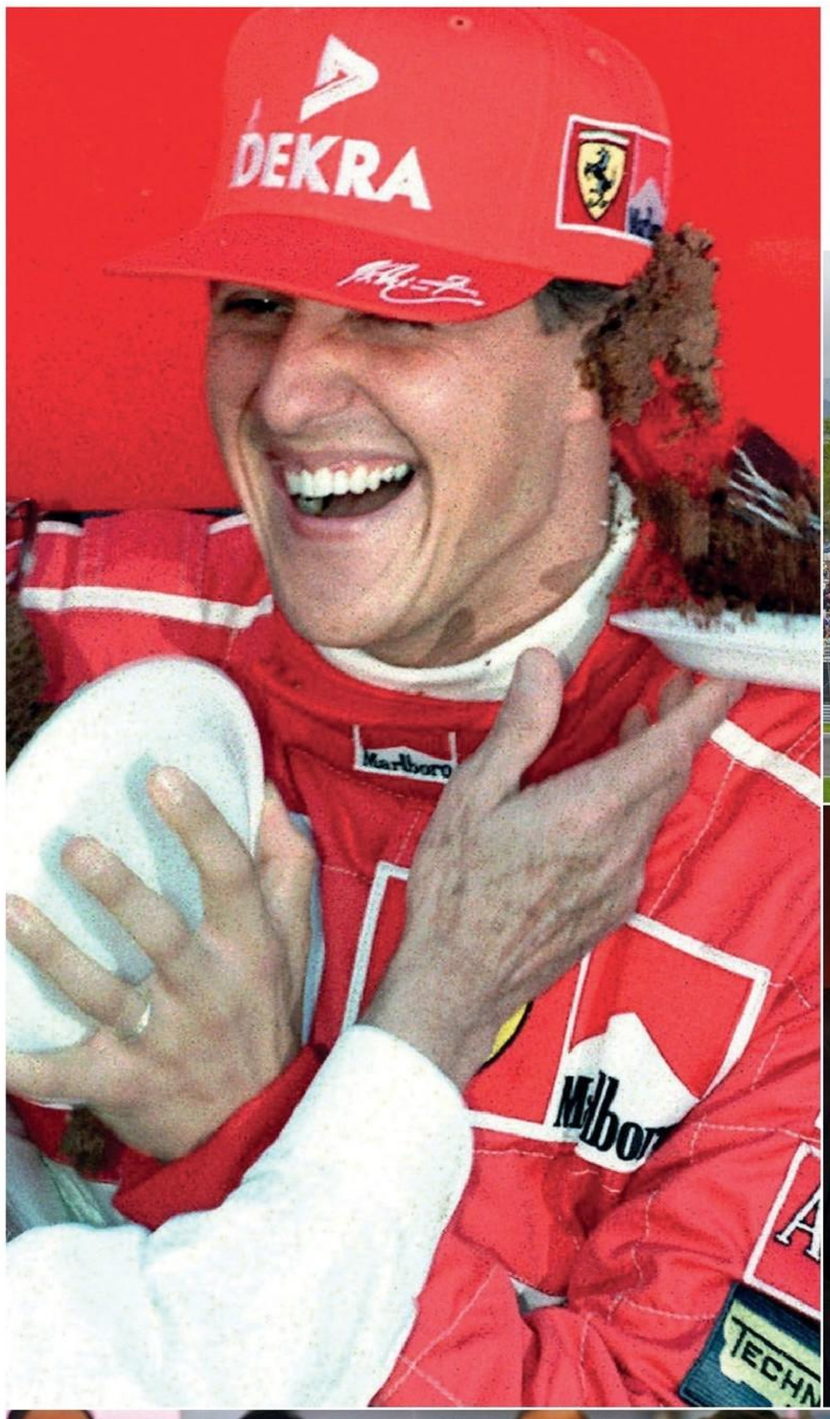


Shanghai race has failed to draw in fans.
Above: Schumacher lives dangerously...
Right: Bernie likes to keep teams in check

"No, not really," he replies. "They are running a business. If they can't make it work, they can't make it work. We are selling a commodity. If our commodity is not good for them, then they will do something else, won't they?"

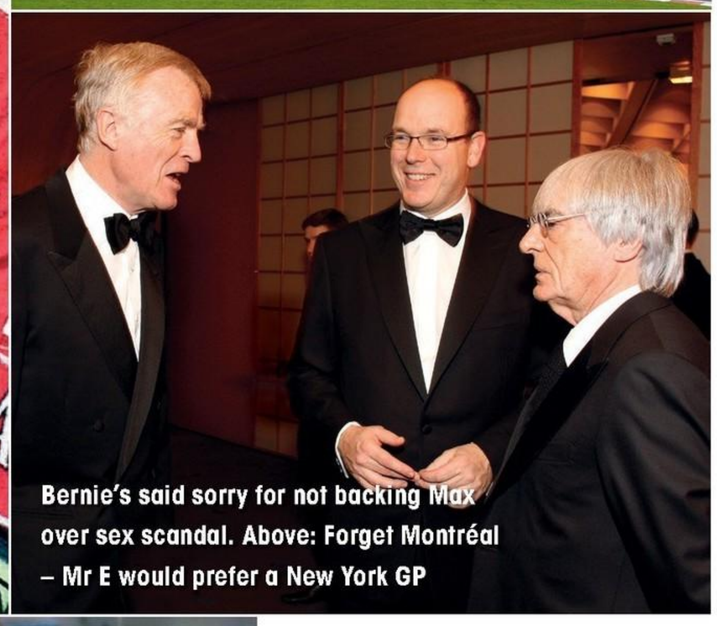
The reality is that a number of the European races are now beginning to think along those lines. Bernie is always looking ahead. He is looking for new promoters. New circuits. Oddly, he says he doesn't know much about the new French track being planned at Flins.

"Is that the one by the Renault factory?" he asks. "A local mayor told me not to take F1





LAT



Bernie's said sorry for not backing Max over sex scandal. Above: Forget Montréal – Mr E would prefer a New York GP

FIA



GEPA

there. I have a lot of letters complaining."

Already.

What about the British GP?

"We have a contract with them," he says. "I hope that they can honour it. I don't know. The only people who know are them. It wouldn't hurt the government to assist them. Apparently they had a bank facility but because of the current situation the bank pulled out on them. Maybe someone should ring the government and say, 'You ought to do this on a commercial basis – because you own the banks'. It's like 0.0002 per cent of what they are spending on the Olympics. What do they get from that? All the people who have done that before now have massive stadiums that are empty."

It is a fair point, but then what about the Chinese GP in Shanghai? It hasn't really worked, has it? They have an empty stadium.

"The biggest problem with Shanghai, in my opinion, was that they had some funny ideas," says Bernie. "It is much too large and therefore there's no atmosphere. I guess they were anticipating a larger number of people because Shanghai is so big, but the ticket prices are too high. Getting there is difficult. They were going to have a train, but that didn't happen. It will, but it hasn't yet."

He says that the city still has seven years to run on its contract. And what about Montréal?

"We are trying to get that back on again," he says. "The government is interested. The trouble is that the teams don't want to do more than 17 races. If they don't want any more than that then we cannot put on a race in America or get Montréal back."

Bernie is being a little mischievous here. The teams want America much more than they want a race, say, in Bahrain or a second event in Spain. Sports entities in the US are much cheaper than they are elsewhere. There is a lot of sport and it's hard to find anyone who is willing to pay what F1 is asking. There are other problems as well.

"Apart from Indianapolis, where we have been," he argues, "there is nowhere in America we could go to and hold our head up and say, 'This is comparable to other circuits we are building around the world'."

If things were easier and there was a choice, would Bernie have a GP on the east or west coast, given the time zones involved and so on?

"East," he says – with no hesitation. So he is still chasing an age-old dream of a Grand Prix in New York?

"Yup," he says. "Who knows? It is the one place where someone could make a business out of it."

Bernie reckons that F1 would also need a better show for the American audience, which likes easy-to-understand action, cheerleaders and razzmatazz.

"I think perhaps to start we would have to make the racing better," he smiles. "Maybe an idea like the guy who has won the most races becoming the World Champion. If someone were to suggest that…"

He is playing games now. That was his suggestion.

"That way you get the guys who want to race to win," he says. "That is what it's all about. If you go to an athletics meeting and you watch the 100 metres, you're not terribly excited about the guy who is second. Are you? You're interested in the winner. If I was a driver I'd rather retire and say: 'I've won 27 gold medals' rather than 'I have 321 points'. That's something to tell your kids. They couldn't care less about points. How does that relate to anyone else?"

Getting more kids into racing is important. The F1 demographic is not getting any younger. The kids have too many choices and shorter attention spans. F1 is not doing much to attract them.

"Maybe what we have to do if the kids today are not enthusiastic is to wait until they become 30 or 40," says Bernie. "Maybe then they will be fans. You can't really say. Maybe 25 years ago it was exactly the same. It takes a long time to get a sport where people really understand it and want to follow it."

What about the Internet? F1 has not really embraced the World Wide Web. Does Bernie see any dangers for the F1 business model as TV and the Internet merge?

"We licence TV companies to provide free-to-air coverage and we give them the right to broadcast by whatever means they wish in each national market," he says. "If they want to broadcast to mobile phones – like the BBC for example – they can. Or on the Internet. They can control it.

"However, if someone came along to me today and said, 'We'd like to buy those rights for a long period' and gave more money and much more coverage, then there would be a contract on their desk very quickly."

What else can be done? Would a woman driver help? And is that a realistic thing?

"We have big interest from women already," he says. "It's surprising. I reckon that there are plenty of women who are a lot more capable physically than some of the men. Even the ones we have driving today! The problem is whether they will ever get the chance to be in a competitive team. They will be taken on by teams which are not competitive but think they can get some mileage – because they'll have a female driver. That's not on. I'd like to see them in a McLaren or a Ferrari. I think there are a couple of women who are driving in America and I'd like to see them over here. It would obviously create a lot of interest just as Lewis Hamilton has created a lot of interest. A lot of black people now watch F1. They stop me on the streets and say: 'Well done Bernie, you've done a great job!' Maybe they wouldn't have watched F1 before Lewis but can now associate with the sport."

So we have covered races, colour, money and sex. What about the environment? Does Ecclestone agree with FIA president Max Mosley's ideas about Formula 1 contributing to green issues?

"We're nothing to do with the environment," says Bernie. "Really and truly. Max uses F1 because it is a good platform to launch from, but as far as F1 is concerned we don't harm the environment. The fuels we use and the amount we use are insignificant. I was laughing to myself the other day about that. I was stuck at the traffic lights and to my left were five buses. And coming the other way were three more. They were all behind one another and I bet there weren't 30 people on all of them. And people are talking about the environment!"

What about Mosley? Did the scandal of 2008 cause F1 any damage?

"I don't think it has done any damage to the sport at all," he says. "I apologised openly to Max and to the FIA. I should have been supporting him rather than being against him. I was only carrying out what a lot of people asked me to do – and suggested I do. Maybe he could have handled things a little bit differently, but Max is Max and as it happened he handled it the right way. He had the courage of his convictions. Not only did he not hide, but he went up front and sued the newspaper. So many people will benefit from what he did."

So what about the season ahead? Are we in for the same McLaren-Ferrari fight?

"The winners keep on winning, don't they?" he says. "McLaren looks – at the moment – to be in trouble. But you wait and see, after a couple of races they will be out of it. Some people manage their companies better than others. That's all."

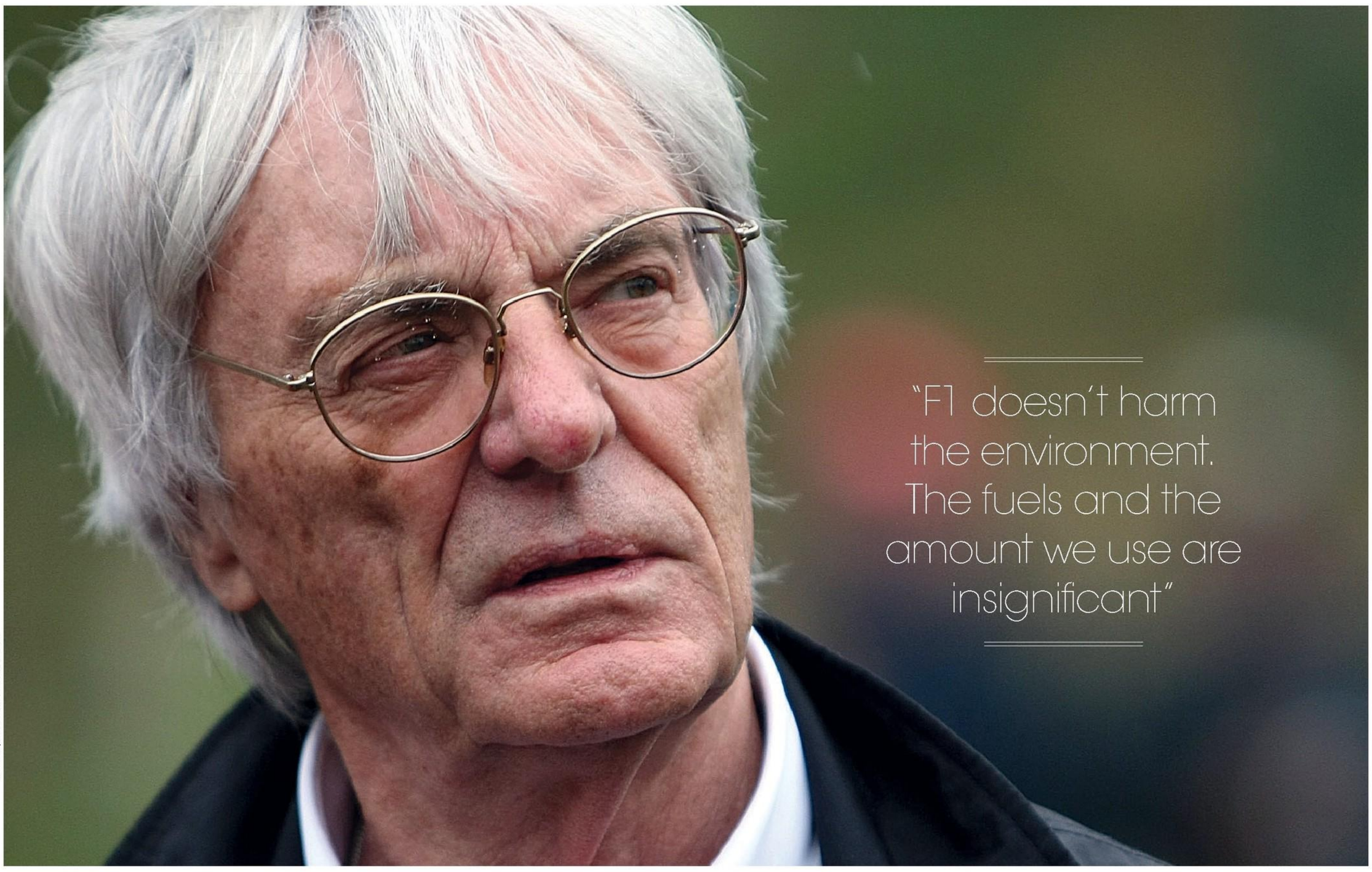
And what about the new rules for 2010 with two different types of F1 car? The teams don't seem to want it.

"They don't know what they want," says Bernie. "Can you remember any similar thing that we have had to push through which did not cause opposition? When we did the engines for two races, people said 'Forget it! Cars won't finish'. It's always like that, right back to when we introduced parade laps and traffic light starts. People said we were mad – but it was only because they hadn't thought of it. It's easy to knock something. People are negative without even trying it. The important thing is to make things work."

So Bernie does not subscribe to the idea that we are at the end of F1's Golden Age?

"There are always doom and gloom people," he says. "When Ayrton [Senna] died people said: 'This is the end of F1'. When Michael Schumacher retired it was the same thing. We could have had this same conversation 10 or 20 years ago."

And we may be doing the same thing in another 10 years...



GEPA/Andreas Reichart

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New Audi wins on debut

AUDI'S NEW TURBODIESEL R15 emulated its R8 and R10 prototype predecessors by notching up a debut victory in the Sebring 12 Hours.

Allan McNish, Tom Kristensen and Rinaldo Capello claimed a narrow victory over Peugeot in the American Le Mans Series opener in March. A trouble-free run for the lead R15 TDI resulted in a new distance record for Sebring, the 1417.1 miles completed by the winning car surpassing the 2001 mark set by the R8.

Audi Sport boss Wolfgang Ullrich described the victory as "a great result for a brand-new car that came to Sebring with less mileage than we had planned".

Once again McNish (above) played a pivotal role in an Audi victory over Peugeot. Over the final hour he pulled out enough of a gap over Franck Montagny, who drove with Sébastien Bourdais and Stéphane Sarrazin in the Peugeot 908 HDi, to be able to make a last-gasp splash-and-dash fuel stop to complete the victory.

Peugeot was not too despondent about another defeat to Audi in one of the big enduros. It took solace from the pace of the 2009-spec Peugeot around a track it claims is not suited to the 908, and from the team's improved pitwork and tactics.

McNish dismissed the suggestion that the Sebring victory makes Audi clear favourites for the Le Mans 24 Hours in June. "To say we are favourites just because we have won with a new car is a bit presumptuous," he said. "The Peugeot was quick here, which suggests it will be quick at Le Mans. We have five seconds a lap to catch up (from last year) and no test day to prove the car."



LAT

Panoz plans LMP1 return

THE PANOZ MARQUE IS aiming to return to top-flight sports car racing with a new front-engined prototype.

Marque founder Don Panoz (above), whose cars won eight American Le Mans Series races between 1999-2002, has revealed that his company is "investigating concepts" that could result in a return to the prototype ranks. It is understood these investigations have led to a decision to build a Chevrolet-engined LMP1 coupé.

Asked whether the car would be front-engined in line with previous prototypes, Don Panoz said: "Is there any other place to put it?"

Panoz refused to put a timescale on the project, but it is thought the team behind the car is aiming for an October debut at the ALMS finale at Laguna Seca.

Mixed fortunes for Aston at first test

ASTON MARTIN RACING'S LE MANS 24 Hours project experienced highs and lows on its track debut.

Two new Gulf-liveried Lola-Astons ran without major issues straight out of the box on the first morning of the official Le Mans Series test at Paul Ricard in March. Tomas Enge then wrote off one of the cars after just 33 laps of the second session (below).

Enge, who was sharing the lead Prodrive-run AMR entry with Stefan Mucke and Jan Charouz, spun at the fast Signes corner at the end of the Mistral Straight. He said the accident happened when the car bottomed out on exiting the sixth-gear corner.

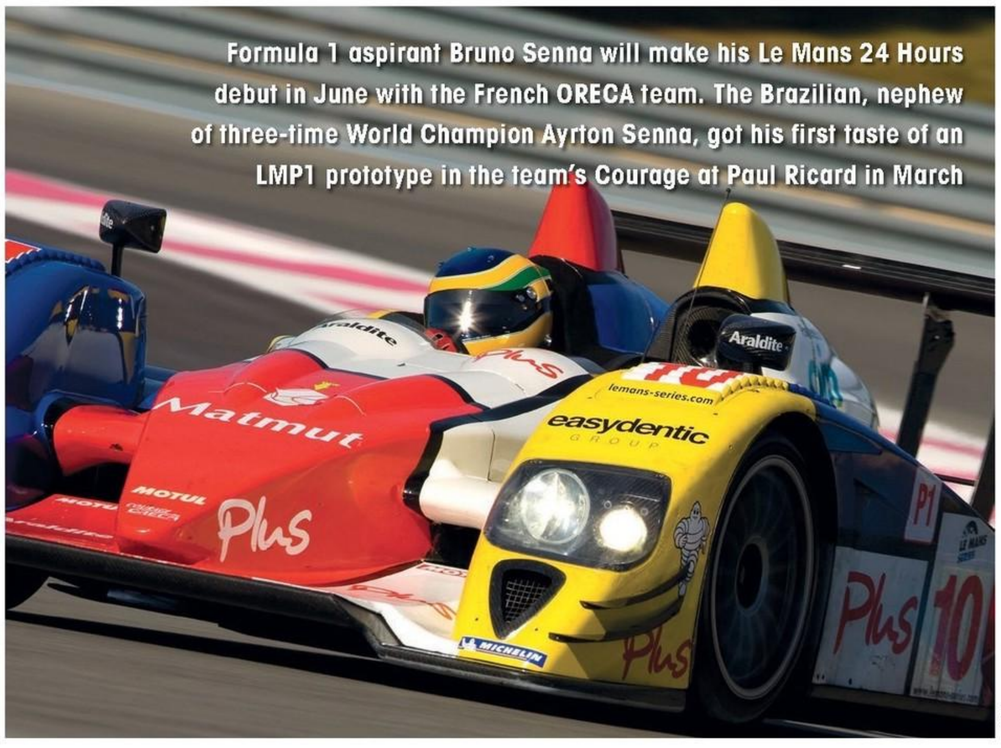
AMR team boss George Howard-Chappell said he was satisfied with the two-day test despite the loss of track time with the lead car.

"We were really pleased," he said. "While it is not a brand-new car, a lot has changed since last year (when Prodrive ran a Lola-Aston under the Charouz banner)."

Darren Turner was fifth quickest in the second AMR entry, having returned to the wheel of a Le Mans-style prototype after a five-year gap.

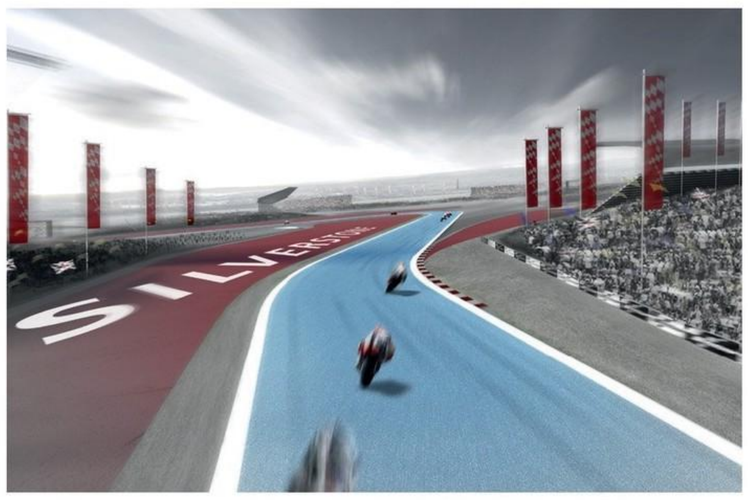


planetlemans.com



Formula 1 aspirant Bruno Senna will make his Le Mans 24 Hours debut in June with the French ORECA team. The Brazilian, nephew of three-time World Champion Ayrton Senna, got his first taste of an LMP1 prototype in the team's Courage at Paul Ricard in March

LAT



New Silverstone MotoGP track is longer and faster

SILVERSTONE COULD BECOME the fastest track in the MotoGP World Championship following a £5 million refurbishment due for completion next spring. The investment is designed to make the venue more 'bike-friendly', the track having lost its Formula 1 round but won the right to stage a bike Grand Prix for the first time in over 20 years.

Much of the Northamptonshire track will remain untouched by the changes, the most significant of which affect the Abbey to Woodcote section. The redesign was undertaken after MotoGP safety delegates raised concerns over Abbey and Bridge corners. The very slow chicane which completes the current motorcycle lap, and has always come in for criticism from bike racers, will disappear.

The new layout, a third of a mile longer than the F1 track, is designed to create fast and close racing. Computer simulations suggest that MotoGP bikes will lap the 3.5 miles at 113mph, 3mph faster than Australia's Phillip Island. An F1 simulation predicts lap speeds of 142mph, 5mph faster than the F1 circuit which hosts this year's final GP and will exist alongside the MotoGP layout.

Former British Superbike champion Niall Mackenzie believes the changes are a good thing. "The first positive is that they are sorting out the silly chicane at Woodcote," said the Scot, who made his GP debut at the ultra-quick Silverstone of the 1980s and also raced on the much-modified track in the late '90s. "I'm pleased that Woodcote is back in position; it's always been a classic corner. The new track has also got five decent straights and some heavy braking, which means good passing opportunities, another positive."

A date has yet to be fixed for Silverstone's 2010 MotoGP race, the first in a five-year run. *Mat Oxley*

Festival of Speed honours 'true grit'

ENDURANCE – THAT'S THE THEME AT THE Goodwood Festival of Speed on July 3-5. Not just long-distance racing but personal 'grit', as Lord March explained outside his house on a sunny Press Day, in between Jacky Ickx demonstrating a Gulf Mirage and the shriek of an Auto Union D-type. Highlighting its 100 years, Audi promises a "jaw-dropping" sculpture for the Earl's front lawn. Look out for the largest-ever gatherings of Silver Arrows GP cars and Porsche 917s, while Lewis Hamilton drives one of his hero Ayrton Senna's cars. Expect Jenson Button and his Brawn among current F1 machines, plus Le Mans Audis and Lola-Aston, supercars you've never seen before (McLaren SLR Barchetta, electric Fisker), a clutch of Type 57s in the Cartier concours, and celebrations of Daytona, Matra and superbike racing, as well as rally action on all three thrilling days.

Wraps come off new Formula 2 car

MOTORSPORT VISION – THE COMPANY headed by ex-Formula 2 champion Jonathan Palmer – launched the new F2 series at Brands Hatch, showing the new car to the public for the first time.



LAT

As test driver Steven Kane lapped the Indy circuit in the Williams-designed JP1, the talk of the day was the low cost of competing in the new championship, which returns as an international series for the first time in 25 years. Placed between GP2 and Formula 3 in terms of power, the cost of racing for a full season is only £195,000, compared to over £1m for GP2. Much of this has been achieved by having all the cars maintained and run solely by MSV, in the same way as Formula Palmer Audi.

The first F2 event will be held at Valencia on May 29-31, and the championship will then head to Brno, Spa-Francorchamps, Brands Hatch, Donington, Oschersleben, Imola and finally to Barcelona, with two races at each venue.

Drivers from more than 15 countries have signed up already, including the ex-GP2 driver Andy Soucek, Henry Surtees, Alex Brundle, Jolyon Palmer, respective Spanish and Italian F3 champions Germán Sánchez and Mirko Bortolotti, and Formula Palmer Audi Champion Jason Moore.

The top three finishers in the new F2 championship will be awarded Grand Prix Superlicences, while the champion will get a full Williams F1 test.

FANTASTIC PRIZES TO BE WON!

COMPETITION 1 **Official Timing Partner to A1GP, TW Steel has designed a special A1GP watch collection, and will present two as prizes to *Motor Sport* readers at A1GP's Brands round on May 1-3.**

COMPETITION 2 ***Motor Sport* has teamed up with Silverstone Circuit to give away three pairs of weekend tickets to the opening round of the FIA GT Championship at Silverstone on May 2/3.**

To be in with a chance of winning either, please visit ***www.motorsportmagazine.co.uk***

IN BRIEF

■ Ex-Formula 1 driver Mika Salo's full-time place in the Risi Competizione Ferrari ALMS line-up has been taken by Pierre Kaffer, who will share the team's lead Ferrari 430 GT2 with Jaime Melo in the full season. Salo joins them for the enduros at Sebring, Le Mans and Road Atlanta.


LAT

■ Former Le Mans winner Christophe Bouchut returns to the GT2 ranks in 2009, sharing a Reiter Engineering-run Lamborghini Gallardo SP560 with German amateur Albert von Thurn und Taxis.

■ Vitaphone Racing, the dominant force in the FIA GT series, will run a Porsche RS Spyder in the Le Mans 24 Hours. The squad, run by Michael Bartels, is also aiming to contest the full LMS with the car in addition to a continued attack on the FIA GTs with the Maserati MC12.

■ A €600,000 support package for the 2009 FIA GT Championship means that the teams of 24 cars, selected according to their record in the championship, will be awarded €25,000 per entry provided they take part in all of the eight rounds.

■ The MSA has launched an Advanced Apprenticeship in Motor Sport, open to 50 drivers and co-drivers of 16-24 who believe they have "the potential to achieve excellence". For more information visit www.msauk.org/AASE

■ The Argentinian round of the FIA GT Championship at the new Potrero de los Funes road circuit has been cancelled for financial reasons. The event will return as the opening round of the new GT1 World Championship in 2010.

■ The new Arena-built Ford Focus BTCC Super 2000 racer has hit the track after a three-month gestation period, exceeding expectations, according to lead driver Tom Chilton.

■ Jota, whose Carrera Cup GB racer we featured in the February issue, has decided not to enter the Porsche Supercup this year due to the poor euro exchange rate. Instead the team will compete in the VdeV championship in a Ligier JS49.

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LAT

F1 exhibition launched

A NEW FORMULA 1 EXHIBITION HAS been launched at the Science Museum in London. 'Fast Forward: 20 ways F1 is changing the world' illustrates how the sport's manufacturers and researchers have made an impact on the world outside motor racing.

McLaren chairman Ron Dennis, who was at the exhibition launch in March, said: "Fast Forward is not merely a chance to reflect the past and future role of F1, but to inspire the next generation of Britons to embrace science, technology and engineering, and provide answers to the challenges of tomorrow".

The exhibition includes a Gen3 leg brace, which uses hydraulic damper technology developed in F1 to help protect a person's knees. The device has been tested on US marines, who can experience the same impact on their knees that you would get from jumping off a 2.5 metre wall every few seconds when they travel in high-speed inflatable boats.

Other exhibits include a Wellington boot that has exploited the grip of race-compound rubber, and an Ovei Wellbeing Capsule that can capture healthcare data of the person inside and send it to doctors worldwide.

And the exhibition explains how the Great Ormond Street Hospital contacted McLaren recently to ask how they could use its pitstop routine to help in transporting child patients around the hospital. Apparently a suitable system is already in place...

The exhibition is free and will run at the museum for at least 12 months.

Turbo era comes to an end in WRC

EVER SINCE THE AUDI QUATTRO brought turbocharging and 4WD to the World Rally Championship in 1981, that combination has dominated the sport. The World Rally Car was introduced in 1997 but it was soon clear that uncontrolled development, with expensive electronic and hydraulic devices that practically drove the car, was making everything very costly. Thirty years ago a winning rally car might have cost £70,000, but the going rate for a WR Car in the 21st century is in excess of £500,000.



DPPI

KRIS MEEKE TOOK HIS FIRST EVER Intercontinental Rally Challenge win at Curitiba, Brazil driving a Peugeot UK-entered 207 S2000. The Northern Irishman led from the start, winning all seven stages on day one. He stayed ahead to beat Nicolas Vouilloz by 26.2 seconds.

With fewer car makes prepared to invest in the WRC, the FIA decided two years ago to introduce a new car that would be cheaper to develop and run. The initial concept was to have a Super 2000 car to which a turbocharger 'kit' could be added. But in the face of the current recession even this looked a bit exotic so, at a WRC Commission meeting on February 19, the proposal was reduced to S2000 cars with removable aerodynamic additions – to distinguish between the breeds – to be run with no turbocharger. This plan was accepted at a World Motor Sport Council meeting on March 17.

What it means is that for 2010, both current WR Cars and the modified S2000s can score points but, from 2011, the old turbocharged WR Cars will no longer be eligible. Indeed, it is not yet known whether the current breed of turbocharged Group N cars will be allowed, since they have 4WD and more power than the normally aspirated 2-litre unit of an S2000.

It has been suggested that from 2013 the S2000/WR Car powerplant should become a turbocharged 1.6-litre unit, but it remains to be seen how many manufacturers will want to run new cars for two years before having to develop new engines. Perhaps, as in F1, the day of the turbo is past. *John Davenport*



LAT

TV's Rider back in the BTCC

VETERAN TV ANCHORMAN STEVE Rider will return to the British Touring Car Championship this year to front ITV's expanded coverage.

Rider, who previously hosted the channel's Formula 1 show, returns to the series in which he played a key role with the BBC during the BTCC's heyday in the 1990s. He will be joined by ITV's ex-F1 pitlane reporter Louise Goodman.

ITV will broadcast over 100 hours of BTCC action and over six hours of race day transmission on ITV4.

The sole works team, Vauxhall's VX Racing, heads the 21 entries. Fabrizio Giovanardi is bidding to become the first driver since Andy Rouse to win three straight titles.

Newsfeed

MOTOGP Kawasaki has reversed its decision to leave the series, announcing that it will run a single bike for ex-Ducati rider Marco Melandri. ■ British Eurosport has signed a deal with Dorna to continue screening Friday and Saturday practice, plus the 125cc and 250cc races. The BBC will continue to air races live. ■ Casey Stoner led the Qatar test with a time of 1min 55.744sec. Yamaha's Jorge Lorenzo and Valentino Rossi were second and third fastest.



LAT

WRC Sébastien Loeb took his 50th WRC victory in Cyprus, finishing over 20 seconds ahead of Mikko Hirvonen. ■ Marcus Grönholm was due to return to the WRC in a one-off drive for Subaru in Rally Portugal as *Motor Sport* went to press.

IRL Ex-F1 tester Mike Conway was fastest rookie in the first series test at Homestead. Scott Dixon was quickest overall ahead of Ryan Briscoe and Dario Franchitti.

A1GP Netherlands driver Jeroen Bleekemolen won the Sprint race at Kyalami, South Africa, while Switzerland's Neel Jani took victory in the Feature race.

GP2 The Campos team has been renamed Barwa Addax and will run Romain Grosjean and Vitaly Petrov this year. ■ Former Durango driver Alberto Valerio has joined the Piquet team. ■ Lucas di Grassi led the Paul Ricard test for the Racing Engineering team.

SPEEDCAR Jean Alesi won both races at the Dubai Autodrome, even after starting seventh on the reversed grid in race two.

BTCC Rob Collard, 40, has signed a deal to stay in the series with Motorbase Performance this year.

LMS After struggling to find funds, Didier Theys has announced his retirement from racing.

WTCC SEAT got the perfect start to its title defence at Curitiba, Brazil after finishing 1-2-3-4 in both races. Yvan Muller won race one and Gabriele Tarquini race two.

FIA GT Matech Concepts has announced that its Ford GT1 project will be ready to race in round one at Silverstone in May. Marc VDS Racing has expressed interest in running a second GT1.

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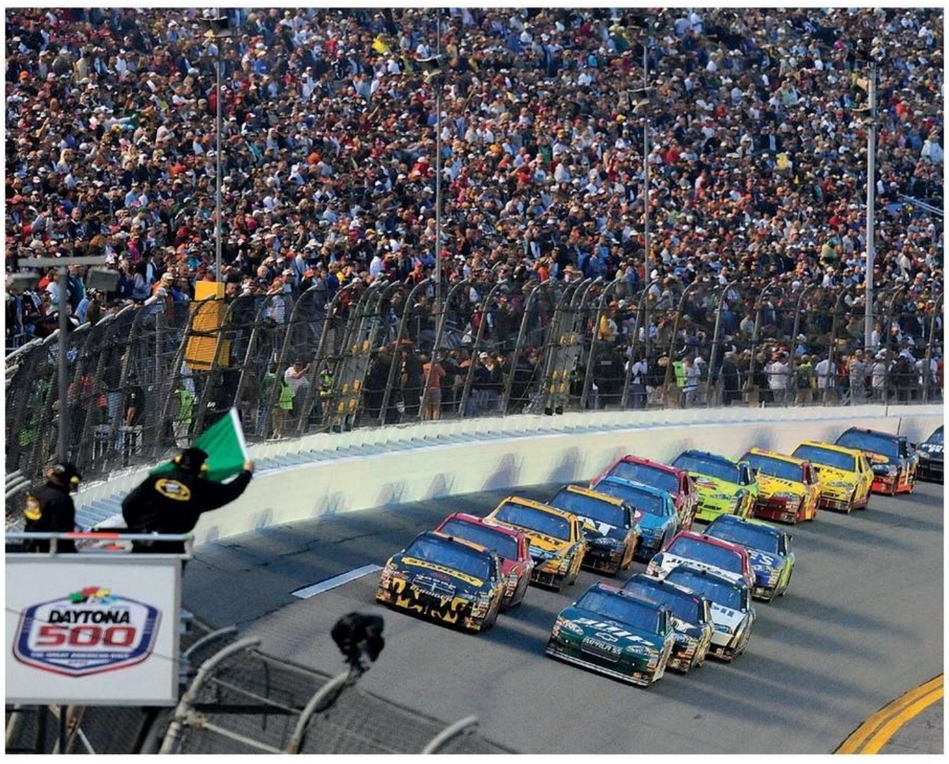
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Gordon Kirby

THE US SCENE

NASCAR FEELS THE CRUNCH



All images LAT

The world began to change in NASCAR at the end of last season. More than 1000 jobs were lost as belts were tightened and five teams either merged or closed down. Petty Enterprises, NASCAR's longest-standing team, was bought by Gillett Evernham and renamed Richard Petty Motorsports. Chip Ganassi and Felix Sabates merged their NASCAR team with Dale Earnhardt Inc, reducing two three-car teams into a single four-car effort. "Bringing two companies together is a difficult task," said Ganassi. "It was a painful thing for a lot of people on all sides."

Yates Racing, another long-time NASCAR team, merged with Hall of Fame Racing, which was started by retired Dallas Cowboy quarterbacks Roger Staubach and Troy Aikman. And Bill Davis sold his team's assets, while his remaining team entry was bought by Roger Penske to guarantee Sam Hornish's car one of the 35 owners' slots in the 2009 Sprint Cup field. Another sign of the times was the departure from NASCAR at the end of '08 of three major sponsors – Texaco, AAA and AT&T.

This year's traditional season-opening Daytona 500 enjoyed a pretty good crowd thanks to the track's many creative ways of giving away tickets in the final weeks leading up to the race. But many tracks this year, starting with round two the following week at the California Speedway, are having a hard time selling seats. During NASCAR's boom years many new tracks were built with 100,000 or more grandstand seats, and at the California Speedway and elsewhere this year they have looked conspicuously bare. This is a serious problem because most of NASCAR's tracks are owned by two publicly-traded companies – the International Speedway Corporation (ISC), owner of Daytona and 12 other tracks, and Bruton Smith's Speedway Motorsports (SMI), which owns seven tracks across the United States.

ISC cut 100 jobs last winter and currently employs 1000 people. Its president Lesa France Kennedy, daughter of Bill France Jr and granddaughter of NASCAR founder Bill Sr, said layoffs would be the last option considered this year. "There are many areas in the company under evaluation," said France Kennedy. "We'll look at those before making any personnel changes."



Sabates and Ganassi have merged their team with DEI. Left: Dale Jr will drive for Hendrick at any price

In a sign of the trying economic times, four-time NASCAR champion Jeff Gordon will leave his private jet at home on some trips this year and take commercial flights instead – something he hasn't done in 10 years. Gordon reports his aeroplane costs between $3000-4000 per hour to operate, but he'll continue to use it regularly this season, particularly when he's travelling with his wife and daughter.

"For Ingrid, the baby and myself to fly together, we're going to fly private," he said. "I have a plane and I'm not going to not use it at all. When I'm flying by myself and I'm more flexible on time I'm going to fly commercial whenever it makes sense, and then I'm going to fly private when that makes sense."

Gordon says NASCAR's test ban saved Rick Hendrick's team $100,000 in off-season travel and running expenses. He also said that he and Hendrick will do whatever is required to reduce costs. "If we have to cut costs then I want to know how I can do that along with the next guy, from the top to the bottom of the team," said Gordon. "We know what our budget is. We know what the trends have been. We have a pretty good projection of what our income is, but in this kind of economy those aren't all guaranteed.

"I think everybody should be paid fairly within the economy. I've always said a driver should get paid on a percentage basis of the income to the car based on the sponsorship dollars as well as earnings on the race track. We've all gotten pretty spoiled the last several years and for good reason the whole sport has grown. I've been successful and my salary has been incredible. It's something I never dreamed it would ever be.

"That doesn't mean I couldn't live with less," Gordon added. "I could and I'd do whatever it takes. It's tough when you get adjusted to a certain lifestyle and income. It's definitely not easy to do, but it doesn't mean it can't be done."

Team-mate Dale Earnhardt Jr was more emphatic about the terms of employment he

would accept in today's changed world: "I told Rick [Hendrick] he could pay me whatever he wants to pay me. I don't have a problem, I'll drive a race car for nothing."

After 10 years with Joe Gibbs Racing, two-time NASCAR champion Tony Stewart has started his own team this year. As the season began Stewart was still trying to find the funding to run team-mate Ryan Newman's car in all the races. "It's hurt everybody, obviously," he said. "We still have 13 races to sell on Ryan's car. It's no different for us than for anybody else."

Defending champion Jimmie Johnson, meanwhile, has assessed his hopes for winning what would be a record-setting fourth NASCAR championship in a row. "If you look at the odds it's certainly stacked up against us," he said. "It's never been done before. But from my perspective and in my heart I truthfully think we've got a great shot at a fourth championship. I feel we have a very good chance of winning the title because we have the tools.

"At every team meeting we've had all we've talked about is winning races and winning a championship. It's just the simple mindset that we want to win and be as good as we can be. No one is really satisfied. We still have the hunger to go out and do our jobs and be the best in our sport."

Johnson believes NASCAR's decision to establish a test ban last winter will result in the big teams such as Hendrick pulling further away from the smaller operations. "They all have this technology – the race shops with seven-post rigs and simulation and wind tunnels," he said. "It's going to be interesting to see in the first quarter of the season how much of an advantage that stuff is. I think with no testing nobody has any idea [what's going to happen this year]."

Johnson emphasized the importance of being ready for the 'Chase for the Cup' play-off over the season's final 10 races, when the top 12 drivers in the points have their scores reset to guarantee a close fight for the championship. "If we can be organised and composed come September, like we have done the last three years, I think we really have a chance," said Johnson. "If you show up at the Chase trying to catch up, you've got your hands full. The last three years we've been ready for the Chase. We've been ready to go out and race for wins. We've had to win a lot of races to beat these guys and win the championship.

"Our goal is to be organised come September and hope things go our way."



LAT

KENSETH AND ROUSH RETURN TO FORM

Matt Kenseth's victory in this year's Daytona 500 (above and left) was very fulfilling for both the driver and Jack Roush's Roush Fenway Ford team. It was the first win at Daytona for the 2003 NASCAR champion and Roush's long-standing squad, which is looking like a championship contender once more this year, especially after Kenseth won again in California the following weekend.

Roush Fenway fields no fewer than five Fords for Kenseth, Carl Edwards, Greg Biffle, Jamie McMurray and David Ragan. Edwards, runner-up to Jimmie Johnson in last year's series, is many fans' favourite to win the 2009 title. In 2010 NASCAR will enforce a four cars-per-team limit, forcing Roush to shed one of his number.



LAT

BUSCH PLANS TO CHASE EVERY CUP

This year's other top NASCAR title contender is Kyle Busch (above left) who won eight races last year, his first with Joe Gibbs's three-car Toyota team. Fast and confident, Busch seemed at Daytona to have tamed some of the youthful hubris which has got the better of him in recent years. Kyle turns 24 in May, and by then we'll know how good he's looking this year. At Daytona he was the man to beat, leading 88 laps before being taken out in a messy, multi-car wreck triggered by a fender-banging argument between Dale Earnhardt Jr and Brian Vickers.

Young Busch is going after all three NASCAR titles this year, taking on the Herculean task of running all 96 Sprint Cup, Nationwide and Truck series races. Tony Stewart's departure from Gibbs's team to start his own Chevrolet-equipped squad has elevated Busch to the role of unchallenged team leader. Denny Hamlin is quick and an established race winner, but usually finds himself overshadowed by Busch.

Rookie Joey Logano turns 19 on May 24 and is precociously talented but has much to learn. And, of course, Gibbs was the first top team to move to Toyota and enjoys the benefits of the Japanese manufacturer's financial and engineering resources at a time when those from Detroit are drying up. Over the coming years NASCAR fans will find themselves forced to learn to like, or at least tolerate, Kyle Busch and Toyota.

Andrew Frankel

ROAD CARS

LAGONDA STEALS THE SHOW



"The problem with motor shows," said the jaded hack, "is they've lost their ability to spring a surprise." He should have been on the Aston Martin stand on the second press day of the Geneva Motor Show when its mercurial boss, Dr Ulrich Bez, whipped the covers off the concept car with which the Lagonda brand has been relaunched. Sadly, I was already on a plane back to Britain, so I received the news via a deluge of calls that greeted me upon landing at Heathrow, though I understand the gasps were so loud at the time that it's a surprise I didn't hear them at 35,000ft.

Since then I've spoken to a lot of people in the industry about this new Lagonda and, so far, have yet to find anyone who has laid eyes on it with anything positive to say about it. So let me be the first. Everybody in the industry is talking about it. Ugly, tasteless and supersonically out of touch with the world in which we must live though it appears to be, if its job was to get people talking about Lagonda again, then it has succeeded in spades. When the story was posted on *Autocar's* website, it attracted more comments than those about the new Ferrari 599XX, Lamborghini Murcielago SV, RenaultSport Mégane 250 and the European version of the Tata Nano combined. True, few of the contributions were less than withering but that won't bother Aston Martin much. They'll be pleased to become the talk of the show with a concept car – an almost impossible feat these days – and know that whatever they produce next can only look good by comparison. The production car must be three years away at least, by which time this concept will be a distant memory and, with luck, the market will be in better health.

Not that the market's health in any way dampened the mood of the show, or indeed the dazzling irrelevance of the most headline-grabbing cars on display. It would be nice to think this was gallows humour at its darkest and best, but the simple truth is the cars being launched today were designed when the world was a different place, while those that hold the secret to a sustainable future are still struggling to find their ways off the drawing board.

In the meantime, admire with me Ferrari's ability to charge its customers €1.1 million plus local taxes (about £1.2m all told) for a track day version of the 599GTB, and pre-sell all 35 of them despite the fact Ferrari not only ensures they cannot be homologated for either road use or racing purposes, but holds just three track days per year for owners to use them. The 599XX is an amazing looking thing, with a V12 engine that develops 700bhp at 9000rpm and fans in the boot that suck air out from under the car. But at roughly a million pounds more than the road car upon which it is based, you'd need first to be quite astonishingly wealthy and then want one really badly to see the value in it.





Bentley Supersports will take biofuel. Top: Aston's Lagonda concept



Rolls-Royce 200EX won admirers

Meanwhile Aston Martin has pre-sold not a single one of its similarly priced One-77 carbon-tubbed supercars but, according to its staff at least, only because it refused to take any customer money before having a car to show them. This Aston now has. It looks beautiful and it seems to be exquisitely engineered. The pushrod front suspension and the oil tank for the dry sump engine would not look out of place in the Saatchi Gallery. But time alone will tell in this market how many of the hundred-plus 'expressions of interest' it is able to convert into actual sales. Aston hopes it will be 77, the number it is committed to producing.

Other British manufacturers attempting to share the spotlight were Bentley with the 'Supersports' version of the Continental GT, and Rolls-Royce with the 200EX, an alleged

'concept' version of the new smaller Rolls that will go on sale this year. Though, in reality, it's so close to the real thing you'd need a PhD in forensics to tell the difference. Both looked good, the Rolls in particular, and I don't think anyone is going to worry too much about its 20 per cent BMW content: after all, the rather greater proportion of VW engineering in the Continental didn't stop that becoming the best seller in Bentley history.

But the Supersports is interesting, not just for its 630bhp and the cap-doff to the green-labelled 3-litre of 1925 that first used the name, but also because it will run on E85 biofuel. True, there are only a couple of dozen stations in the UK that sell it, but it's slowly rolling out across Europe. In the meantime, owners can fill it with unleaded in the normal way while claiming the car has the ability to drop well-to-wheel CO_2 emissions by up to 70 per cent, which is good for personal PR, if not the planet.

There was also an interesting return to the international limelight for Frazer-Nash, with an electric car designed by Giugiaro. On paper it all seems rather wonderful: an 814cc engine drives a generator that charges a battery pack that supplies a brace of electric motors on each axle to propel it to 60mph in 3.5sec, and on to around 190mph with total CO_2 emissions of



Frazer-Nash goes electric. Above left, Ferrari 599XX costs a remarkable €1.1m

around 60g/km. Too good to be true? Well, perhaps. I've seen one too many old British names exhumed only to come to little – ERA, BRM, Jensen and Lea-Francis to name just those that leap most readily to mind. But KamKorp, the Swiss company that owns the rights to the Frazer-Nash name, insists it will go into production this year.

Overall, then, it was a show where many manufacturers appeared untroubled by the cold light of day. The show halls were studded with gorgeous supercars suggesting that somehow the greatest global economic crisis of our lifetimes somehow didn't apply to them. Perhaps that's why I enjoyed it so much. Ⓜ



NEW E-CLASS EMBRACES TRADITION

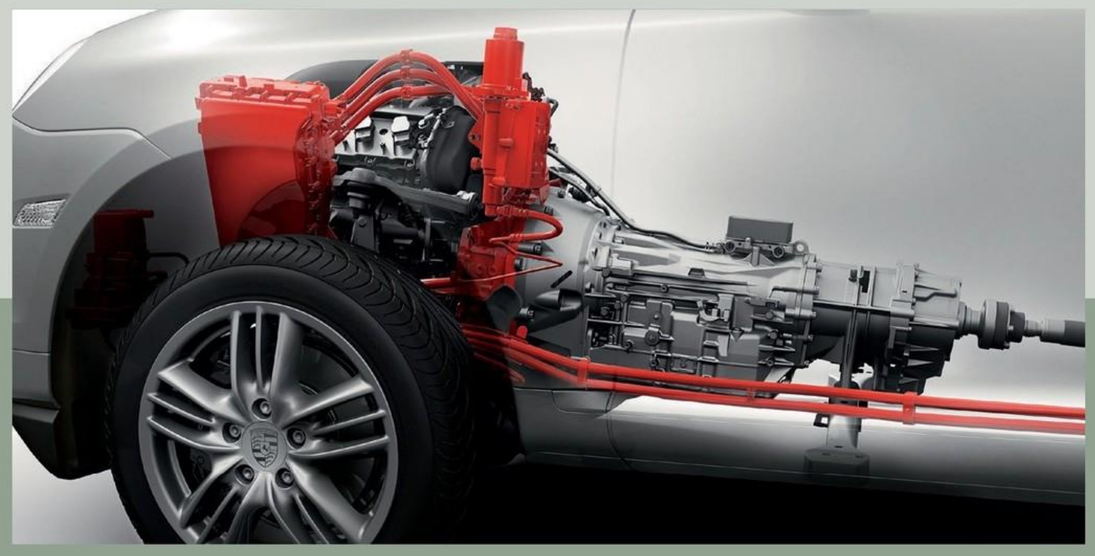
It seems that Mercedes has realised its future lies behind it, with the result that this all-new E-class is the most traditional feeling mid-sized Mercedes since the launch of the W124 a quarter of a century ago.

It must also be the first executive German saloon in decades that feels not only less sporting than its predecessor, but better for it. Beautifully controlled but soft springing means it rides extremely well, while what was already the most roomy cabin in the class has been made more spacious still.

Best of all for fans of old school Mercedes, this one has an air of indestructibility, finally laying to rest the spectre of the last but one E-class which so damaged Mercedes' reputation for engineering excellence.

You don't need to be told its biggest problem, because you can see it clearly. Not only does this E-class look awkward, particularly around the headlights, but more concerning is that this look appears to be part of Mercedes' new design philosophy, likely to be reprised in forthcoming models.

But it is lovely to drive and handles well despite its cosseting ride. The multi-cylinder petrol models are smooth and sophisticated but 85 per cent of sales will go to diesel, and with an E250 model that will do 150mph yet return 53mpg, it's not difficult to see why.



PORSCHE HYBRID OFFERS MORE MILEAGE

To Zuffenhausen to drive a prototype of the Porsche Cayenne S Hybrid around Stuttgart. There's no denying how clever it is. With its supercharged 3-litre V6 motor giving 333bhp and working with a 52bhp electric motor, it offers a total of 374bhp (both engines can't develop peak power simultaneously), which means it can match the acceleration of the V8 Cayenne S. But while the normal Cayenne S can't stretch a gallon to 20 miles, the Hybrid will take you to 30 or more. It's congestion charge-free and its sub-225g/km emissions means you won't be taxed out of existence.

Its only problem is that the hybrid apparatus is identical to that which VW will put in the Touareg. It is well known that the Touareg and Cayenne are sisters under the skin, but Porsche has always used its own engines and suspension tuning. Not this time: no effort has been made to sharpen the Hybrid's performance to suit a Porsche application, and while the petrol V8 in the standard car is sharp and sonorous, the (Audi-sourced) V6, bluntly, isn't.

I like the argument that it doesn't matter what Porsche does with the Cayenne so long as it turns the profits required to fund cars like the 911. My fear is that making money out of this sort of car may be a thing of the past. The Hybrid goes on sale in 2010 and should cost under £50,000. I admired its engineering more than I liked driving it, but I've always said that of the Cayenne…

Letters

Winning contributions

Sir,

Harold Ross, founding editor of *The New Yorker*, required two things of his contributors: their pieces must be interesting and well written. Most magazines and virtually all automotive ones fall short on the second of the two. *Motor Sport* (with few exceptions) does not.

I always read cover to cover, though not sequentially. First I look to Nigel Roebuck for topics of interest. He has my vote for being one of the top half-dozen automotive journalists during my 55 years of awareness. Next I skip to the rear to see what that treasure Bill Boddy has to recount. From there I settle in to the best of the best – Simon Taylor's Lunch with… Finally, I read and enjoy just about everything else, even Paul Fearnley's convoluted prose and Andrew Frankel's sometimes edgy op-eds.

While I find most interest in the history side, I am delighted with the way that US-related topics have been presented. NASCAR? You have made interesting a subject which has occupied none of my time in the past.

Russell E Baer Jr, Monkton, Maryland, USA

Wisell's 'fantasy' pitstop

Sir,

In your April 2009 interview with Reine Wisell, the Swedish driver mentioned something that "has never been widely reported or discussed" – that Lotus deliberately gave him a meaningless pitstop to keep him behind Emerson Fittipaldi at the 1972 US Grand Prix.

The reason why it has never been widely reported or discussed is that it never happened.

Contrary to Wisell's claims, he was not faster than Fittipaldi that weekend; Emerson qualified 1.1 seconds clear of him, a decent enough result for Wisell in a new(ish) car to him and after struggling in the BRM, and Wisell was faster in the soaking second practice, albeit nobody seemed to be taking it seriously. But Wisell's tale of the race is pure fantasy. Emerson was in the top four until his experimental soft Firestones punctured, then ran stone last for a dozen laps before retiring. Wisell ran throughout the race in the midfield to an unspectacular 10th, lapped at a third of the race distance, without a pitstop to his name. No wonder Eddie Dennis could not remember such an occurrence… I would be intrigued if Wisell had mistaken it for something that happened on another weekend; I cannot think where it would be, though.

While I am in pedantic mode, Piercarlo Ghinzani's pole at the 1983 Monza 1000Kms did not occur before his Formula 1 debut; he had started his first GP at Zolder in 1981, where he finished 13th for Osella on the tragic weekend when mechanic Giovanni Amadeo was killed.

Robin Horton, Sutton Coldfield

Misrepresentation

Sir,

I feel it may be time to report *Motor Sport* to the Office of Fair Trading. It states quite clearly on the front cover that it is a magazine. It's not; it's a work of art!

When it drops through the door I am torn between which bits to read first. Will it be Nigel Roebuck, whom I hated when he first took over from Pete Lyons at *Autosport* but who over time won me over to the extent that no one does a Grand Prix report better, or Simon Taylor, whom I was privileged to meet in a Thai restaurant in Bromyard some months back. I couldn't help but overhear the odd snippet of the talk at his table, motor sport gossip, and more interesting than the topic at mine – weddings.

Lunch with Paddy Hopkirk (March issue) was a wonderful piece. What a great character, but I fear his memory of where people went for their holidays in the '60s may be a bit false. Scunthorpe for holidays? Perhaps the Irish are more than a little eccentric. Scunny is my home town and I don't remember it being a hotbed of tourism.

One last point. Can Mr Taylor please advise which diet plan he's on? All those lunches must surely play havoc with his waistline!

Steve Gray, Suckley, Worcester

The late Teddy Mayer

Sir,

I first met Teddy in 1969 when I briefly worked for the McLaren team; thereafter I knew him as a competitor, then as a colleague when he became a co-director of Penske Cars in 1987. We enjoyed this partnership until 2003 during which time we became firm friends, and during my 45 years in the sport he, together with Roger Penske, became my greatest influence.

Teddy was a forgotten man within the sport, and none of the tributes written about his life do justice to the enormous influence he had. Teddy dedicated his life to McLaren after the death of his brother Timmy. Using his personal resources, he supported McLaren up to and beyond Bruce's death in 1970. This was a time when McLaren employed fewer people than today's F1 teams have canteen staff, and yet competed globally in F1, Can-Am, USAC (Indianapolis) and F5000.

It took a long time to recover from the loss of McLaren when he sold it in '82, and subsequent involvement with Beatrice, Brabham and his own Indycar team never replaced it. It is no exaggeration to say that without Teddy, and Tyler Alexander, there would be no McLaren today. Teddy was also a core part of FOCA, laying the foundation of F1 as we know it.

A week after Teddy's death, Ron Dennis and Martin Whitmarsh held a commemoration of his life at the McLaren Technology Centre. It was a moving event attended by his son Timmy, daughter Annie and their families, Bernie Ecclestone, Sir Frank Williams, Sir Jackie Stewart, John Watson, Jody Scheckter, John Hogan, Pat McLaren, and others who'd worked with him or owed him a debt of gratitude.

Much has been written about Teddy's 'lack of sympathy' for drivers. His attitude towards them was simple: they had to perform to the maximum and as soon as that ability deteriorated, for whatever reason, he changed them. To the outside world this appeared harsh, but history will show that in many instances he was right.

Teddy was not perfect by any means, a fact he would be first to endorse. He could be difficult, contrary, pedantic and often insufferably right, but he was at the same time a wise and cultured man. Stories about his behaviour have become folklore, but though sometimes hurt by his critics, he remained dignified and courteous. He never displayed his wealth, using much of it to benefit many people in a discreet manner.

The sadness is that his life and achievements were never properly celebrated. There is no biography, and he received no awards, nor a tribute at any historic event where so many of his iconic cars and drivers are celebrated today.

Teddy came from an era when celebrity was less intense than today, when achievement was a matter of fact. One day, perhaps, there will be a retrospective reflection of Teddy's career and achievements that will do full justice to a great man. All at Penske will miss him, as will so many elsewhere, while I have lost a dear friend.

Nick Goozée, Maiden Newton, Dorset

LETTERS TO THE EDITOR

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Letters

Funding issues

Sir,

It was interesting to read in the Eddie Jordan interview (April issue) of his F3 budget in 1983; so little of such a sensitive topic gets divulged contemporaneously with events! I often wonder why no one (Perry McCarthy excepted) ever makes reference to the efforts of Steve Sydenham's 'Racing for Britain' organisation, which provided funds to selected British drivers and their teams in the 1980s, much of it by public subscription. If I remember, and Eddie can correct me if I'm wrong, it was such money that made it possible for his team and Martin Brundle to complete their 1983 campaign.

Finally, re the Teddy Mayer obituary, Peter Revson was killed in the spring of '74, not '73. In those days of open F1 paddocks I met him at the Brands Hatch Race of Champions. Five days later he was gone. Gone but still not forgotten.

Andrew Turton, Bisley, Surrey

Nuns on the run

Sir,

Could the two nuns in the Citroën 2CV (Lunch with Paddy Hopkirk) have been a rival team in disguise?

Chris Wilson, London

Portuguese promise

Sir

Doug Nye's article "A lesson in left foot braking" (December) brought back childhood memories, because I was six years old when I watched Stirling Moss win that race at Monsanto. However, he has it wrong when he writes that the local star was José Nogueira Pinto. He was in fact Joaquim Filipe Nogueira, the most promising Portuguese driver of the '50s. My father, who knew him well, always assured me that he was one of the biggest natural talents he had ever seen. Unfortunately his career was cut short by a big accident at Boavista in 1956 when he overturned his 750 Monza trying to stay ahead of De Portago's works Ferrari.

He returned in the '60s racing all sorts of cars including F3, but while he had some success his best period was behind him. JFN later became a TV personality due to his programme *Sangue na Estrada* (Blood on the Road) where he was a constant critic of the government's traffic policy. That said, I was pleased to know his driving style had caught the attention of Stirling and Jenks.

Rodrigo de Vilhena, Turcifal, Portugal

More than a mechanic

Sir

In your March issue there was a You Were There picture by Peter Moxey of Chris Amon's Ferrari, captioned 'mechanic in third Ferrari'. Well, it's a very special mechanic – it's Giulio Borsari. Borsari, born in 1925, was and still is a true legend. While working for Maserati, he was the mechanic on Fangio's car. Then he joined the famous Centro-Sud team, and in 1962 he entered Ferrari. He stayed there until retirement, looking after, among others, Regazzoni's car. Borsari even wrote a book about his memories with Cesare de Agostini: *Ferrari in tuta* (1980). After his retirement, he was co-founder of the 'Club Meccanici Anziani Formula Uno' and he was a severe scrutineer in the Shell Historic Challenge.

Franky Hungenaert, Maaseik, Belgium

A walk in the park

Sir,

Over the last few years I have enjoyed the Track Test articles in *Motor Sport* exploring historic racing venues and what remains today.

I've always liked exploring old venues and over the years I've been to Reims, Rouen, Montjuich, Clermont Ferrand, Miramas, Sitges and Pebble Beach, not to mention the operational tracks!

My best memory goes back to 1970 when I set out with my OS map to 'discover' Donington Park, where my father had seen Mercedes and Auto Unions before the war. It wasn't difficult to find the overgrown and neglected estate, and I wandered in via the farmyard at Coppice Corner (where the museum is now) to find the remains of the track passing through the farmyard and off into a long straight through a wooded area. To my pleasure the track was largely still in existence and easy to follow on foot, albeit rather overgrown and surprisingly narrow, and with the odd cattle grid across it! After climbing a fence I was delighted to find the Melbourne Hairpin and the famous jump on the return to the left-hander at what was Red Gate. Or at least where Red Gate used to be, because a Rolls Royce factory building obscured it then. I still recall standing at the top of the Craner Curves (then wooded) and it taking my breath away to imagine the Silver Arrows sliding down there.

I was able to complete an entire lap, including passing under the single-file Starkey's Bridge, before finding myself back in the Coppice farmyard. As I had seen not a soul all afternoon I felt emboldened to take my old Mini van and drive as much of the lap as possible, imagining the likes of Nuvolari, Rosemeyer and Lang in action as I jolted my way down the Craner Curves at as much as 30mph.

I came home so enthused that I immediately sent a letter to *Autosport* suggesting that it should be redeveloped for racing. I've no idea if Tom Wheatcroft read that letter, or indeed if his plans were already started, but I was very happy to be in the paddock seven years later with a car to participate in the first ever post-war meeting.

Since then I've been fortunate enough to drive a good many laps of Donington and can rate it as one of my favourites. I did see qualifying for the only F1 race there in '93 (sadly not the famously wet race) but will I be there to watch a British GP next year? Only time will tell…

Peter Richings, Coventry

TRATS your engines

Sir,

It took me a moment to work out the photo from Shelsley Walsh on p105 of the February issue, but then I realised the negative has been reversed. The START banner has always read from the competitors', and indeed the paddock's, point of view, thus leaving the view I have if commentating from Vox Villa as TRATS.

Toby Moody, Earl's Common, Worcestershire

Pedro's finest moment

Sir,

Having read John Horsman's wonderful book, I agree with Mark Finburgh (Letters, April): while Pedro Rodríguez's 1970 Brands Hatch race was a matter of furious driving, the blindingly fast Zeltweg drive was performed in a rather cool manner. I would dearly like to read a good account of the life of Rodríguez. I was such a fan I got myself a deerstalker cap in the '70s.

Valentin Kraemer, Munich, Germany

[A new book on the Rodríguez brothers is reviewed on page 123 – Ed]

Is Ron just avoiding EJ?

Sir,

It had to be *Motor Sport* to reveal the real reason why Ron Dennis handed over the reins to Martin Whitmarsh. Eddie Jordan's on the BBC team chasing interviews from the 'back' room!

Keep up the good work. Your magazine is always the most sought after in our bar, although I have to translate most of the articles.

Nick Harman, Chardonnay, France

Bonhams 1793
& GOODMAN

Important Sale of Collectors' Motor Cars Motorcycles and Automobilia

Sunday 3 May, Sydney



1



4



2



5



3

Illustrated:

1. *One of two known to survive worldwide*
1913 Sunbeam 25/30HP Tourer
Estimate: $AU220,000 – 280,000

2. *From the Collection of Peter Briggs*
1937 SS Jaguar 2½ Litre Sports Saloon
Estimate: $AU80,000 – 140,000

3. A selection from the Ron Adams collection of Automobilia

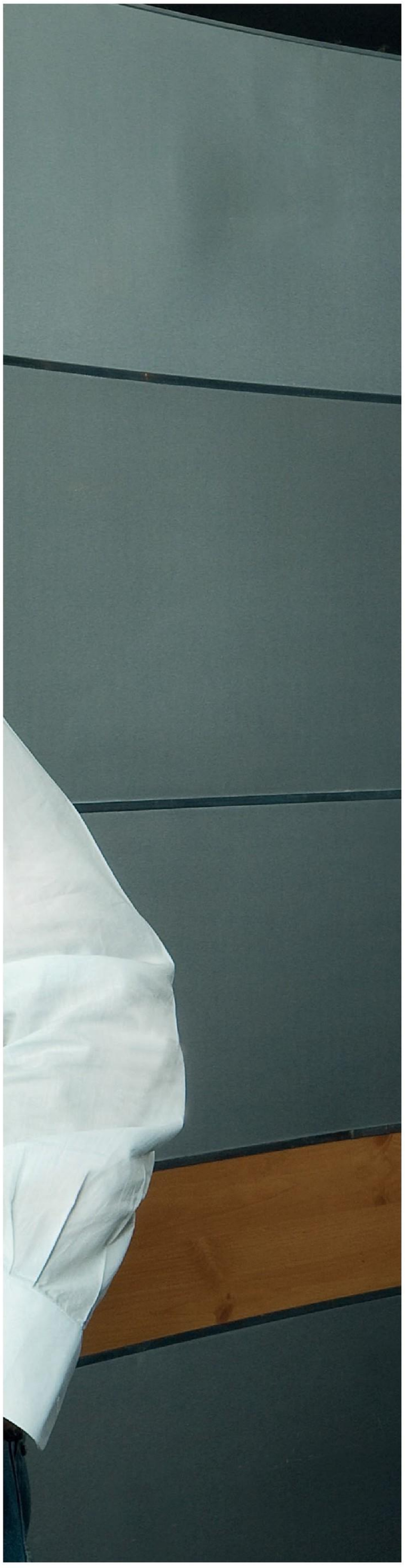
4. *From the collection of Peter Briggs*
The ex-Maharajah of Bharatpur
1931 Horch 480 Cabriolet
Estimate: Refer Dept

5. *From the Collection of Peter Briggs*
1933 Aston Martin Le Mans 1½ Litre
'Long Chassis' Sports Tourer
Estimate: $AU180,000 – 260,000

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Charles Best

"Spending money is fine, but throwing it away is criminal"

Flavio Briatore has always run a tight ship at Renault, which is why he's so pleased about the drive to cut costs in F1

BY NIGEL ROEBUCK

It was going on 15 years ago that I first interviewed Flavio Briatore, and I asked Bernie Ecclestone for his impressions of the man who had become his fast friend, and remains so to this day, the pair of them partners in a variety of business ventures as diverse as GP2 and QPR.

"Flavio calls the other team principals 'mechanics'," said Bernie, "because they've come up through the ranks in the racing world. He's come from the business world, so he hasn't served an apprenticeship in racing. I'm not saying that's good or bad; I'm saying it's different. So maybe he has a different approach from the rest..."

From the outset Briatore indeed had a different approach. I remember running into him at Indianapolis in 2000, where Giancarlo Fisichella had qualified a poor 15th. "Why am I angry?" he said. "Simple. Because Fisichella is f****** lazy!"

Go on, I said. "This is a new track for everyone, and I sent the engineers over – away from the family – two days early. And Fisichella? He arrived two days late, because he was in Hawaii, and the weather was good! I don't accept that..."

Later I reminded him of that episode. "It's very simple," he shrugged. "When we have fun, we have fun, but when we're working, we need rules. A driver is an employee of the company, and a lot of the result depends on him, but you have hundreds of people working very hard to make things good for him in his job, and these people are not millionaires – they don't »»



The '09 Renault was not the quickest in pre-season testing, but Alonso's input should help

vacation in Hawaii. If a driver damages a car, I don't really care, but if I see him doing something not correct when it comes to the team effort, to the people working for him, then I get really furious. Eventually I had a good relationship with Fisichella, but…"

No spin here, then, no earnest press releases from Briatore endeavouring to reassure the world that his driver never used the 'F' word, or whatever. He has always been one to speak his mind, even when plainly out of sync with his fellow team principals.

Years ago, when the supremacy of Schumacher and Ferrari was putting the audience to sleep, I suggested to Eddie Jordan that Formula 1 had achieved the impossible – it had made itself *boring*. Eddie put his finger to his lips. "I know," he whispered, "but don't tell anyone…"

Briatore was never like that. Because he had come from a commercial background – as a senior executive with Benetton, he had been responsible for launching the brand in the USA – he was used to dealing with 'product', and the need to sell it to the public. Sweaters and T-shirts or a Grand Prix on TV, it made no difference to Flav. Long ago he was bemused by the product F1 had become, and over time his opinion was unwavering.

"We are in the entertainment business, aren't we?" he said in 2006. "Sure, you need technology – but a lot of people forget that we're supposed to be *racing*! We need to remember what the customers want, and it makes no sense to spend huge amounts of money on something they don't want, or understand.

"Part of the problem, I think, is that a lot of people at the top of teams started as engineers, rather than businessmen. An engineer gets his satisfaction from technology – he doesn't care about anything else. Of course technology is important, but if it costs a lot of money – and makes F1 less entertaining – something is wrong, I think."

Briatore doubted that many of his fellow team principals, out there in the real world, would long survive. He despaired of the waste in F1, and also of what he saw as blind complacency.

"We're all in the right place at the right time, because Bernie has built up a fantastic business – but we're doing everything we can to destroy it! We educate our people to work for the maximum expenditure – an F1 guy, looking for a present for somebody, goes straight to Bulgari! If it doesn't cost a fantastic amount of money, it can't be good – that's the thinking in the paddock. And the more we spend, the more boring we are…"

Now this is the spring of 2009, and in the last few months the world has become a very different place. But even before the bankers and politicians plunged us all into chaos, there was evidence of a new sense of reality in F1, crystallised by the formation of FOTA (the Formula One Teams Association).

As I drove up to Enstone in late February, the thought occurred that my timing could have been better, for only the day before ING, Renault's major sponsor, had announced its withdrawal at the end of the year.

Flavio, though, was not at all fazed – indeed his mood was ebullient. "Of course I'm sad to be losing such an important sponsor, but we'd been discussing it for three months, and »»

LAT



















Charles Best

we're all aware of the financial situation in the world, so I think ING's decision is quite understandable. *Nobody* knows what's going on, do they? This is the first time we've had anything like this – since 1929, anyway.

"I think ING have done an amazing job in F1 – and F1 has done the same for ING. Their logo is recognisable everywhere now. The money they've spent in F1 – I think they've had it back 10 times. They were anyway thinking of leaving at the end of 2010."

Briatore insisted he was not concerned about the future. "There's only one F1, but there are several INGs. We have the best TV show in the world – and now we have to do it at the right price! That gives more opportunities for other sponsors to enjoy F1.

"You know, Renault never tell me, 'We won't finance this', but I always thought that the idea of 1000 people working to produce two cars was a bit... exotic. In 1995 I had about 70 people working here, and now I have 400 – and that's not because the racing is better!

"When I invest in a business, I want to make the product better – and that includes F1. Whatever I need to do to win, I do, but I think a good manager should anticipate problems. We always do the budget together with Renault, and if it's 20-30 per cent less than some, it's because that's what makes sense for them to stay in F1. And now everyone has realised that costs were too high..."

If Briatore seemed buoyant, it stemmed primarily from the sea change in F1 brought about by the formation of FOTA. After years of meetings dominated by bickering and self-interest, the team principals finally came to realise the benefits, in their dealings with the powers-that-be, of speaking with one voice. Even more miraculously, they began to consider the needs of their audience, the quality of their 'product'.

In the circumstances it would be easy for Briatore now to say 'I told you so', but he declined to go there, and merely stressed his content with the new state of play.

"It's an amazing change – but it's important to remember that FOTA was formed *before* the economic crisis arrived, OK?

"In F1 we have the FIA, we have the commercial rights holder, and we have the teams. The FIA is one person. The commercial rights holder is one person. The teams, though, are 10 or 12 people, all trying to do the best deal possible for themselves. It wasn't working any more, so we tried to unify. We want to improve F1 – and to do it with Bernie and with Max Mosley, because if not there's absolute confusion. Now the FIA knows we're together, and they accept that."

When the team principals met in Monaco last December, by which time the economic meltdown was in full spate, they produced a list of cost-cutting proposals literally unthinkable not so very long before. The in-season testing ban, for example, may have been no more than common sense, but, while Briatore was suggesting such a thing years ago, many of his colleagues would at one time have chewed on a razor blade before countenancing it.



Bernie and Flavio get their message across in 2002... Gerhard Berger and Mansour Ojjeh share in the joke

flaviobriatore.it

"The teams want to improve F1. Now the FIA knows we're together, they accept that"

"I always wanted less testing and more races," said Flavio. "It seemed to me that all this money was being spent and it didn't make the show any better."

During those years, I wanted to know, where was Renault – while winning races and championships – saving money compared with its rivals?

"Well, philosophy comes into this a bit. First, we try to have all the facilities possible in the factory. OK, maybe I didn't have the number one architect in the world to design it – I had the number 6515 architect, but it's fine. For me a wind tunnel is a tube with some air going through it! My motorhome is the same one I've had for years, but what's wrong with it? Nothing.

"It's not only that, though. For example, I've never taken four cars to Monaco, although some people say it's vital...

"It's a matter of controlling your costs, with respect to performance, of being realistic. For me, what's important is the overall budget, and the people in the company are intelligent enough to understand what is really fundamental for performance, and what is not.

"Always it seemed to me stupid that endless millions were being spent on trying to find a new technology, to get an advantage – and then everyone else has to spend the money, and after three months we're all the same again! And none of it ever improved the *product*. If you buy one toy a year, the child is very happy. If you buy 20 a month, he doesn't bother opening the boxes any more...

"We lost the base, I think – and for me the base is the spectator, the TV audience, wanting a more unpredictable race and more close involvement. A lot of my colleagues are 'technical' people, but I think we're too technical – that's not what interests most people. For me there was a very simple example: when we took Fernando Alonso at Renault, the TV audience in Spain was nothing – zero. After a few months it was nine million, OK? Now I don't think it was nine million engineers watching the race..."

Perhaps because of Briatore's avowed disinterest in technology, some have perhaps not taken him as seriously as they might have done. Even now, Jackie Stewart believes, Flavio's skills are underestimated: "He runs a tight ship – I think he's a superb manager".

No compliment could please him more. Above all things, Briatore is a *manager*. "It's the people who make a company," he is fond of saying. "Not a company which makes the people."

Carlos Ghosn, the president of Renault, is the man to whom Flavio directly reports. "For me," he said, "it's a privilege to work with one of the best managers in the world. The way he takes decisions is simple and quick, and he's a brilliant strategist. A good manager is a simple person. Carlos is clear and straightforward." »»

FLAVIO THROUGH THE YEARS



1950 Born in Verzuolo, Italy.

1979 Briatore is appointed director of Benetton's American operations after meeting its founder, Luciano Benetton, while he is working in the Italian stock exchange.

1988 Briatore attends his first Formula 1 race – the Australian Grand Prix.

1989 Appointed sales director for the Benetton Formula 1 team, shortly after which he is promoted to managing director.



1990 He signs Nelson Piquet (left), who finishes the season with two victories in Japan and Australia, helping to equal the team's third-place finish in the constructors' championship of 1988.

1991 The Italian meets with Michael Schumacher in London after only one race with Jordan (at Spa) and promises the German, "If you want to become champion, well, we can make it". Schumacher is in a Benetton for the following race at Monza, and beats team-mate Piquet.



1994 Schumacher wins the first of seven F1 drivers' championships with eight victories aboard the Mild Seven Benetton-Ford B194, famously crashing with title rival Damon Hill at the Adelaide finale.



1995 The team stops using Ford's Z-R V8 and starts its relationship with Renault by using its 3-litre V10. Schumacher takes his second crown, while the Benetton B195 wins the clothing company's first, and only, constructors' title. Schumacher leaves Benetton to move to Ferrari; Briatore replies by signing Ferrari's two former drivers, Jean Alesi and Gerhard Berger, for the following season.



1996 Near the end of a disappointing season Briatore buys and then sells Ligier and Minardi, and loses Ross Brawn, electronics man Tad Czapski and aerodynamicist Willem Toet to Ferrari.



1997 Briatore promotes Pat Symonds (left, currently ING Renault's executive director of engineering) to technical director and Nick Wirth to designer, after which he ends his tenure as team manager at the Luxembourg Grand Prix at the Nürburgring and is replaced by Prodrive boss David Richards.



1998 Briatore starts work on buying Renault engines, prepared by Mecachrome and labelled as 'Supertecs', and then selling them to Williams, Benetton, BAR and Arrows. He also starts up the Billionaire brand, which now includes a sportswear and accessories range, a couture line for men and a club in Sardinia.

2000 Renault announces that it is returning to Grand Prix racing by buying the Benetton team. It re-signs Briatore as managing director and team principal.

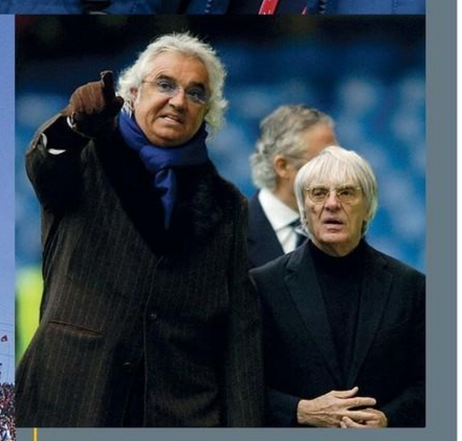
2001 Renault and Briatore return to the grid and he turns to driver management, funding Mark Webber's Formula 3000 season and using him as a Renault test driver. Another of Briatore's finds, a certain Fernando Alonso, races for Minardi.

2002 Briatore moves Alonso to a position as the Renault F1 team's test driver and Webber to a race seat at Minardi.

2003 Alonso is promoted to a race seat at Renault (below) and at the second round, Malaysia, becomes the then-youngest ever polesitter. He also becomes the then-youngest ever GP winner in Hungary. The rate of development of the R23 is partly down to Briatore making use of being able to run a car on Friday mornings, which gives the team extra time for development.







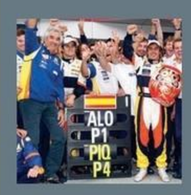
2004 Briatore takes control of the team's engine development at Viry-Chatillon, France, while Jarno Trulli wins in Monaco. Before the end of the season, however, the team principal falls out with the Italian and drops him. Briatore also opens a restaurant called Cipriani's in Mayfair. Model Heidi Klum gives birth to Briatore's only child, Helene 'Leni' Klum.



2005 Renault and Michelin make the most of the new rules banning tyre stops and take both the constructors' and drivers' crowns, with eight victories between new champion Alonso and Fisichella.

2006 Briatore heads another stellar year at Renault as the team claims both titles again. However, the squad loses two-time champion Alonso to rival McLaren for 2007, and, in Flavio's words, signs the "anti-Alonso" Heikki Kovalainen in his place.

2007 Renault struggles with the R27 and only visits the podium once, with Kovalainen's second place in Japan. Briatore completes a takeover of Queen's Park Rangers with Ecclestone (above), the pair becoming co-owners of the football club. That news is overshadowed by the spy row between McLaren, Ferrari and Renault – the French team is found guilty of espionage against McLaren but is not punished.



2008 Following a turbulent year at McLaren Alonso returns to Renault and spearheads the development of the R28, which earns him two victories at the end of the season in Singapore and Japan, leaving the French manufacturer fourth in the constructors' points. Briatore marries Wonderbra model Elisabetta Gregoraci (top), and Alonso drives the happy couple to their reception.

Renault, LAT & TopFoto

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Briatore is credited by Jackie Stewart as being a "superb manager"

And his own management qualities? Briatore shrugged. "First of all, we are *never* formal here, and I'm a great believer in that – it makes things much easier. I hate three- and four-hour meetings that don't achieve anything – some people are addicted to meetings. For me three minutes is much better. What I need is to understand a situation fully – and then I make a decision.

"I like to keep things as simple as possible, to be in control, to know what's going on, all the time. The important thing is to get the right people in senior positions in the company, and then keep them, by making them feel they're trusted and supported. Some teams have always paid much more than Renault, but there are other things in life that make people happy, too. I think there is almost a family atmosphere here.

"Our team has great people working for it – although maybe not the most famous in the paddock. I never take any established 'big names', because I'd go crazy at the extravagant salaries..."

No question, then, of Flav's ever trying to recruit an Adrian Newey?

"No! For what? I'd prefer to buy a boat! From day one in this business, I tried to keep my costs under control. I always feel proud when we achieve something with more efficiency than some others."

In the course of two decades in Formula 1, in how many seasons, I wondered, had Briatore been over-budget?

"Never. Not once. For me the number is the number, and people have to accept that. F1 is very demanding: I have to trust people like Bob [Bell] and Pat [Symonds], and they have to trust me. I don't say that working with me is easy, but I do believe I'm always fair."

Why did he think himself not an easy man to work with?

"Well, I'm very demanding, about marketing, and so on. And sometimes I don't want to lose time explaining things, and people get upset about that. But, you know, I *listen* all the time – I think listening is the most important part of the job, because I want to understand why this matters more than that."

One of Briatore's great strengths, it has always seemed to me, is that he has no problem in delegating – he knows what he knows, but also, more unusually, what he does not.

"That's why I have a technical director! I don't have to be in the meeting when Bob or Pat are talking to Magneti Marelli – but afterwards I want to know what was decided. I want it to make sense when people explain things to me.

"I honestly don't think there's one team principal who understands everything that's going on in his team – nobody has that much knowledge about everything. But you always need to have the temperature of the factory, of your people, the drivers, the situation.

"Everything in business needs to make sense. We should respect the investment, and have a sense of responsibility, like I have the responsibility at the moment of ensuring that as many people as possible keep their jobs – I know they have to pay the mortgage, and so on.

"I've always believed that a job is serious, and spending money is fine, but throwing it away is criminal – you need to put that into the mentality of the people working for you. The boss needs to feed his people as much information as possible. What position are we in at this moment?" »»

LAT

If the cost-cutting measures proposed by FOTA in December were far-reaching, it was clear that still more would be needed. Max Mosley said as much, and at FOTA's inaugural press conference, on March 5, the members came forth with a more complete vision of the future. On the thorny subject of KERS, there was the suggestion that a 'standardised' system be adopted in 2010.

Briatore – like the great majority of people in F1, Bernie Ecclestone included – is not a fan of KERS, considering it paradoxical that something prodigiously expensive should be introduced at a time when the emphasis is supposedly on reducing costs.

Fundamentally, though, Flavio feels very positive about the future of F1. "One year ago I was pessimistic – but now I think where we're going to is great for F1, because finally we're all working together. OK, Honda have withdrawn, ING are walking away, a lot of other sponsors are shaky, and so on, but it's an amazing opportunity for people to understand reality."

We turned to the subject of the Renault team, and its prospects for 2009. Fernando Alonso, of course, returned last year, after a single tumultuous season with McLaren.

"It was a shock when Fernando went there, and I didn't understand why he made that choice – he had just become World Champion, and then he won it again the following year, still with Renault. It was difficult, but apart from the odd day we've always had a fantastic relationship. I wasn't so upset for myself – more for the team, because that's where my first loyalty lies. In the end, drivers come and go, but the team stays.

"In some ways 2006 was a disaster for us. We developed the car all the way through to the last race, but Schumacher was retiring, and I think somebody was too keen to make him World Champion again in his last year. A few things happened that we didn't like at all, but in the end there was some justice, and Fernando did win the championship.

"For '07 it was difficult, because we'd concentrated on the '06 car right through the previous year. Also Michelin withdrew, and McLaren and other teams had more time to adapt to the Bridgestones, because they hadn't been fighting Ferrari for the championship.

"We also had a problem with the wind tunnel. It's like you have a girlfriend who always tells you the truth – and then after seven years you find her in bed with somebody else. Suddenly the wind tunnel wasn't faithful to us any more, and honestly we lost about six months because of that.

"We paid for it into 2008, as well. When Fernando came back, he knew what the situation was, and so in the beginning he was not upset. By half-season he was happy because we were making progress – the people here did an amazing job."

Briatore wasn't altogether surprised that the Alonso-McLaren relationship had not worked out.

"Sometimes, you know, we forget the... human part of people, particularly someone of 25. Everyone has different ways of managing people – I believe mine is right, and maybe Ron [Dennis] is right. You're managing human beings, not machines, and I've found that if you say, 'This is my line – take it or leave it', normally people leave it!

"Sometimes the neighbour's garden looks greener, but when you go there maybe it's not so green. Whatever, Fernando had a bad experience – I don't want to go into detail about where faults lay – and I think it was a great release to come back to Renault. He was much happier, more settled and mature. The year before he'd sometimes got up on the podium, and it looked like the dog just died...

"Everyone has different ways of operating, don't they? For example, I had a big fight with Patrese – but he had been very happy with Williams. I had a fight with Brundle – and that was my big mistake. I was quite new to F1, and I thought Martin was slow – because he was in a team with Schumacher, and we didn't realise then just *how* quick Michael was. Martin was the best team-mate Michael had..."

Speaking of team-mates, I ventured, more than a few of us were surprised that Flavio had given Nelson Piquet, after a disappointing first season, another chance.

"Yes, but... tell me who's available who might have been better. Nelson's young, and maybe last year was a bit too early for him to be in F1. I don't want to throw away one year of investment, but this is the last chance for him.

"For me, it's simple. If you have one driver like Fernando, you don't need to have a competition in-house. You compete against other teams – you don't compete with your own engineering. Doesn't make any sense to me."

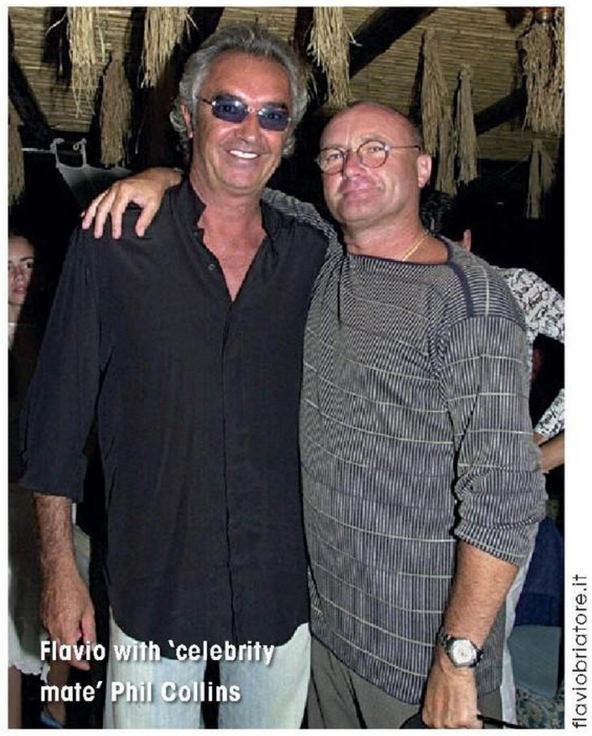
And what of Briatore's own future? Constantly seen over the years with a succession of supermodels, he shocked everyone last summer by marrying one of them, Elisabetta Gregoraci.

"I was more shocked than anybody! But I fell in love with her, and it reached a point where either we decided to do something serious or... forget it. There's a big age difference between us, but at some point I think you need to settle yourself. Everybody asks me if I miss my old life, but, you know, for 40 years I was living in the best places in the world, and I was single, but then I started to think about two, rather than one. My wife is very intelligent, very supportive – I feel really happy, I can tell you. Life is better than before."

I wondered if Flavio's new-found domesticity might herald a possible change in his professional life – he has, after all, many times suggested he will leave Formula 1 sooner rather than later. He insisted, though, that he does not have a long-term plan in mind.

"First, I don't need money for living, so this is already good. And at some point the *quality* of life becomes very important. I'm married now, I've been through cancer, and you need to do something that's fun. OK, I'm not the guy to stay on the beach in Kenya every day, but...

"I never really have in mind to do something else... I mean, I'm in the restaurant business, with a Cipriani in London and another in Sardinia. We have six or seven 'Billionaire' shops now – two in London, one in Las Vegas, one in Sardinia, three in Moscow, two more opening... For now we're doing OK."


Flavio with 'celebrity mate' Phil Collins

flaviobriatore.it

"They found a tumour – it was turning cancerous"

It was in June 2006 that Briatore, like many of the F1 contingent, went to the Mayo Clinic in Minnesota for a routine check-up.

"They discovered a tumour – I had a cyst, and it was turning cancerous very quickly. It was a big shock – I hadn't felt ill, I felt fine. I had surgery in Italy within a couple of weeks.

"In one way it was a good experience – I mean, you never forget something like that. For a time I felt fragile, that's for sure, but I don't get upset about things any more, not like I did. I'm calmer than I was. You never know about anything in life, do you? You think you have a big problem – and in just a moment you have another one bigger!

"You should live day by day, and make sure you're happy, because happiness is something you don't buy with money. And when you have good health, that's everything..."

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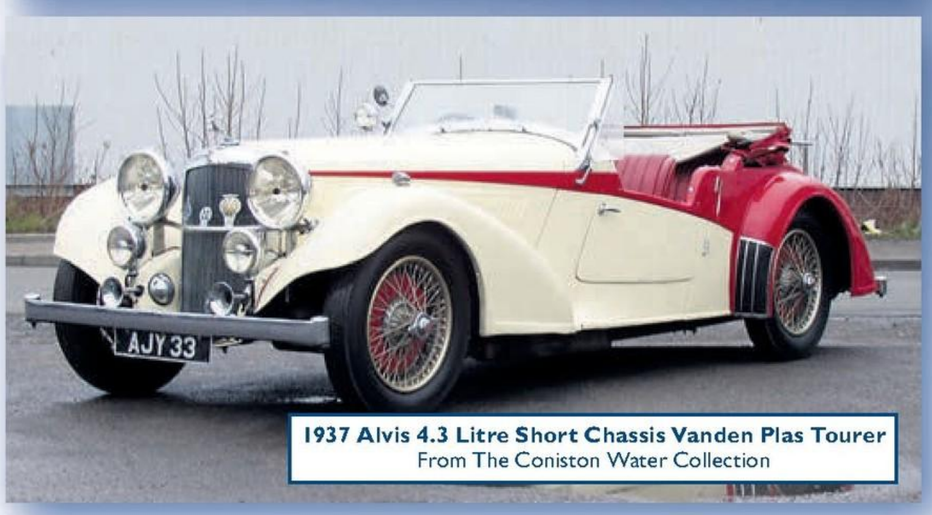
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HILL ON VILLENEUVE

As drivers they were worlds apart, but seasoned pro Damon Hill and feisty newcomer Jacques Villeneuve found common ground at Williams

BY ROB WIDDOWS

Damon Hill gives it to you straight. "I'm getting sick of hearing what I have to say about things. But since this is Jacques..."

Immediately you get the picture. Both men, consecutively World Champions for Williams, were good mates. They got on well, liked and respected each other. And both are straight talkers, refreshingly free of bullshit and baloney. Rejoice.

Hill and Villeneuve were team-mates at Williams in 1996. Jacques strutted, or shambled, depending on his mood, into the team fresh from winning a Champ Car title and the Indianapolis 500. So how would the feisty little man from Quebec get on with the quietly spoken but very determined incumbent? The media expected fireworks but Damon had no anxieties. Not about Jacques anyway.

"I was pretty focused on my season and I was quite happy to accept whoever they wanted to put in the other car. Well, I suppose Michael Schumacher might have been the one person I would have had an issue with," he says. Damon can laugh about this now but he'd been put in his place by Schumacher the previous season and it had hurt. "Remember, by this

time I'd been understudy to Nigel Mansell, team-mates with Alain Prost and taken over as number one after the loss of Ayrton Senna… You could say I'd been toughened up. But, I tell you, the toughest team-mate I ever had was Martin Donnelly – he was hard to beat, a really tough competitor. So I wasn't too concerned about who came to Williams. I thought 'bring him on', and as Jacques was at the top of his game it was another chance for me to tackle someone who was well regarded."

Just the way Williams likes it: two racers, two strong characters and no team orders.

"Some drivers feel the need to be number one," says Damon, "and the comfort they get from that enables them to perform at their best. Team owners think that, without an inter-driver rivalry, they're never sure if they're getting the best out of those drivers. There is some truth in that but, whatever the ideal structure may be, I want to measure myself against a competitive



team-mate, the only guy who has the same kit as you. It's the only true way of measuring your own performance."

The arrival of Villeneuve, therefore, caused no consternation in the garage next door. Hill knew that 1996 had to be his year, one final shot at the title. It was either up, or out.

"I was ready, I was well prepared," he says, "I'd been soundly trounced by Michael the previous season and by the end it was pretty torrid. So I re-set myself, dumped 1995 in the bin and went into '96 with a completely fresh mind. I knew I had this one last big opportunity, nothing else worried me, and I really liked Jacques in many ways. He was a fresh face in the sport, he wasn't tainted by F1. There's a certain culture that exists in F1 which tends to wipe the smile off a driver's face, but Jacques wanted to enjoy it. He enjoyed being a racing driver, and he came in with a bounce and an attitude which was positive. OK, he was a bit of a young punk," he laughs, "and he was much younger than me – well, everyone was younger than me – but his freshness and his attitude appealed to me."

Hang on. Surely the common perception was of a tricky, feisty and sometimes difficult man?

"He was a fiercely independent

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individual who definitely wanted to make his own mark," affirms Damon, "but I felt I had a certain understanding of this guy in that his father had been a racing driver, as had mine, and he'd lost his dad as well. So here was a guy who'd had to make it on his own and I understood that about Jacques. We never really talked about it much – he drew a line there, you didn't go into his personal life. He kept that stuff to himself."

Where they differed enormously was in their approach to setting up the Williams-Renault FW18 for the season ahead.

"I think his individuality dictated his set-up. Whatever I did, he wanted to do something extremely different," says Damon, "and by that time I'd done so many miles I really knew what I was doing, where I was going with the car. I'd been with the team for a long time so I knew what worked and what didn't. But Jacques was very keen to do his own thing. He wasn't content with the stiffest rear rollbars that Williams could make so they had another one made which we called the 'infinitely stiff' bar, and Jacques wanted it set at the most extreme end of the spectrum. That gives you some clue as to how the man's mind worked. There's a certain amount of machismo with racing drivers and if you can have the extreme, or the biggest, of something then it sort of proves your manhood. Jacques was definitely out to show that he could cope with the extremes. He was given that scope by his engineers so off he went, in various directions. Fine – it's part of giving a driver what he wants."



Williams

"We never really talked about our fathers much. He kept that stuff to himself"

There was more than a 'certain amount' of machismo about the Williams team as a whole. Frank and Patrick are racers and they want racers in their cars. "Oh, yeah," laughs Damon, "they like their men. They like big, strong guys – Alan Jones, Keke Rosberg, Nigel Mansell – they like that kind of driver.

"So here was Jacques, and he wasn't afraid of anything. That went down well. At his first big test at Estoril he claimed it was possible to overtake around the last corner and this brought a wry smile to those of us who'd been testing there for months. Everyone thought, you know, this guy just doesn't understand what F1 is all about, it's not like Indycars on the ovals. But he said 'no, I reckon I can do that' and blow me, he bloody well did it, overtaking Michael Schumacher on the outside of that last corner onto the straight at Estoril. Jacques didn't want for any outrageousness, that's for sure."

When they got to Melbourne in March the Williams-Renaults filled the front row of the grid. And it was the 'young punk' on pole.

"I wasn't worried," says Damon, "my eye was on the championship. It was pretty clear he wanted to put down his marker but I knew I had the measure of him. I'd been testing with him and I knew where he was. This was a once-in-a-career opportunity to win the championship and I knew there would be days when Jacques was better than me – it was bound to happen, and I was prepared for that. It was important for him to arrive with a bang but I knew I had something in reserve. Jacques had a high-risk approach to everything he did while, by that time, I was one notch back from the maximum limit. For me, it was a game of building my position through the season, so I'd be ready for whatever came at the end."

As we know, Hill went on to win in Melbourne with Villeneuve second, the new boy hampered by failing oil pressure. There were no team orders at Williams. "They were sticklers for equal equipment, much as I would have liked more focus on me when I was fighting Michael Schumacher the year before. But in 1996 we had the best equipment so it was a straight fight."

Away from the track, the mutual respect continued. "He kept himself to himself for much of the time – he lived in Jacques-world," says Damon. "But I liked him, he was good company and he was fun. I guess we were mindful of the fact that we had to compete against each other and that inevitably draws some kind of dividing line. But he wanted to win fairly – and he is very strong on what he believes to be fair, what is underhand. It was a good, tough pairing for the team."

In the cockpit, they could hardly have been more different in their style of driving. One way won the title in 1996, the other in '97.

"I think we drove how we dressed," says Hill. "Alain Prost was always my model driver. The guy was just… You couldn't even see what he was doing. A lot of people are attracted by a flamboyant driver, but it's wasted energy a lot of the time. And it's hard on the tyres too. I came from bike racing and there you have to be smooth, you can't just chuck it around, and I've always tried to achieve a fluid style in the car. Jacques wanted to be right out there, on the edge, and that's great. It was very exciting to watch."

We all remember that October afternoon at Suzuka. The pure joy, and sheer relief, as Damon Hill stood on top of the podium as World Champion. He'd done it, taken the golden opportunity in the nick of time. It was to be his last race for Williams. Villeneuve had taken pole, set fastest lap, but retired from the race when a wheel came off. He finished runner-up in the championship, 19 points behind his team-mate. His day would come.

"He was great afterwards, absolutely brilliant," says Damon, "a tremendous sporting attitude, no hard feelings at all. We went out to dinner and he was great about it. There was a good spirit within the team that year. There were two camps, yes, but we both knew that what will be, will be. I know the traditional relationship between team-mates is one of wishing to see the other guy not only defeated, but also crushed. But that's just not necessary. It's enough to beat him on the track and Jacques had the same attitude – you want to command respect for your driving among your rivals and then you can say, look, I did it, I won. That is important to me. F1 is like boxing, that rivalry between two guys, and sometimes – like Alonso and Hamilton – it boils over. For me, sport is all about watching that dynamic unfold. I'd never make rules about how drivers should behave but there are those who can lose their dignity, and those who keep it."

Rumbustious, over the rumblestrips and infinitely stiff. Or smooth, neat and determined. Either way, Hill and Villeneuve gave Sir Frank his last two constructors' and drivers' titles. Ⓜ





AN ESCAPE FROM THE EVERYDAY

Ford's new front-wheel-drive Focus RS happily combines family hatchback sensibilities with sports car capabilities

BY ANDREW FRANKEL

This is a test I wasn't meant to write. On the day Ford launched this new Focus RS to a small band of international media, I was in another country driving another car. Then a shaft of light appeared in the schedule: if I could get a flight to Nice by midday and if Ford had a spare RS, then I could have one for two hours.

Two hours. That is a miserably small sliver of time in which to conduct a thorough examination of any car, especially one that asked so many questions. But this was Nice, north of which lies the Col de Vence, probably the best-loved road in Europe for those who test cars for a living. If I could have a Focus RS to test anywhere for two hours, it would be here. And testing it would need, not least to discover whether Ford's claim that it had succeeded where others hadn't even tried and found a way of directing 305bhp through the front wheels could withstand any scrutiny.

Settling into its thin, hard bucket seat, thoughts of the last Focus RS, now seven years old, were impossible to avoid. It was a car I admired more than liked. I only truly appreciated



Focus's 2.5-litre turbo delivers 305bhp through the front wheels – with amazingly good effect

its point-to-point speed when I discovered how easy it was to sit on the tail of a well-driven BMW M3 CSL, but I never imagined owning one: it was too crude, too narrowly defined.

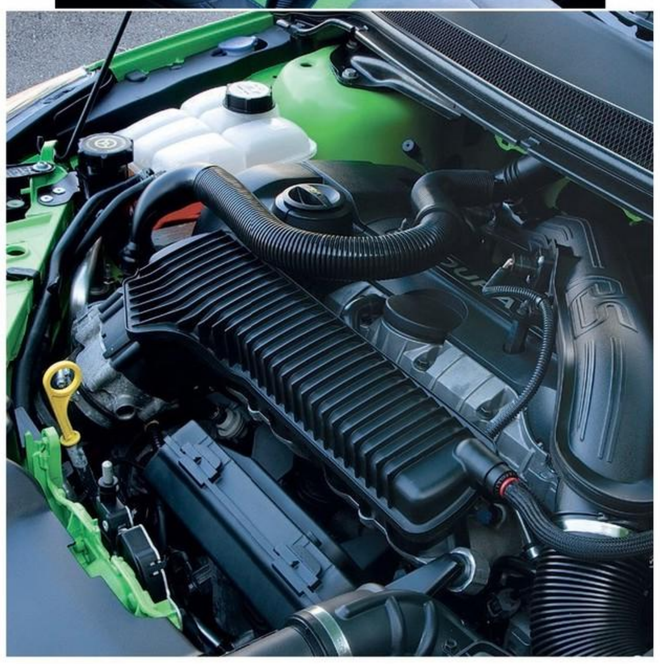
Puttering out of Nice, the new RS felt anything but. Its ride was firm but not uncomfortable, the cabin quality not actively annoying. And, while the old RS made you listen to a noisy, rough 2-litre four-cylinder motor, the thrum of the 2.5-litre five-cylinder turbo in this RS reminded me of that limited-edition, short-wheelbase homologation lunatic, the Audi Quattro Sport – which, for fans of historical coincidences, also matches the Focus's power output.

But how could Ford deploy this power, not to mention 324lb ft of torque, through a medium as compromised and conflicted as the front wheels of a car? Clever suspension geometry, tyre choice and careful attention to the way the steering rack is mounted, geared and powered will get you so far, but with the standard fitment of a Quaife limited slip differential providing yet more traction, the chances of it being able to accelerate hard and steer properly at the same time seemed remote. The Col de Vence was approaching; it was time to find out. »»

I thought about building up to it slowly, but this was neither the time, the car, nor the road for the softly, softly approach. So I gave it the lot.

It seems odd to say now, but the one thing I hadn't expected was for the RS to feel so damn fast. Ford claims a 0-62mph time of 5.9sec, the same as the new Jaguar XF diesel saloon. All I can say is that if the car I was driving had the traction to exploit its power, you could knock another second off that. Put another way, up to speeds at which you can hang onto your driving licence, I don't think a new Porsche 911 feels any faster.





As for the dreaded torque steer, it's there and anyone who says it's not either forgot to put their foot down or drove wearing oven gloves. What it's not is ruinously intrusive. Ford has contained the engine torque's desire to influence your direction of travel well enough so that most of the time, a gentle writhing of the wheel is the worst you'll encounter. Bury your foot at the exit of a second-gear corner and even if the Quaife finds enough traction to transfer all the torque to the road surface, the resulting torque steer still will not deflect the car from your intended direction.

As the time elapsed, so the scale of Ford's achievement became clear. No front-drive car, not even RenaultSport's hilarious Mégane R26R, has ever brought a blend of speed and composure like this. I drove knowing the rules were being rewritten before my eyes.

But perhaps the most remarkable thing about the RS is that its ability to cope with such power is not the most remarkable thing about it. Its attitude to corners, whether under or off-power, is what I'll remember most. Ford has tuned the Electronic Stability Programme to intervene not when the limit is approached, but once it has been broached, yet there's nothing to be feared from disabling it altogether. On the contrary, lobbing the RS into a tight turn at ambitious speed and on a trailing throttle provided as much fun as I've had in a front-drive car since Peugeot's 205GTI. The Focus has such natural agility and balance that the back doesn't skid or slide, it just swings around as if directly steered, and once it's gone far enough to make sure your nose is pointing into the apex, you snap open the throttle and let Mr Quaife and friends do the rest.

Do this for even a short while and the conclusion that this is the most capable front-drive performance car ever conceived becomes inescapable.

If it has a problem, this is where it lies. Certain cars – examples being the Porsche Cayenne Turbo, the Bugatti Veyron and this Focus – are what I call qualification cars. However fulsome the praise, it cannot come without qualification: the Cayenne Turbo is incredible for an SUV, the Veyron for a car weighing two tonnes, and the Focus RS is amazing for a front-wheel-drive car. You drive a Cayenne thinking how much better it would be were it lower, the Bug were it lighter, while the dream of a rear-drive Focus RS is as enticing as it is impossible. While the RS offers huge power for its £24,995 list price, a Lotus Elise S is cheaper. Put a gun to my head and ask which one I'd rather drive up the Col de Vence and I'd take the Lotus.

The real achievement of the RS's engineers is that they can even come close to extracting a comparable level of fun from a car that can be used as a family hatch as Lotus manages from a purpose-built sports car with just over half the weight.

So the Focus RS is not the most fun car you can buy for less than £25,000, but if you need one machine to use every day and, occasionally, thrill you to the core, for the money and regardless of the location of its driveshafts, the Focus RS sets a new standard. Ⓜ

FORD FOCUS RS

ENGINE: 2522cc, five-cylinder turbo, DOHC
POWER/TORQUE: 305bhp at 6500rpm, 324lb ft at 2300-4500rpm
GEARBOX: Manual six-speed, synchromesh on all ratios including reverse
TYRES: 235/35 front and rear
FUEL/CO_2: 30.5mpg, 225g/km
ACCELERATION: 0-62mph in 5.9sec
SUSPENSION: f: independent MacPherson struts with offset coil springs over gas-filled damper units and lower L-arms, anti-roll bar (24mm); r: independent Short-Long Arm (SLA) Control Blade multi-link system mounted on reinforced sub-frame, gas-filled dampers and anti-roll bar (24mm)
BRAKES: f: 336x30mm ventilated discs, r: 302x11mm solid discs
PRICE: £24,995
TOP SPEED: 163mph





INSIGHT

RS HITS AND MISSES

Not every Ford to have worn the RS badge has been worthy of it

Ford has been putting Rallye Sport badges on its road cars for nearly 40 years. Most, from the original 1970 twin-cam RS1600 to this Focus RS, have been genuinely memorable.

Of those that failed the RS label I have to mention the 1990 Fiesta RS Turbo whose only merit were its Recaro seats, and the Escort RS Cosworth, meant to replace the beloved Sierra RS Cosworth, but actually the most disappointing performance Ford I've driven.

The early cars were genuine homologation cars – the Escort RS1600, the very quick RS1800 and the brutal Capri RS2600 and RS3100s. But as the brand developed through the '70s, Ford realised it had a potential that could be exploited. This it did, first with cars like the RS2000 and then the first of the front drivers: the RS1600i and Escort RS Turbo.

But the Sierra Cosworth remains the most revered of RS products. The early cars were quick but fragile, and the only thing quicker was the speed at which they got nicked. I know of one car that was stolen, found and stolen again by someone else as police lay waiting to apprehend the original suspect.

The best of the Sierras was not the quick but truculent RS500 (above, in Andy Rouse BTCC guise), but the first saloon versions that appeared in 1988. These sober-looking cars handled better than the hatchbacks and had chassis better suited to the immense tuning possibilities of its 2-litre, four-cylinder turbo motor. Standard power was 204bhp, but you could get them with 400bhp, although they were horrid to drive. But a properly sorted 300bhp saloon was one of the most enjoyable cars of its era – quicker than a BMW M5 for a fraction of the price.

Things went downhill with various Escort and Fiesta RS variants, so it's no surprise Ford put nearly a decade between the last of these, the Escort RS2000 4x4, and the rapid Focus RS of 2002. It's taken another seven years to develop a car worthy of the badge, but don't hope to see another very soon. Instead console yourself with the knowledge that this latest RS deserves its badge perhaps more than any other in the brand's history – Group B RS200 rally car included.

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Gentlemen, restart your engines

New power, new management, new livery – Vijay Mallya has pressed the reset button at Force India. Will this fresh start bring the results?

BY ROB WIDDOWS

Factory & portrait images: Matt Howell





These are tense times. There are just 18 days to go before the cars must be on the grid in Melbourne. On this day the first, and only, Force India car is blasting round in Barcelona while its stablemates have yet to be built. Computer screens feed through the times from Spain. New parts are drawn and redrawn. The clock is ticking. There are some tired faces in the factory at Silverstone.



"We all muck in together; the spirit is back this year"

MICK GOMME

I am taken on a rapid tour by Mick Gomme, who came here in 1998 as the spares man for the Jordan team. Now he bears the grand title of race team marketing services co-ordinator, something that might have been a little long-winded in EJ's day. "It's only a title," he laughs, "we all muck in together. There's only 280 of us in all, and the spirit is back this year. Last year everything was painted in tungsten colour – that's how they liked it – but now it's all white and the place feels fresher, lighter. There's a lot to do, though – new logos, new liveries, new paint jobs – and, because weight is a big issue, the drivers will even have lightweight qualifying overalls! Busy, busy time." Mick is a man on the move.

Time is a jet plane, to borrow a phrase from Bob Dylan – it moves too fast. Especially when you are building new Grand Prix cars to new regulations for a new season. And particularly when you also have a new engine supplier, a new drivetrain and new management. There is much uncharted territory at Force India this year. But Doctor Vijay Mallya, the Indian entrepreneur who owns the team, has never been afraid of uncharted territory.

By the time you read this the cars will have raced in Melbourne. There will be evidence already of their potential. Dr Mallya, who has brokered a deal with McLaren, is not renowned for his patience. According to recent reports in the business pages of the 'serious' newspapers, the Indian entrepreneur has been locked in negotiations with Diageo on behalf of his United Breweries Group. Diageo is a McLaren sponsor. Mallya has, as ever, plenty to occupy his agile mind while he flies around the globe attending to his empire.

Dr Mallya, who spends much of his life in the air, recently confessed that he had underestimated the demands of Grand Prix racing. This from a man who took over his father's brewery empire when he was just 23 and who has since started his own domestic and international airlines. Now he has put in place a dramatically new structure at his racing team, and it has simply got to work.

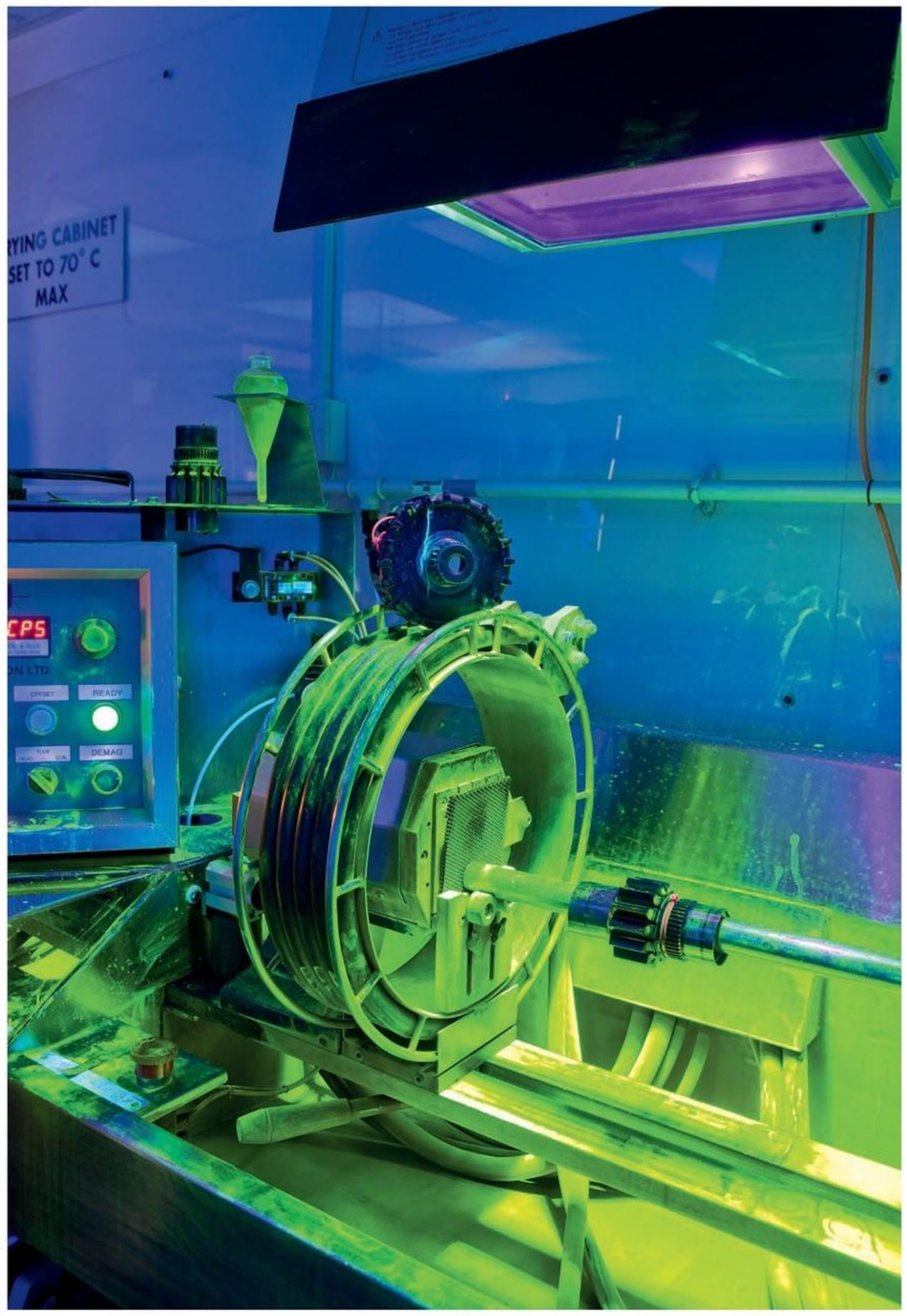
"This has certainly been my most challenging project to date," says Mallya, "and it has taken up far more of my time than I anticipated. But I have put the funding in place, we have learnt a lot in our first season, and now I expect results. We mean business; we are not interested in making up the numbers."

From Woking has come Simon Roberts, the team's new chief operating officer, and formerly the operations director at McLaren. Over the winter there was a huge shake-up, with both Colin Kolles and Mike Gascoyne leaving Force India after just one season in charge. In came Roberts, while design director Mark Smith and technical director James Key have stepped up to take responsibility for the 2009 cars.

Meanwhile Dr Mallya, with not a little help from Bernie Ecclestone and Max Mosley, has ditched his Ferrari engines, agreed terms



Adrian Sutil, in the VJM02 at Jerez, will start his second season with Force India in '09. Right: back at the factory, clutch parts are tested for reliability



Sutton/Force India

with Mercedes-Benz and forged a technical partnership with McLaren Applied Technologies for use of its gearboxes, hydraulic systems and KERS system. Dr Mallya doesn't hang about and he is looking for a return on this investment.

The man tasked with gluing this new partnership together is Roberts, hurled from relative obscurity within the McLaren conglomerate to land centre-stage at Force India. On secondment from the Woking team, he is described as "the vital axis point between the team's new technical partners". How does Roberts translate that into everyday language for us? "It's important that the team has somebody who is fully immersed in Force India and who also has an understanding of how the McLaren-Mercedes machine works," he says, sheltering from the wail of engines in Barcelona. "We need to make sure the right conversations happen between the right people in all three areas – that's the team itself, McLaren and Mercedes-Benz. When I go to see McLaren, I am a Force India man now. My role is to run this team for Vijay Mallya and to ensure we're all working together, not against each other. So far things have gone well, we've had rock-solid reliability, and we've started to work on set-ups. We have had some problems with rear tyre wear and with the fuel system, but nothing that we can't get right before the first race. I think we can go further up the grid, and from what I've seen in testing I'm confident that we can move this team forward. How far, only time will tell. Importantly, we have less to worry about, with a proven engine and gearbox, and we can focus more tightly on becoming more competitive."



Interestingly, the man from Woking has been impressed with what he's found at the back end of the grid. "This is a really great team; they work together extremely well," he says. "The speed of response is the most impressive thing for me, one of the first things I noticed. Maybe it's what you'd expect – being a much smaller team, they are able to react faster. The bigger the team, the more difficult it is to keep the team spirit, and we must never lose that here. There have been no nasty surprises and this is a hard-wired outfit, with fewer layers of management. Sometimes smaller can be easier, faster and more efficient."

> "When I go to see McLaren, I am a Force India man now"
>
> SIMON ROBERTS

The new VJM02 ran for the first time at Silverstone at the end of February. Three days later, on Sunday March 1, the car arrived at Jerez for its first run in anger, followed by a week in Barcelona. It's been all hands on deck and the crew haven't seen much of their bunks. Design director Smith is, however, relishing the opportunity.

"Working with James [Key] we have the responsibility now and we have to deliver the goods that are expected. It's as simple as that," he says. "Starting from scratch last November has been a major undertaking, but we now have a real opportunity to put together a good package. We have a proven and leading-edge engine and transmission, as good as any in Formula 1, so there are no excuses there. This narrows our focus but it is tough to get away from the back row of the grid and resources do make a difference. We're coming from behind not having had, until recently, the resources to do the job. We have to improve the pace of our development from here and that's not easy, but we do have the capability within the team."

pthree

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Force India has a staff of just 280, making it one of F1's smaller workforces

Slick tyres and the KERS systems will be the focal points of this new season. Force India will not be running KERS in the early races. "It may be more effective, and simpler, not to have KERS and we haven't been using the McLaren system in testing," says Smith. "There are, as everyone now knows, challenges with weight and weight distribution. We have done simulations – with and without the system – and there is a case for running without KERS. But once the systems are more fully developed there will be an advantage to having the extra power for overtaking.

"As far as tyre wear is concerned, I think it's simply a matter of Bridgestone getting the compounds right and understanding the weight distribution in the car. They have gone from grooved tyres to slicks and there is a learning process there. But it's not hugely complicated and we will find a solution to excessive wear. We are starting to understand how to use the tyres; we're getting on top of it, and by the first race we will hopefully be in good shape. Reliability will be very important, as ever, especially at the beginning of the season."

The optimism is almost tangible. The cost-cutting programme in Formula 1 suits Force India just fine – Dr Mallya had been lobbying for this since he arrived on the scene. The team feels a lot happier, a lot less edgy than it was when last I saw them in Valencia. Late summer of 2008 was a low point for the outfit, which was riven with political intrigue, back-biting and sheer frustration. The fun and frivolity of Eddie Jordan was a distant memory. Force India's director of business affairs Ian Phillips, now in his 40th year in the sport, survived the reshuffle and continues to thrive on the fast-moving, ever-changing world of Grand Prix racing.

"We haven't had much fun since Eddie sold the place," says Phillips, "but we're now in better shape than we have been since January 2005. The old Jordan spirit is back, morale is high and when the car ran for the first time at Silverstone the adrenaline was pumping again – it really felt good. We're on the way up again, but it's a bloody big hill to climb, and we had just under 100 days from confirmation of the new engine and gearbox to get the new cars ready. Getting it done was a great achievement. The team was an unhappy place last year, it's true, but Vijay Mallya looked at it, made a decision to change things, and he was right to do that."



"Starting from scratch has been a major undertaking"

MARK SMITH

I suggest that Force India, with its new technical partnership, might now be looked upon by some as a McLaren 'B' team. "No, no, no," insists Phillips, "not at all. The new deal is Concorde-compliant – we looked at that very closely. Some people think the Concorde Agreement doesn't actually exist and there are teams who would want to look fairly closely at this new relationship, but we are restricted on what we can and cannot do within the rules. McLaren is simply a supplier of engines, gearboxes and KERS.

"Maybe at some point in the future – if the rules change – there may be scope for a real partnership, if you like, but that is not for now. We have to accept where we are, at the bottom of the ladder, and here we have a ready-made solution to the most complex parts of the car. Of course we're going to say yes to that. Now it's up to us to get the rest of the package right and we know we have the capability within the team. I think KERS »»»



Giancarlo Fisichella brings great experience to the team; now the pressure is on to produce results

Sutton/Force India

may be a bit of a distraction and it will be interesting to see how many people have a car that is quicker with KERS. It is the right thing for Formula 1 to be seen to be doing, but it's hugely expensive and nobody needs that extra cost right now."

On his laptop Phillips has the times coming in from Barcelona testing, and the speed of Jenson Button in the new Brawn GP car is causing some concern. This, after all, is another team which uses the Mercedes-Benz engine and is therefore a benchmark. So might this be an indicator of things to come, or is it merely the customary showboating to attract some new sponsors?



"We're on the way up again, but it's a big hill to climb"

IAN PHILLIPS

"Pre-season testing is a serious thing this year," says Phillips. "After all, there will be no more testing once we get to Melbourne. Toyota is looking good and so is Brawn, but both these cars are clearly highly developed and there may be some surprises. We've had two great seasons, with great racing, and I think we will see more of the same. Sport should be full of unknowns – that's part of the excitement – and in testing thus far the bigger teams are not way out front. We shall see."

An indication of the ambition and intent of this new team is its connection with the aerospace industry. Mallya, through his Kingfisher airline, has some influence within firms such as the European Aeronautic Defence and Space company (EADS) and aircraft manufacturer Airbus. He is a very good customer, given his ownership of both domestic and international carriers back home in India. In partnership with EADS, the team is soon to expand its computational fluid dynamics facility. The wind tunnel, otherwise known as the Brackley Aero Centre, is where hundredths of a second are found by fine-tuning the aerodynamics. The tiniest detail counts, and no serious F1 team can afford to be without this kind of technology.

"The new resources and further developments with EADS will provide an enormous boost to our technical armoury," states Mallya. "Combined with our new technical partnership with McLaren, this gives us high hopes of making some good progress this year – and into the future. When I said we mean business, I meant it."

There is still something comfortingly old-fashioned about this Grand Prix team, something of the old Jordan atmosphere and approach. The factory is beautifully organised but not antiseptic, there is security but it's not in your face like a London club on a Saturday night. Upon arrival for the day it doesn't feel like the Pentagon. Not every inch of the place is colour-coded. There are pot plants but it's not like the Eden Project. Corporate speak is creeping in, but that's the world today. On the road from EJ to Vijay the racers have retained a real passion for the sport. This may have something to do with Dr Mallya himself – a maverick and flamboyant figure in his own heady world. Long may it last.

The problem for Force India, despite its new relationship with McLaren, is that nothing ever stands still in Formula 1. A slight advantage can disappear overnight. And, let's face it, Force India's first task is to start the races from higher up the grid, a huge challenge in itself. For this little team, the famous 'Book of Motor Racing Excuses' is getting thinner and thinner. They know they have to deliver... Ⓜ

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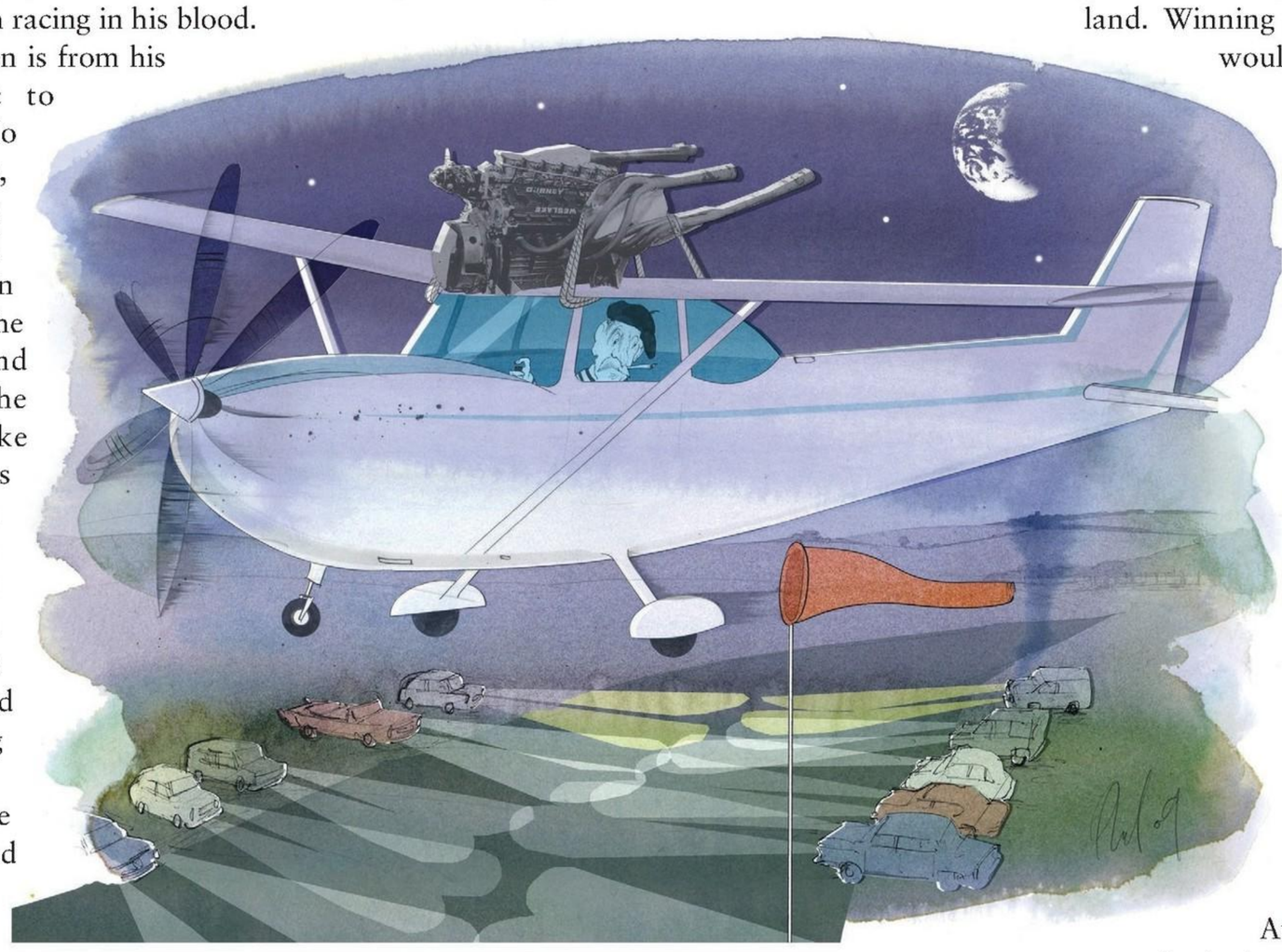
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The Eagle engine's landed

A FIRE AND AN AIRPORT STRIKE HAMPERED DAN GURNEY'S BID TO RACE AT MONACO '68, AS JO RAMIREZ TELLS ROB WIDDOWS

Jo Ramirez is best known for his long stint at McLaren, in particular his role as team co-ordinator in the Prost and Senna years. Before those tumultuous days Ramirez spent many years as a mechanic, coming to Europe from his native Mexico to work for Ferrari, Maserati, Lamborghini, Ford, Eagle, Tyrrell, Fittipaldi, Shadow, ATS and Theodore. This man was born with racing in his blood.

The tale he has chosen is from his days as a mechanic to Dan Gurney at Anglo American Racers in Rye, East Sussex – the British arm of Gurney's All American Racers team in California. In 1967 the team took its one and only victory with the Eagle AAR104-Weslake at Spa-Francorchamps on an unusually warm and sunny day in the Ardennes. Gurney's great American dream had been realised, but it was a win that flattered to deceive. The following season started badly.



"Over the winter we moved the factory and decided to build our own engines," recalls Jo. "It was a brave move, but in all the enthusiasm we didn't get our sums quite right. As a result we were way behind schedule and missed the Spanish GP at the beginning of May. I was still finishing the last engine when the team went off to Monaco at the end of the month. Our test shop wasn't ready so I had to borrow Peter Westbury's dynamometer in Dorking which was only meant to take F3 engines. The big Weslake V12 completely filled up this little room, while all the fuel and oil had to be fed in by gravity. It was all a bit agricultural, very primitive, and I couldn't run the engine at more than 4-5000rpm because the room got so hot and filled up with fumes. I had to keep the door shut because of all the noise blasting round Peter's factory, so I kept stopping for a breather, running it up, shutting it down and coming up for air. But at least it ran and there were no leaks. Then an oil pipe touched the red hot exhaust and the whole thing lit up in a ball of flame, trapping me in a corner of the room."

For a few seconds things looked pretty nasty. But Jo was lucky.

"Somehow I climbed over the dyno, jumped over a wall of fire, and tumbled out through the door with the flames following after me," says Jo. "Anyway, the lads in the factory came with extinguishers and took me to the hospital with cuts and minor burns. Somebody cleaned up the engine, we changed the damaged wiring, put the engine in a van and took it to Blackbushe aerodrome where a Cessna was waiting to take it out to Monaco. It was a very small plane, only just room for the engine once we'd taken all the seats out, so I stayed at home. After all I'd been through I wasn't too bothered!"

All's well that ends well, then? Not quite...

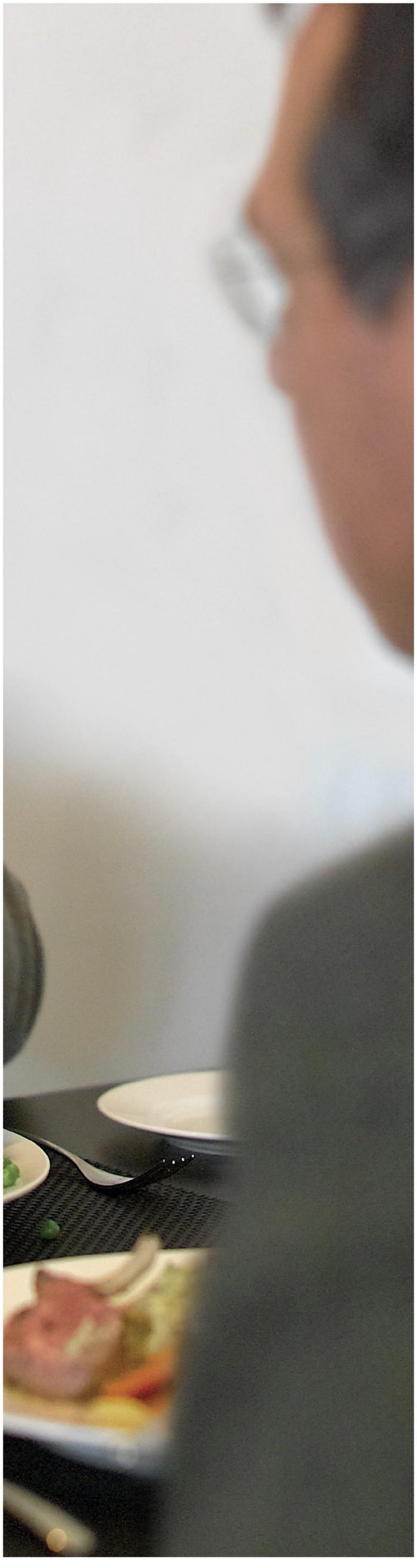
"When the plane got to the south of France the pilot was told the airports were on strike and he couldn't land at Nice, so he headed for a small airfield near Cannes. It was getting dark and this airfield had no lights... They had to have the engine for the Grand Prix so Dan rounded up as many people as he could find with cars to come to this little airport. They parked along the sides of the runway with their headlights on so the pilot could see where to land. Winning the GP on the Sunday would have been enough to justify this whole saga, but Dan qualified at the back and retired after just nine laps. That's motor racing for you. But Dan Gurney was one of the key people in my career. He was one of the best bosses and friends I've ever had in motor racing."

Anglo American Racers withdrew from Grand Prix racing at the end of 1968. Jo Ramirez followed Gurney back to California where he worked on the Indy and Can-Am programmes before joining JW Automotive in 1971, where he looked after the Porsche 917 of Jo Siffert and Derek Bell.

And thereby hangs another tale – one of a million more from a true racing man. Ⓜ

Jo Ramirez was born in Mexico City, a childhood friend of the Rodríguez brothers. He followed Ricardo and Pedro to Europe, working as a gofer at Ferrari. Ramirez worked for many Grand Prix teams before joining McLaren International in 1984 as the 64th employee under Ron Dennis. And there he stayed, a much-respected member of the F1 fraternity, until his retirement in 2001. He is author of 'Memoirs of a Racing Man', his story of five decades in motor racing.





James Mitchell

Lunch with...

JOHN COOMBS

That he ran so many top-line drivers is proof of how successful a car entrant John Coombs was. Today, in his eighties, his enthusiasm for enjoying classic machinery still burns bright

BY SIMON TAYLOR

Motor racing's history is peppered with significant private entrants – highly professional operators who were content to provide cars for others to race, in return for the joy of being involved. In Formula 1 terms you think at once of Rob Walker, whom Stirling Moss, at the zenith of his career, chose in preference to a works team. Or the ever-benevolent Tom Wheatcroft: without Roger Williamson's tragic death, that partnership would surely have gone on to great things.

Some private entrants did such a good job that the manufacturer was happy to remain in the background, providing the hardware and letting the entrant get on with the development. In sports and touring cars, Ford's relationship with John Willment and Alan Mann typifies this. And if a private entrant's preparation rivalled or bettered the works teams' efforts, he would attract the best cockpit talent.

John Coombs, in his own racing, in his business life, and in his 20 years as a successful entrant, has always been a perfectionist. His cars were invariably immaculate, turned out in his favourite colours of off-white or light grey. Every detail had to be right, or the person responsible would feel the sharp edge of his tongue. He was a hard-nosed operator who did not suffer fools, but he would always provide the very best for his drivers, and they rewarded him with a lot of wins. If he thought a manufacturer wasn't providing him with a good enough car, he would apply pressure. Without Coombs, Jaguar would never have produced the Lightweight E-type.

Today, still immaculate himself, he looks decades younger than his age, which unbelievably is 87. His memory for detail is sharp, his delivery staccato and humorously deadpan. He and his wife Ellie live in Monte Carlo now, but their UK base is an elegant lakeside apartment, where Ellie serves us a beautifully presented, and very English, lunch of lamb chops and cheesecake.

As we talk, John jots down from memory a list of the men who drove for him. There are more than 30 names, including three World Champions (Jackie Stewart, Jack Brabham, Graham Hill), all-time greats (Roy Salvadori, Bruce McLaren, Dan Gurney), men who died before their greatness could flower fully (Piers Courage, François Cevert, Patrick Depailler), and a fascinating array of characters from Jo Bonnier to Colin Chapman, from Johnny Servoz-Gavin to Walt Hansgen, from Ron Flockhart to Michael Parkes.

John's clout with Coventry came not only from winning races, but also from heading up a very successful Jaguar dealership. The »»

family firm, Coombs of Guildford, was founded in the 19th century as blacksmiths, wheelwrights and coachbuilders, but John built it into a substantial car business. He started racing in 1949 with a Cooper sports car powered, rather oddly, by a Rover 10 engine. "We were also Rover dealers, and Maurice Wilks of Rover helped us. It was too heavy, really, but we got it to rev to 6500rpm. Then I went Formula 3 racing, first with a JBS, then a Cooper-Norton and an Erskine Staride." John had more than his share of F3 glory, as far afield as Madrid and Chimay. He won a 100-mile F3 race at Silverstone and set an outright lap record at the forgotten Welsh circuit of Fairwood – which stands in perpetuity, for that track is now underneath Swansea Airport.

"I did the Goodwood Nine Hours twice. In 1953 Tommy Sopwith and I shared a Cooper-Bristol. Not long before the finish at midnight, after we'd done just about the whole bloody nine hours, I lost it on oil at St Mary's. The car dug in and cartwheeled, but it landed on its feet, and I wasn't too badly knocked about. I saw the ambulance coming, so I ran off like a hare. You get in an ambulance, you can never be sure when you'll get out. So they were all blundering around in the dark, looking for Coombs."

A test with the Connaught works team followed. "[Connaught director] Rodney Clarke tried Roy Salvadori, Jack Fairman, Ian Stewart and me at Snetterton. Salvadori was fastest, of course, but I was next, and they ran me in a few single-seater races, including Monza and Modena. But Roy was in a different league. We went testing at Goodwood and he offered to lead me round. Every corner on every lap he was just absolutely on the flat-out limit, two wheels on the dirt to straighten the corner, you got all the mud and muck in your face. To stay with him for long was impossible. He said to me, 'Coombs, you've got to be prepared to hurt yourself.' I didn't see it like that."

For 1954 John bought himself a 1.5-litre Connaught sports-racer. "They only made two. Fabulous engine, but the car was too heavy. So mid-season we bought a Lotus Mk VIII – the first streamlined one, with the big tail fins – and put the Connaught engine in that. For a 1500 it was very quick. At the first Boxing Day Brands Hatch I won the 1500cc race, and in the unlimited event I had a good go for the lead with Tony Crook's 2-litre Cooper-Bristol. Finished half a second behind him, and ahead of a C-type Jaguar. Second in the 1500cc race was David Blakely – that was about three months before Ruth Ellis shot him. I remember him as big-headed, and a womaniser. But you could say that about quite a few racing drivers.

"I had a Lotus Eleven next, but it was getting more difficult for me to get away from work. I'd arrive at Goodwood too late for practice and have to start from the back of the grid. I had a good day at Mallory Park, won two races against Brian Naylor's Lotus-Maserati, got out of the car and decided, 'That's it'. But I'd enjoyed motor racing so much I decided to carry on as an entrant. Ron Flockhart, who was a great mate, was my first driver. When he was committed to the F1 BRM or the Ecurie Ecosse D-types, I used my old friend Roy Salvadori. I bought a new Lotus 15, and Colin Chapman wrote across the bottom of the invoice that at no time were we allowed to lead the works cars. Made me sign it. Of course it didn't mean anything, and we still beat the works cars, which made Chapman livid. Roy drove for me for six seasons, and we won a lot of races together.

"Roy was a hard man. Stirling Moss said to me, 'Your mate Roy is the dirtiest driver I know.' At Aintree once, when Mike Hawthorn was leading in the works D-type, Roy got his DB3S Aston inside him on that long right-hander and pushed him wide. Afterwards Mike stormed up to him in the paddock. He was at the thumping stage: 'You f***ing do that to me ever again, and I'll put you in the f***ing wall.' At Crystal Palace in the Mk2 Jaguars, Jack Sears was holding Roy up, and Roy went over the kerbs, got inside him, and Jack was in the barriers. Jack had been playing around with him, and you couldn't play around with Roy. When he was in the car a curtain came down, and it didn't matter who you were, he was out to beat you. He'd treat his greatest mate the same way. If you think about it, all the really great drivers have been tough buggers.



"We beat the works Lotuses, which made Chapman livid"

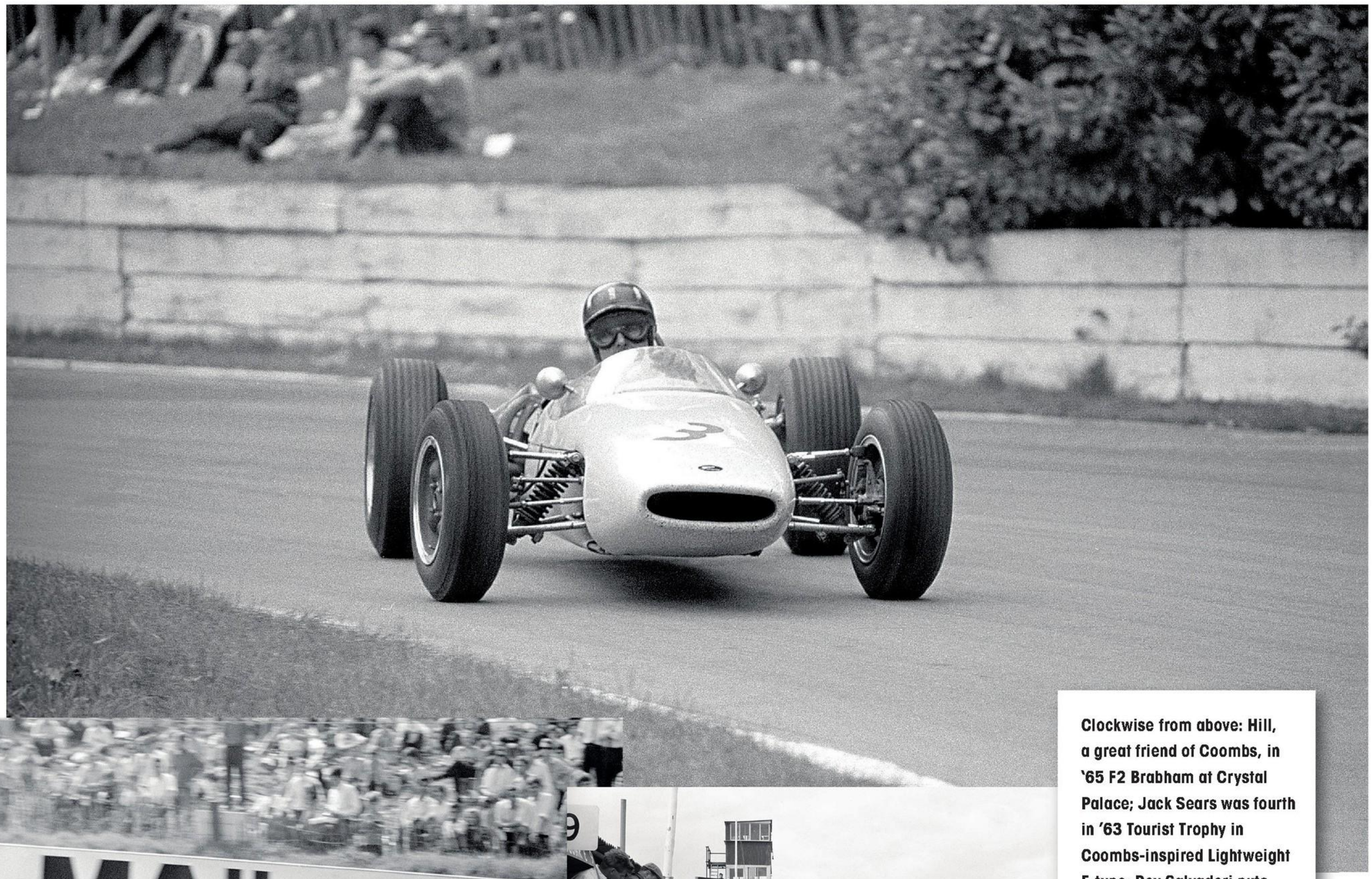
"In 1959 we had a Cooper Monaco with a 2.5-litre four-cylinder Maserati engine, because the 2.5 Climax was not yet available. In the sports car race at the May Silverstone Aston Martin decided to enter only one car, for Stirling Moss. Roy, as an Aston works driver, was a bit miffed at this, and was determined to beat Stirling, so we put him in my Monaco. He led from the start, but then he came round pointing to the back of the car. Reg Parnell, running the Aston pit, shouted across to me, 'Your man's in trouble', but I said, 'No, he just wants a plus or minus back to Stirling on his board.' In fact Roy was struggling with a completely undriveable car. Parnell put out the hurry-up signs to Stirling, but Roy kept going flat out, even though the car was darting all over the track. He won the race by 4.6 seconds, and afterwards he said, 'That's the most difficult car I've ever driven.'

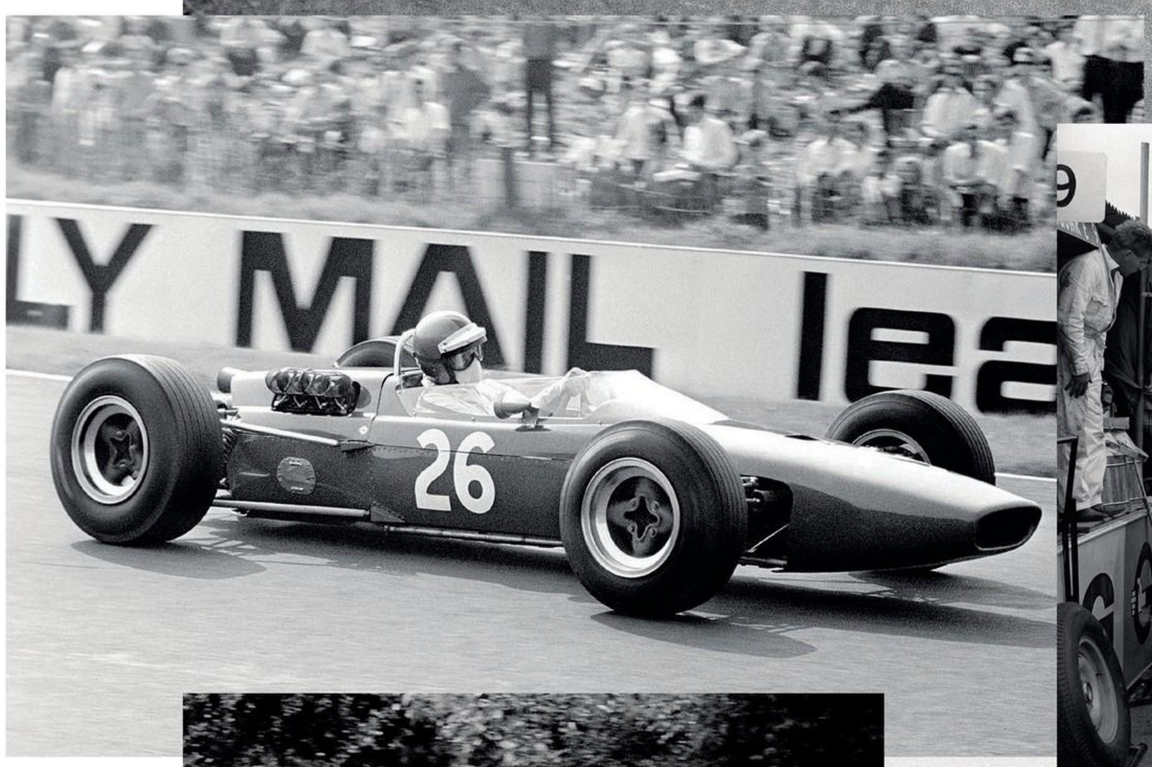
"Then my mechanic called me over to show me the back of the car. The bolts holding the rear transverse leaf had sheared, so the rear wheels were flopping over from side to side. But Roy was always flat out, even if the car was falling to pieces. Even if he had a huge lead, he didn't know how to ease up. He went upside down in the lake at Oulton Park once, but that was when a tyre burst. And at Snetterton he rolled his 3.8 Jaguar in practice. We bashed out the dents and he did the race.

"We had a second Monaco with a 2-litre Climax engine, and ran Jack Brabham in that. Jack was a hard man, too. No need for mirrors on his car, because he always ignored whoever was behind him. In testing he'd do a lap, come in, get out, grab a couple of spanners, adjust something, get back in and off again. I said to him, 'Jack, what's the point of my hiring mechanics when you try to do their job as well? You adjusted the rollbar, but how much? Now we don't know where we are.' He was a brilliant racer, a brilliant setter-up. We ran Bruce McLaren, too: almost as fast as Jack, but not quite. And not a hard man at all, much too nice for that.

"Our friend John Young talked me and Roy into doing the Monte Carlo Rally – in a bloody Ford Anglia. Two doors, side valves, 1172cc, 32bhp. Neither of us wanted to go, but John took it all frightfully seriously. In Glasgow we all squeeze in wearing our thick coats and, as we get to the start line, John at the wheel, me in the back, I quietly put my foot between the two seats onto the gear lever and ease it into neutral. The revs go sky-high. 'My god', says John, 'The transmission's broken already.' We drive down through Scotland, it's snowing and icy, and a bread van overtakes us. Roy says, 'You know, Young, you're really driving rather well.' He had some canine laxatives in his pocket, and said to John, 'Would you like a toffee?' and popped one in his mouth. We didn't hear much out of John after that.

"In Paris Roy and I wanted to retire gracefully and have a good dinner, but John insisted we carry on. We had a big row which »»

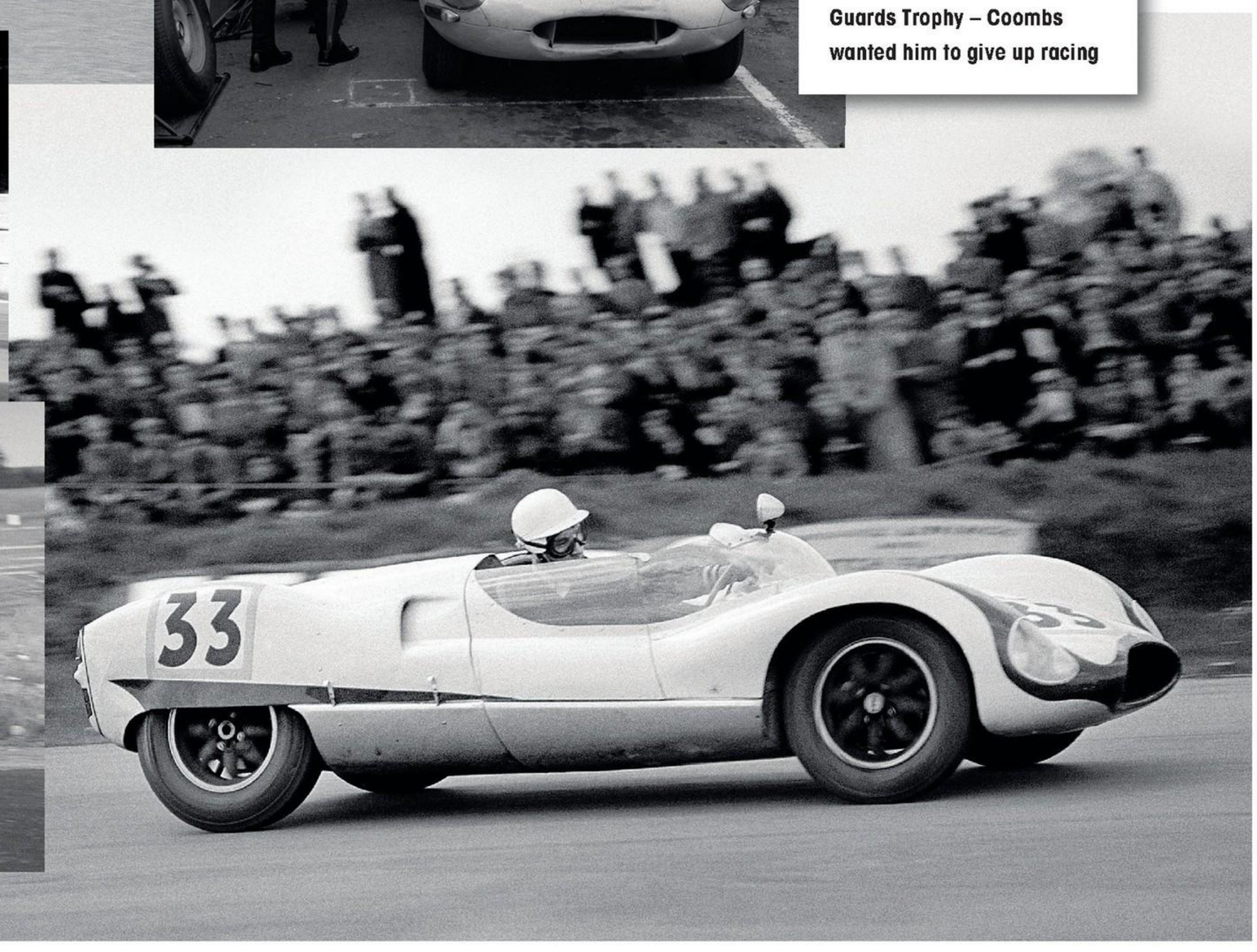












Clockwise from above: Hill, a great friend of Coombs, in '65 F2 Brabham at Crystal Palace; Jack Sears was fourth in '63 Tourist Trophy in Coombs-inspired Lightweight E-type; Roy Salvadori puts one over Aston in ailing Cooper Monaco at Silverstone in '59; John's Lotus Mk VIII had powerful Connaught engine; Jackie Stewart – another Coombs driver – winning in F2 at Crystal Palace in '70; Piers Courage in McLaren M4A at '67 Guards Trophy – Coombs wanted him to give up racing

LAT

culminated in all the maps being thrown out of the window. 'Never mind,' says Roy, 'We'll just follow everybody else.' He was driving now, and in that little Ford Anglia on ice he was absolutely terrifying. At one point Roy caught up with John Gott, who was a serious rally driver as well as being the Chief Constable of Northamptonshire. He was in a works Austin A90. Roy couldn't make him move over, so he went past him on the inside, leaning on him a bit. Gott was furious, came up to us afterwards and said, 'That was despicable. People like you shouldn't be allowed in rallying.' Maybe he was right. Amazingly we got to Monte Carlo 88th out of 233 finishers and qualified for the final mountain section, although the front wheels were pointing in different directions, probably because Roy had hit a few things on the way. Next morning John was waiting in the car all keen to do the last section, but Roy and I were still tucked up asleep. So we were disqualified."

Meanwhile John's Jaguar dealership was booming. "From time to time I'd be summoned to Coventry for lunch. Sir William Lyons' office overlooked the car park, with Alice Fenton's office on one side – she'd been with him since the Blackpool days – and Lofty England's on the other. If you arrived in anything other than a Jaguar, by the time you got to reception there'd be a message from Mr England: 'Kindly get that thing off the forecourt and park it out of sight.' Lunch would be in the directors' section of the works canteen, no liquor of course. Lyons sat at the head of the table. 'Good morning, Coombs, how are things going?' 'Very well, thank you, Sir William.' 'Tell me, what do you find are the popular colours at the moment?'

"One day I was there and Lofty told me they had five unsold D-types. I said, 'I'll give you £6500 for the lot.' We go into lunch, and Edward Huckvale, who was the finance director, leans across and says, 'Right, Coombs, are you going to make a sensible bid?' I say, 'I've made my bid and it's a very sensible one. Don't spend too long thinking about it, because when I leave here it lapses.' 'What's this?' says Sir William. 'Coombs wants to buy some D-types, sir', says Huckvale, 'but he hasn't made a proper offer.' 'You've got that wrong. I don't want to buy them. You've got five cars you want to get rid of.' Sir William says, 'At Jaguar we don't have anything we want to get rid of.' After that it went a bit quiet. But as I was getting into my car to drive home Huckvale's secretary came trotting out. 'Mr Coombs, Mr Huckvale says you've bought the cars.' Imagine it now: five D-types for £1300 each…

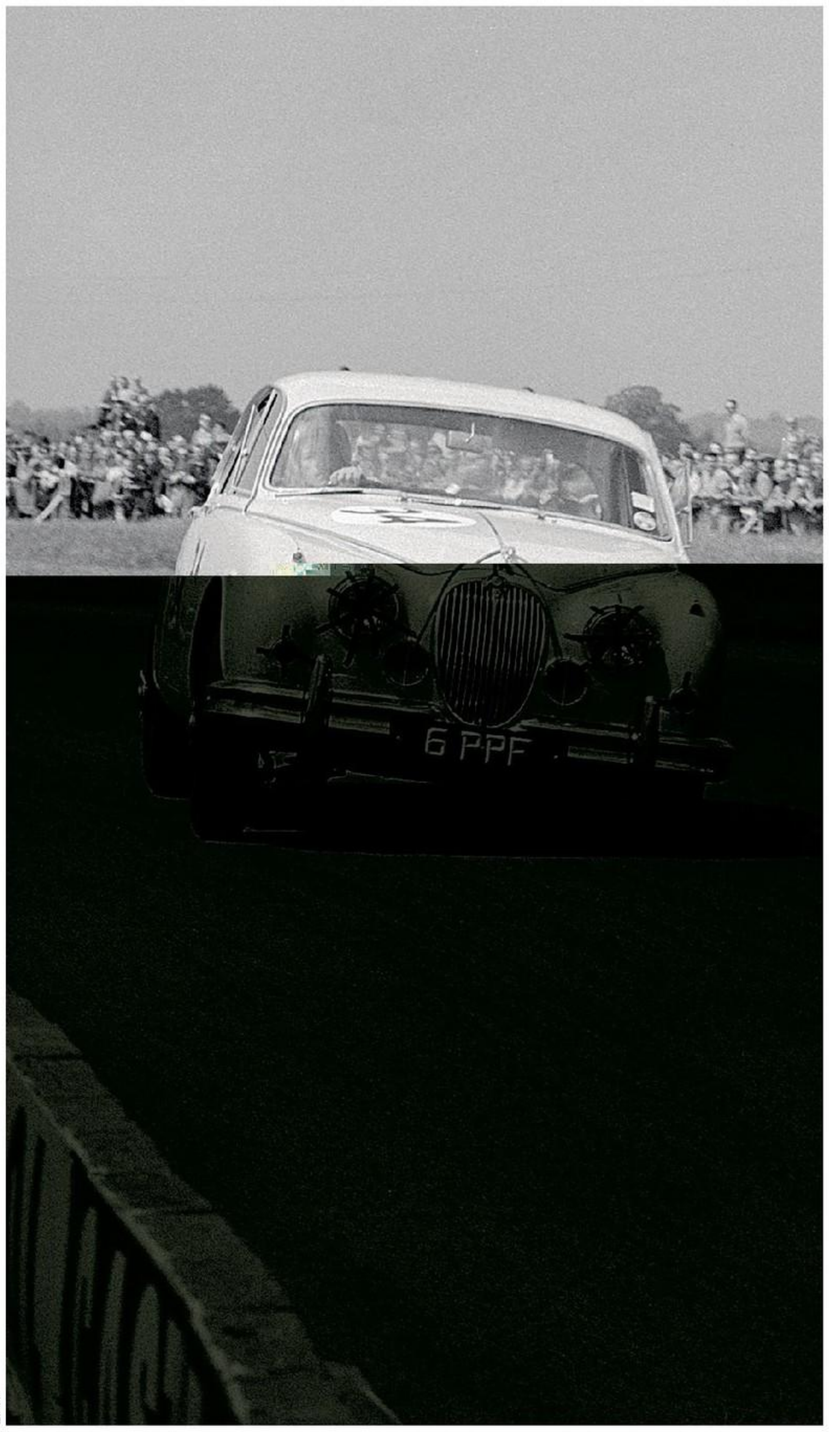
"We raced the Jaguar 2.4 when it first came out, and then the 3.4, with Flockhart. And Duncan Hamilton drove it on a very warm May day at Goodwood. Back then we didn't strip the cars and the heater was still fitted. Somehow it was stuck on full, and Duncan was a big man, so it can't have been nice in there. But he won, beating the 3.4s of Sopwith and Gawaine Baillie.

"Lofty asked me to give the American Walt Hansgen a drive in the 3.4 at the British GP meeting. In practice he was most spectacular, coming through Woodcote on full opposite lock and tearing the tyres off. I told him it wasn't the quickest way round, and he'd be beaten by Sopwith. But fortunately Sopwith lost a wheel, and we won. Another chap Lofty asked me to try was the Australian Bob Jane. That was at Aintree. He was a big-headed individual, wanted us to change everything on the car, but it didn't make him go any better. In the race he somehow got into the lead, and he was weaving all over the place to stop Michael Parkes and Jack Sears from getting by. So coming through Melling Crossing Michael hit him firmly up the arse, and he spun off. Afterwards Jane was fulminating about Pommie bastards, but Michael just said, 'Look, old chap, in this country we like to give the faster chaps room to come by.'"

The Mk2 version of the small Jaguar saloon arrived for the 1960 season, and race crowds were treated to hair-raising battles between the blue 3.8 of Tommy Sopwith's Equipe Endeavour, driven by Sears or Parkes, and the white Coombs 3.8 driven by Salvadori. "We built up the cars ourselves. We'd buy naked bodyshells from Jaguar, take off all the lead, weld the seams to make them stiffer, and take out everything we didn't need. Then, to get back to the legal weight, we'd put blocks of lead low down in the floor to get it to handle as we wanted. We offered some of the engine and chassis tweaks on our road cars, and occasionally a customer would say, 'I want a Mk2 exactly like the racing cars. Can I buy one?' I'd say, 'Yes, we can do it, but with the welded seams and everything it'll be ridiculous money.' 'I don't mind, I'll pay.' That made it a completely different car.

> "Jackie was totally professional, but he was always losing things"

"One of Roy's best races with the Mk2 was at the May Silverstone in 1960. The rivalry between me and Sopwith was pretty intense now, and Tommy lined up Stirling Moss to drive his car. Roy led to start with, then Stirling got by and led for eight laps, then Roy got through on the inside at Stowe and led to the finish. Afterwards Stirling complained that Roy had been tapping the brake pedal going into corners to flash the brake lights and try to make Stirling brake earlier. Roy said he'd only been switching the headlights on and off to move backmarkers out of the way. All good stuff. Roy won the sports car race for me that day as well, in the Cooper Monaco.



LAT

"Lofty called one day to say Colin Chapman was considering a 3.8 as his everyday road car and wanted a demo drive. I suggested he should have his demo by racing my car at the British GP meeting. He had an unbelievable battle with Sears in the Sopwith car, swapping the lead over and over, side by side past the pits. Chapman was a fantastic driver, and he won for us by a fifth of a second – and he did buy a car, too. But you could never really trust him. Years later we did a deal with him to run Ronnie Peterson in a new Formula 2 Lotus, and two days later he changed his mind. A deal with Lofty England was a deal. You could gamble everything you owned on his word."

In March 1961 Jaguar announced the E-type, and a month later it made its racing debut at Oulton Park. "Lofty organised two pre-production cars, a grey one for me and a dark blue one for Sopwith. Roy in our car led Graham Hill in Tommy's until his brakes went away, and he fell to third behind Innes Ireland's Aston Martin DB4GT. But the next month Roy won at Crystal Palace, from Sears in the Sopwith car, and gradually we got it sorted out.

"For 1962 I decided to run two top-line drivers, and I asked Graham Hill to join us alongside Roy. He said, 'How much?' I said if he drove for me and no one else outside F1 I'd



Classic Jaguar battle: Colin Chapman in the white Coombs entry side by side with Jack Sears in the Sopwith car, 1960 British GP meeting. Chapman won by 0.2sec

give him £1000 cash, on top of the usual share of start and prize money. I'd already known Graham a long time, and we became very, very close friends. He was the greatest character, and I adored him, but he was an impossible man to have in a racing car. We were at Goodwood testing one day with one of the Mk2s. I did 10 laps in the car and I thought it was pretty good. He arrived in his aeroplane, went out, came straight back in, said: 'It's f***ing terrible.' We spent all day changing everything, springs, shockers, roll bars. My man Roland Law was logging each change, and finally Graham said, 'Now, leave it like that. Don't touch it.' Roland took me to one side and said, 'Do you realise, he's now got it back to exactly where it was when he started this morning.' When I told Graham he said Roland was a liar, got into his plane and flew off. But we used to have fun together. Travelling abroad with the F2 car with Graham, there are stories I can't tell you…

"That first E-type of ours, 850006, was initially registered BUY 1, but then became 4 WPD. During 1962 we tested a lot. Graham complained about the understeer and asked for toe-in on the back, which Jaguar's test driver Norman Dewis said was a mad idea. I said, 'Well, he's a Formula 1 driver, so let's give him what he wants.' That made it a second and a half a lap quicker. But it became clear that, against the Ferrari GTO, the E-type was never going to make a competitive racing car. So I bought a GTO. I said to Bill Heynes, Jaguar's chief engineer, 'Your car is too heavy. Look at that bloody great engine, like a pendulum. If you don't do something about it I'll just have to race my Ferrari.'"

Jaguar's Experimental Department borrowed the Coombs GTO and had a careful look at it, and over the winter of 1962 4 WPD was sent to Coventry and entirely remade into a new car, with aluminium monocoque and body panels, cast alloy engine block, alloy wheels and many other changes. The result was a car some 110kgs lighter than standard, and 45kgs lighter than the GTO. It immediately found success in Hill's hands during the 1963 season, and Jaguar went on to build 11 more Lightweights. The busy Coombs equipe was still racing the GTO and an Aston Zagato in GT events, and one or more 3.8 Mk2 saloons, but Salvadori, uncomfortable in a two-driver team, had left to join Tommy Atkins. At that year's TT Coombs joined forces with Maranello Concessionaires to run two GTOs for Hill and Parkes, with Sears in the E-type. "Mr Hill and Mr Parkes crossed the line two-fifths of a second apart, and Mr Sears was fourth. Our start money and prize money came to about £3000.

"We worked hard on the detail of our race cars. We made extended hubcaps to speed up tyre changes in pitstops, and we rigged up a linkage so that jacking the car up also opened the fuel filler. We were the first to hang the shoulder straps on elastic from the roof of the car, so during driver changes you could grab the straps easily.

"When it was time to sell the GTO, we couldn't give it away. It finished up with that strange man J A Pearce at Slough, who dealt in scrap spares. He put the engine in a Cooper to go F1 racing, and then the whole team was burned out in a mysterious fire in the Silverstone paddock. The GTO sat in the scrapyard with no engine, and later ended up with Jack Sears. In the 1970s Jack offered it to me for £45,000, and I laughed at him. Now GTOs seem to fetch about ten [£10 million].

"Lofty rang me one day and said, 'I'd like to try this Scotsman, Stewart, in the Lightweight E-type.' I said, 'I thought he'd retired?' 'No, not Jimmy, this is his little brother, Jackie.' 'He can't have had much experience. Well, he can test the car, but you pay.' So we go to Silverstone, and a little Mini arrives, a little lad gets out, shakes hands with everybody, very polite. I tell him, 'Get in the car, get yourself comfortable, go out and do five laps, settle yourself in.' 'I've driven my brother's E-type road car,' he says. I say, 'I think you'll find this a bit different.' So off he goes, and across the silent circuit listening to him coming through Abbey there's no change in engine note. Sounds like he's going through there flat. I think, 'This won't do', so I hang a board out, call him in. 'Look', I say, 'You obviously didn't listen the first time. You're here for us to take a look at you, not to prove how fast the car is. You may be used again, but the way you're driving you may not be.' Send him out again. After seven laps he's under the outright GT lap record. So we sign him.

"Later, in my F2 period, we ran a Matra for Jackie. Testing with him was a model of how to do it. In the car, out on the track, couple of laps, in, adjustment, out, couple of laps, in, adjustment, out. He used to say, 'Whatever you did last time made the car feel better, so do it a little more.' Then, 'Now you've overdone it a bit. Take it back a fraction.' Never wasted time, totally professional. Mind you, he was always losing things, the key to his hotel room or his car keys. You had to look after him.

"Flying with racing drivers was always nerve-racking. I remember coming back from an F2 race at Albi in Graham's plane. Jochen [Rindt], Jimmy [Clark], Jackie [Stewart], and a mass of luggage, way overloaded, and I remember thinking, if this lot goes down I won't even rate a mention in the obituaries. And flying with Jack Brabham into Fairoaks, which had no lights and didn't operate after dark. It was about 9 o'clock at night and we came in blind. Very hairy. Graham and I flew up to Jimmy's funeral, and we called in at Lotus in Norfolk on the way back. It was getting dark and Graham was playing darts in the works canteen. I said, 'Graham, if we don't leave now I'm going home by taxi.' When we got to Elstree he was ➤➤➤

flying over, blipping the throttle, trying to get them to turn some lights on.

"When Graham and the others were killed that foggy night in November 1975, coming into Elstree, they should have been refused permission to land. Apparently Elstree had sent three or four others away. I suppose Graham insisted on coming in, thought it would be all right. The boys all had their cars there, it was late, and they wanted to get home...

"I was very close to the Hill family, and I'm godfather to [Damon's sister] Samantha. Graham and I were in business together, we had a Jaguar dealership in Chichester. A month before he was killed he asked me to help him run his F1 team. I said I couldn't do it – we wouldn't have lasted five minutes together on that. When he was killed Bette asked me to sort out his affairs, and tidying everything up was a nightmare. All sorts of people came out of the woodwork. Man rings up, 'I lent Graham a DFV, I'd like it back now.' 'Fine, bring along the receipt.' 'Oh, there's no receipt.' Another said, 'I bought a car from Graham, I gave him the money. Can I have the car now, please.' There were a lot of things like that. But later I was able to help Damon when he needed it to keep his career going. And he really came good, made a worthy World Champion. He's doing a fine job as president of the BRDC, he's much more than just a figurehead."

For years the superb preparation of the Coombs cars was the responsibility of Roland Law. "The racing cars were worked on in the main garage, and we had Roland and two mechanics to look after three cars. They never complained, they worked when they wanted, went home when they wanted. They'd drive the transporter, work at the circuit, work back at the garage. I used to say to them: 'See that man over there? He's our driver, and he relies on you to stay alive. Every time he gets in the car, you're keeping him in one piece.' Roland was a star, the best mechanic I ever worked with. In the end he went to Tyrrell, and worked on Jackie's car."

In 1964, in a radical change of philosophy, John Coombs went Formula 2 racing. "Our Jaguar programme had done a lot for the name of Coombs of Guildford, but Jaguars weren't going to win any more. The new 1-litre F2 had just been announced, and Graham said he wanted to do it. We got him a Cooper-Cosworth – first time out at Crystal Palace he was second to a young unknown called J Rindt – and then we got him a Brabham. For 1965 we went to BRM's F2 engine, basically half the engine Graham was using in his F1 car. He beat Jimmy Clark at Snetterton, and was second to Jimmy at Crystal Palace and Rouen. We got a monocoque Lotus 35, too. And I bought the first customer Can-Am McLaren for Graham to drive in big sports car races. At the end of the season we took it to Riverside for the *LA Times* Grand Prix, and then sold it to an American.

"For 1967, and the new 1600cc Formula 2, Graham had moved to Lotus, so we supported Piers Courage and his McLaren M4A. Piers could be very quick, but he always tried too hard, and he had a couple of big accidents in our car. Such a delightful, charming boy, but I don't think he should have been a racing driver. I tried hard to get him to give up. Then we ran Matras for Jackie Stewart and Johnny Servoz-Gavin. In the '69 Eifelrennen Jackie came round at the end of lap one all on his own. I thought there'd been a big accident behind him. We hung out the 'Slower' signal, but he still broke the outright circuit record – with a 1600cc F2 car. Took 10 seconds off Dan Gurney's F1 record. We ran a Brabham for him in 1970, and took it to Fuji for the Japanese GP and won that. Jack Brabham drove it for us too. He and [business partner] Ron Tauranac had a strange relationship. They never seemed to speak to each other. When I wanted new springs and rollbars for the BT30 Ron wouldn't let me have them, because they were for Jack. Jack had to get them himself.



"I wanted to buy the Brabham team when Ron decided to sell, but Bernie Ecclestone got in there quick, and Ron told me he'd already done a deal with Bernie. I ordered a new chassis and I went down for some bits, and Bernie and Ron were there. 'How's the new car, Coombs?' 'It's fine, Bernie, thank you.' Then Bernie says, 'Hey, Tauranac, come over 'ere. Coombs says his new car is a bag of shit.' Bernie loves all that, he's terribly naughty. I've done lots of deals with him, and he's impossible. Whatever you offer, it's not enough; whatever he offers, it's always derisory. Occasionally you can meet in the middle. Last deal I did with him, I bought five classic cars as a job lot – two Ferraris, a Gullwing, a Daytona in bits, something else. Bernie is a character, wonderful company.

"Bernie's terribly naughty. I've done lots of deals with him"

"We also ran in F2 for Elf, with some great French drivers. François Cevert: wonderful personality, brilliant pianist, and of course bloody good-looking. Women chased him like mad. Once, when Ken Tyrrell was crossing swords with Jackie, Jackie was getting a bit too bouncy, and Ken said, 'François is as quick as you, and next year he'll be quicker.' It was a tragedy that he died. Servoz-Gavin was another one for the women. Smoked like a chimney, drank like a fish, had bad teeth, but women everywhere. When I was running him in the F2 Matra he never used the hotel room we'd booked for him. Eventually he said, 'John, don't bother with the room. I always find someone to sleep with.' Then he'd turn up at the track looking as though he hadn't slept at all. But he won the European F2 Championship for us in 1969.

"Patrick Depailler I was very fond of. I got very close to him. You had to do everything for him, because he was totally disorganised. He fell out with Ligier because he went hang-gliding when he should have been testing, and hurt himself. He could have gone back to Ligier for 1980, but he decided to go to Alfa Romeo where he could be number one. I pleaded with him not to, I even flew to Paris to try to make him change his mind. And that Alfa killed him.

"At Guildford, I gave up on Jaguar during the British Leyland fiasco and switched to BMW. But you can't keep your independence as a BMW dealer, and I'm not very good at being told what to do, so in the end I sold it and moved to Monte Carlo. But I've never stopped playing with cars. I like the Goodwood Revival – I've run Mossy in a 250F Maserati, Martin Brundle in a D-type – and I still buy cars that take my fancy. I have a small workshop at Guildford, with a wonderful man who has worked for me for 17 years, and he can make anything. We're doing a very special E-type at the moment. I've got a 328 BMW, another E-type, an XK120, a Porsche 356 four-cam and a 356 Speedster. And I always wanted a Type 59 Bugatti with a proper two-seater body. I bought a chassis from Uwe Hucke, and we built it. Took years, but now it's finished and it's fabulous."

Through the 1950s and '60s, the name Coombs in the entrant column would guarantee a beautifully prepared, competitive car with a top driver at the wheel. Now, apart from the Goodwood Revival, John's days as an entrant are over. But he hasn't finished with four wheels. If you're driving along the Moyenne Corniche above Monaco and you're overtaken by a Type 59 Bugatti, with an immaculately dressed man at the wheel and his glamorous wife at his side, that'll be John Coombs, who seems to have discovered in his enduring fascination with cars the secret of staying young. Ⓜ

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1957 Jaguar 3.4

Supplied new in September 1957 via Lofty England, head of the Jaguar competition department to Mr Frank William Brown complete with factory modifications, a copy of the original invoice is supplied in the history file. The car competed in the 1958 Monte Carlo rally sporting Mr Brown's personal registration 'FWB 1'.

Purchased in 1959 by Edwin Snucher, Mr Browns co-driver, who entered the car in the 1960 Monte Carlo and Tulip rallies. Then used for circuit racing by Edwin along with his alloy bodied Climax engined EJS special. The Jaguar was used to tow the EJS special to race meetings, once unloaded the Jaguar would be raced in touring car events at Goodwood, Crystal Palace and Brands Hatch.

Purchased by me in 1981 and recommissioned at that time. This car has never been restored and retains all its original mechanical components including a factory fitted close ratio gearbox and Harry Weslake cylinder head along with other interesting period modifications.

The car was raced by me over a period of 4 years in Europe during the 80's.

To find a Mk1/ Mk2 Jaguar with any competition history is rare but to find an example with period race and rally history is unique.

The history file includes period photographs, documents and rally plates and in April 2008 the car was the subject of a five page article in Octane magazine.

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1966 Coombs Jaguar 3.8 Mk.11 manual

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- One of 19 Mk.11 3.8 litre cars modified by Coombs of Guilford, one of the last cars converted for fast road/competition use.
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- The car has had two further owners and during this time the car has been well maintained, serviced and upgraded.
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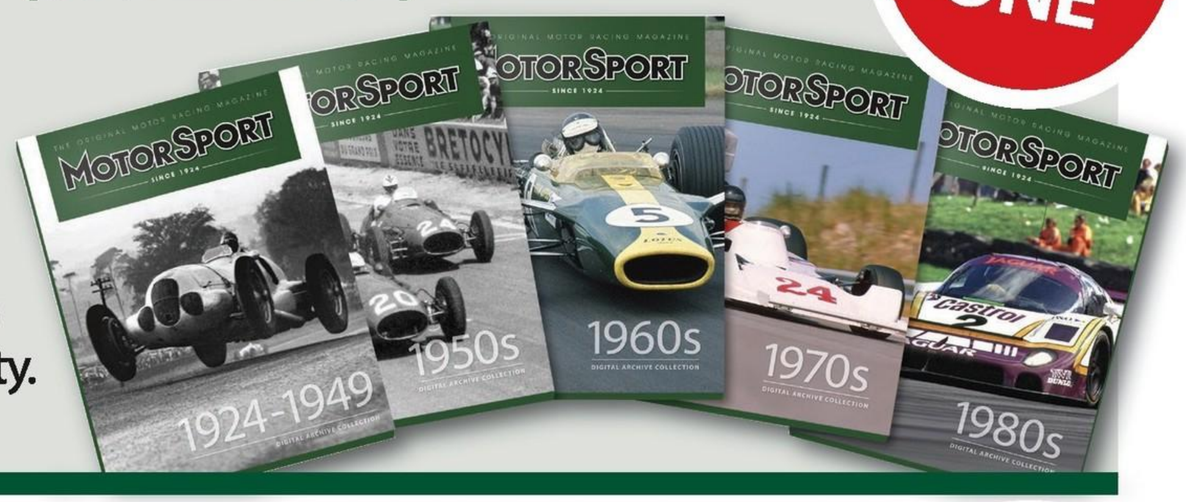
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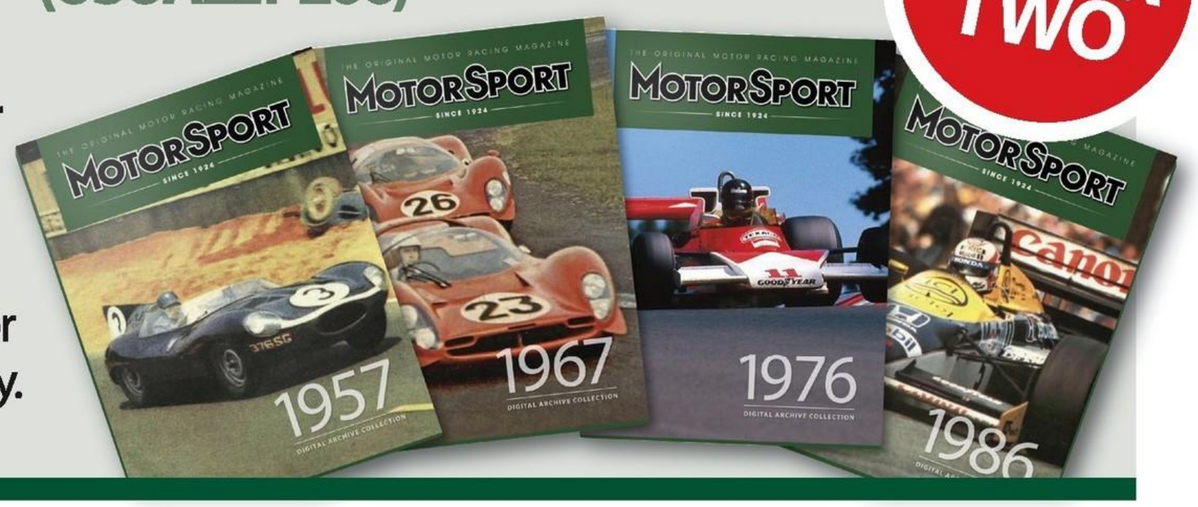
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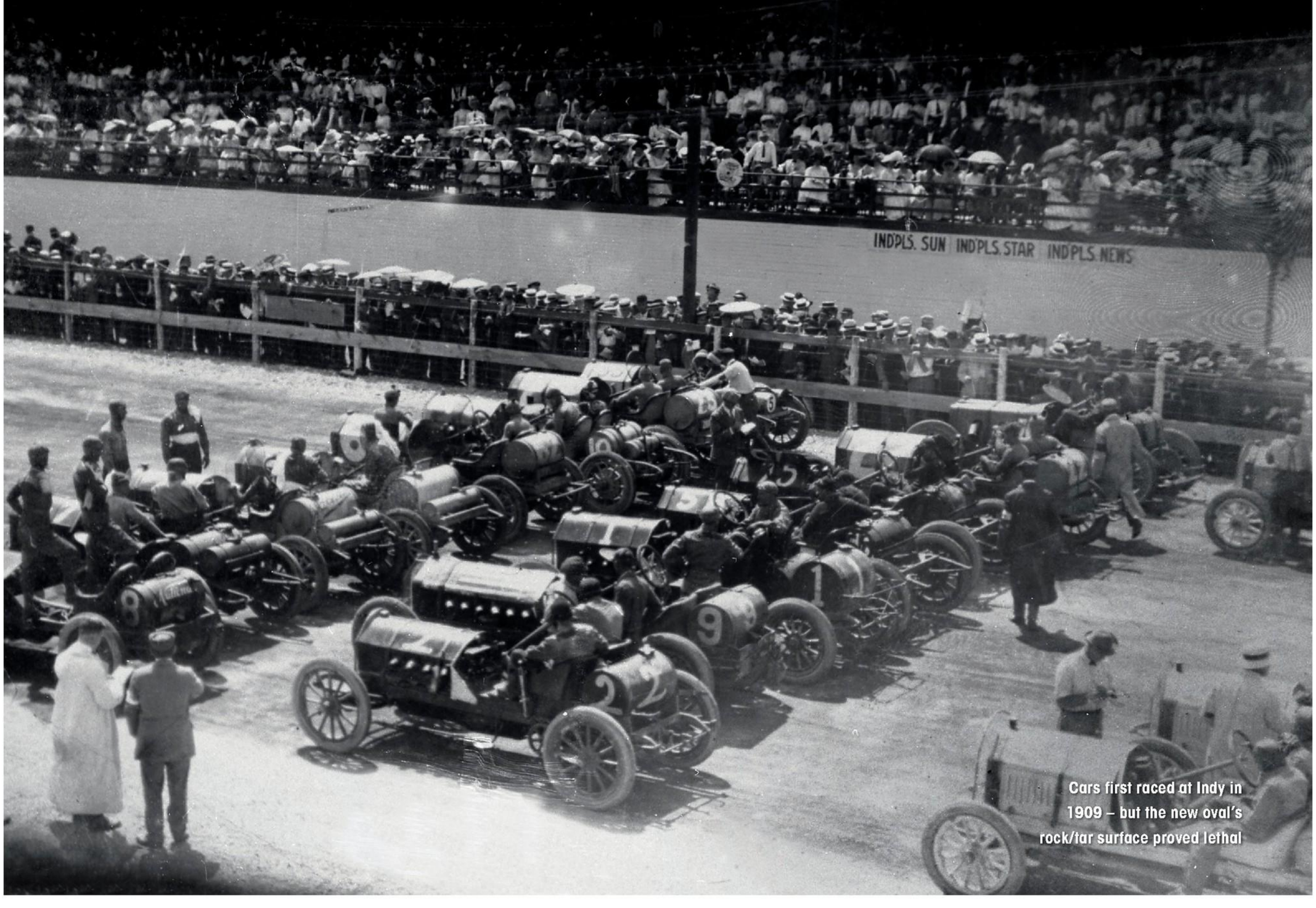
THE BRICKYARD: LAYING THE FOUNDATIONS

Designed as a test track 100 years ago, the Indianapolis Motor Speedway hosted its first race before a single brick had been laid

BY DONALD DAVIDSON

It has been suggested – raising a few eyebrows in the United States – that it was the opening of the Brooklands track, south west of London, in 1907 which inspired the creation of the Indianapolis Motor Speedway. In fact, initial discussion that a huge test track should be constructed for the benefit of the fledgling automobile industry somewhere close to the Indiana capital likely took place as many as four years before that.

While the city of Indianapolis was never *the* centre of the early automobile industry, as has sometimes been erroneously stated, it did rank second for a while, and with more than 40 different makes operating there at one time or another, it briefly did produce more automobiles than Detroit.



Cars first raced at Indy in 1909 – but the new oval's rock/tar surface proved lethal

BUILDING INDY

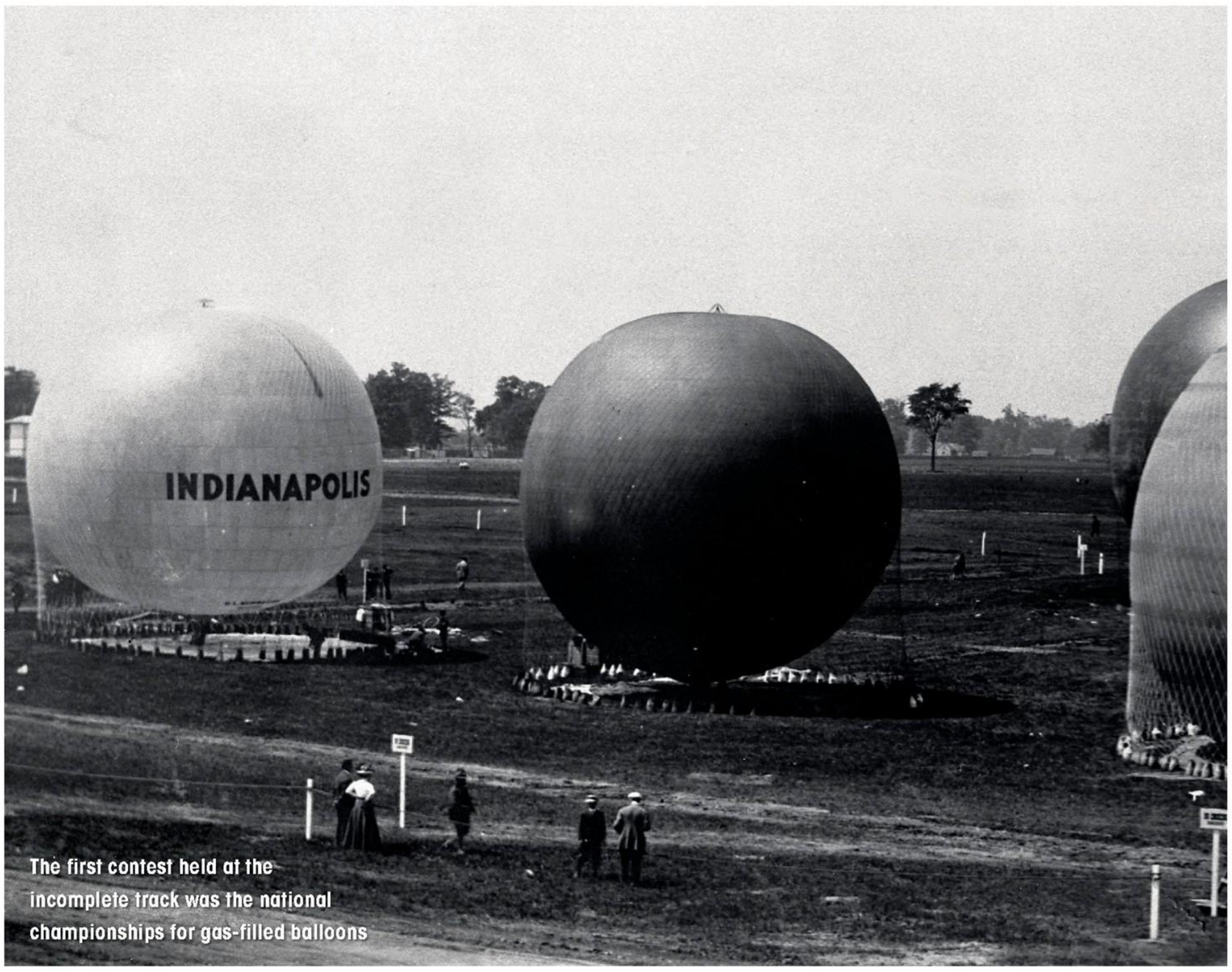
Indianapolis was a hive of activity, with company heads, engineers and agents – as dealers were then known – regularly gathering at a downtown restaurant to discuss the trials and tribulations of everyday motoring. The biggest challenge, they agreed, was the ability to test. Technology had resulted in potential speeds progressing rapidly from a bare crawl to 30, 40 and 50 miles per hour and beyond. Unfortunately, it was virtually impossible to exercise such speeds. With nobody having anything close to a testing facility, companies had been using the open road, and while some states had begun appropriating funding for road development, Indiana was not among them. The dirt-surfaced thoroughfares were either quagmires in the rain or bone-shaking washboards in the dry.

Generally holding court at these gatherings was an extraordinary gentleman named Carl Fisher, who sadly has been all but forgotten. A pioneer in bicycle and automobile sales, it was Fisher who declared that what was needed was a huge track with long straights and sweeping turns, enabling unlimited speeds. Energy and enthusiasm had lifted Fisher from humble beginnings into a dynamic showman and impresario while still in his teens, eventually to develop Miami Beach, Florida, into a resort area, and head up the Lincoln Highway Commission for the purpose of building the first drivable highway across the United States.

In regard to the Brooklands claim, a letter written by Fisher appeared in an issue of the weekly *Motor Age* magazine, outlining his vision for building a track of anywhere from three to five miles per lap. He stated he had been working on the project for three years, even citing two instances of plans which had already been abandoned, due to terrain or the restricted size of the property. The magazine's cover date was November 15, 1906.

Legend has it that on a return trip from Dayton, Ohio, in the summer of 1908, yet another tyre failure sent the ever-blaspheming Fisher off on one of his harmless tirades, ranting and raving about the state of the roads, the quality of tyres and the automobile industry in general. With him was Lemon H Trotter, a real estate friend who a few days later drove Fisher some five miles north-west of Indianapolis to show him approximately 320 acres of farmland currently up for sale. The land was flat, making it ideal for laying down the track Fisher had been talking about for five years.

Within a matter of days, Fisher had gathered together four friends for the purpose of sharing in the purchase. One soon dropped out, leaving Arthur Newby, a long-time bicycle-racing associate of Fisher who was now the president of the National Motor Vehicle Company; Frank Wheeler, one half of the Wheeler-Schebler Carburettor Company, and James Allison, who a few years later would start the company which would develop into the massive Allison Engineering aircraft engine concern.



The first contest held at the incomplete track was the national championships for gas-filled balloons

The track began to take shape in the spring of 1909, the dimensions being precisely as they are today – two parallel straights of 5/8th of a mile each and a pair of 220-yard straights (at the north and south ends), all linked by four sweeping turns measuring exactly one-quarter of a mile each. The result: a 2.5-mile rectangular-shaped oval.



"Fisher declared that what was needed was a huge track"

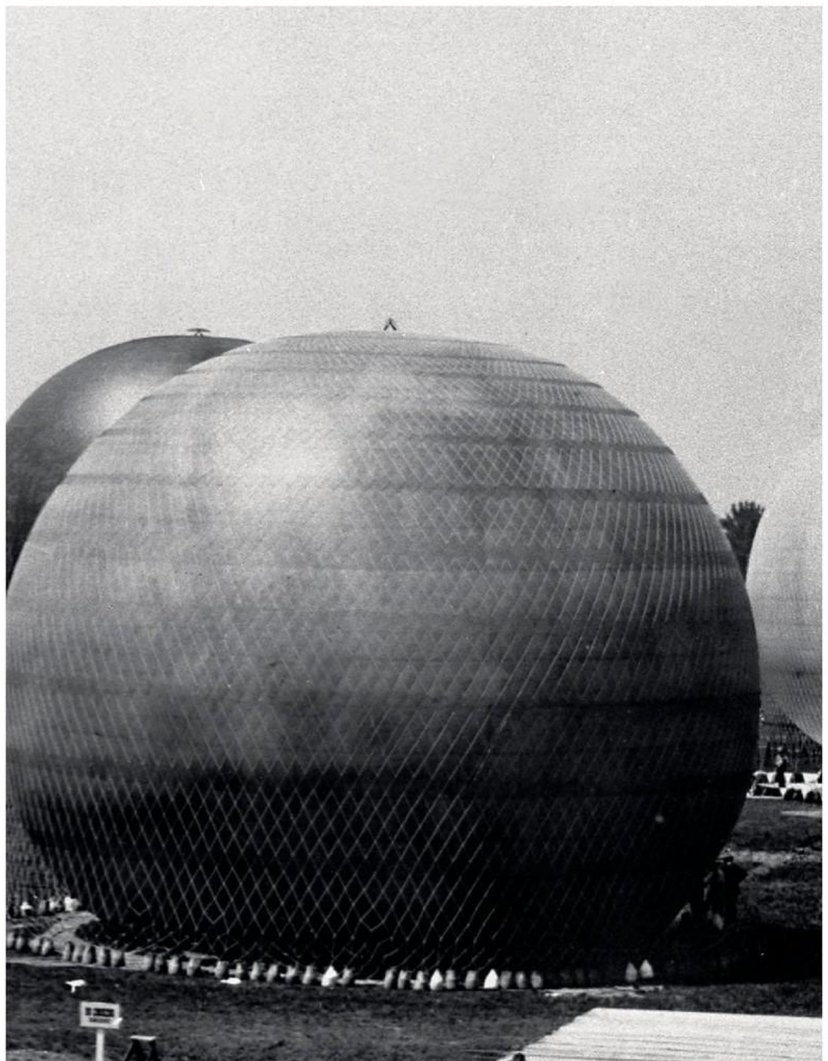
The original surface was a mixture of crushed rock and tar, which, while perfectly adequate for a sedate drive on a country road, was simply unable to cope with the rigorous punishment inflicted by desperately churning wheels attempting to gain traction.

The track's first competition took place long before the oval was completed, the US National Championships for gas-filled balloons being held on June 5. It attracted a huge crowd, but unfortunately only about 4000 people were sporting enough to enter through either the one-dollar or the 50-cent gates, thousands more having determined that the greater part of a balloon ascent could be witnessed from outside the grounds.

Following several postponements related to construction, the inaugural track event dates were finally established as Friday and Saturday, August 13-14 for a motorcycle racing programme, and August 19-21 for three days of automobile competition. Ominous Friday the 13th, however, was washed out by rain, pushing the opening to Saturday. The 10-event programme was shortened to eight, of which only seven were held, the track deteriorating so badly that many of the riders withdrew. The second day of competition, originally postponed until Monday, was cancelled completely.

The three days of auto racing the following week were filled with disasters due to the track condition, with five lives being lost, including a driver, two riding mechanics and two spectators. All further programmes were cancelled as, obviously, something had to be done about the surface.

Consideration was given to a concrete surface but then quickly dismissed with the realisation



with the Wabash Clay Company in tiny Veedersburg, Indiana, not far from the Illinois border. In late September, shipments of paving bricks began to arrive by rail, a total of 3,200,000 being required to cover the 2.5 miles. They were laid on their sides in a bed of sand with a small separation deliberately left on each side into which mortar was poured for the purpose of making the surface as strong as possible.

Remarkably, the entire job was completed in only 63 days, and while it was far too cold to conduct the intended racing events on December 17 and 18, several contestants did brave the freezing conditions in order to try for some records. Over what the locals were now calling "the brickyard", Lewis Strang lapped a 120-horsepower Fiat at almost 92mph.

The new surface, while rough, was much safer. In addition to a summer of private testing, three days of racing at the end of May went off virtually without a hitch with as many as 50,000 people attending on one of the days. For a week-long air display in mid-June, the Wright Brothers brought several aircraft over from the neighbouring state of Ohio. One, flown by 21-year-old Walter Brookins, twice set a new record for altitude, ultimately attaining 4938 feet.



Motorcycle races were cancelled in August '09, due to poor track surface

Three days of early-July automobile racing came next, but this time, the crowds were down. The early-September meet was reduced from three days to two, but just as in July, evidently the womenfolk had something in mind for the Labor Day holiday other than attending automobile races. The crowds were down again.



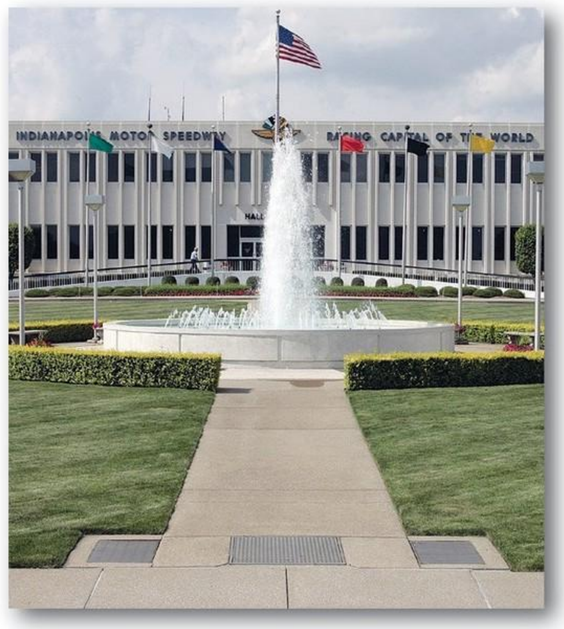
Lewis Strang inspects a scale model in March 1909

All images IMS

The four partners huddled a day or two later and by September 6, the word was out. A different approach would be taken for 1911. A huge purse of $25,000, plus accessory prizes, was to be posted for one major event, of which $10,000 would go to the winner. After some discussion as to what that extravaganza might be, the decision was made to present something lasting around seven hours, the duration of a typical day's racing.

And so it came to pass that on May 30, 1911, the track conducted one major motor race, the distance of which was 500 miles. Ⓜ

that the sub-zero temperatures of a typical Hoosier winter would have required constant patching of the resulting cracks. With several of the surrounding states at the time having enjoyed success in using hefty 10-pound bricks to pave roads, an arrangement was soon made



INSIDE VIEW

A CENTURY OF RACING

Indy's rich history is on show at the Speedway – at a bargain price

So the Indianapolis Motor Speedway was built in 1909 – but incredibly the first permanent building at the world's greatest race track wouldn't go up for another 47 years!

You could say heritage at Indy has always been important, because that first building to be erected was a museum. Tony Hulman, who bought IMS in 1945, commissioned the construction and the museum opened in the spring of '56. But it was only big enough to include six cars.

Different story today. The 'new' museum (above), which opened in '76, houses one of the best racing collections in the world. If you want to see what 100 years of motor racing history looks like, take the tunnel under the 'chute' between Turns 1 and 2, then head for the big building directly in front of you.

At least 75 cars are on show at all times, ranging from the Marmon 'Wasp' which won the first Indy 500 in 1911 driven by Ray Harroun to all four of AJ Foyt's Brickyard winners. The collection of roadsters, Indy oddities and be-winged classics from the 1970s and '80s is stunning. There is also a delightful recreated 1960s-era pit garage that is painstakingly accurate to the period.

But the first thing you see on entering the museum really throws you. As explained in Eoin Young's feature in the February issue, Rudolf Caracciola's complete collection of trophies is housed here. Then there is an eclectic mix of Le Mans sports cars, a Mercedes W196 Grand Prix car and, with a nod to Indy's MotoGP race, an assortment of racing bikes. Then there's the memorabilia, lining the walls... amazing.

So, there you have it. One hundred years of Indy, plus a few unexpected 'extras'. And the price? It's just $3 to get in... *DS*



LEE KUNZMAN



JERRY SNEVA

LUNCH, LAUGHS AND LIFE AT INDY

Twice a week a group of retired racers meet near the Indianapolis Motor Speedway to talk old times and trade insults. *Motor Sport* secured an invite...

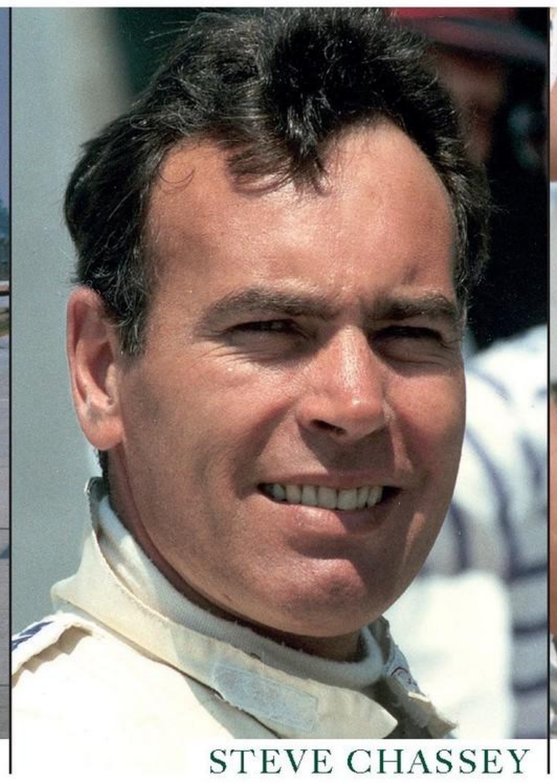
BY ROBIN MILLER

To the casual observer it is simply a table full of grey-haired, loud, sometimes vulgar old men who can't hear due to all those years of running without earplugs. But to anyone who followed Indycar or open-wheel racing from the late 1960s to the early '80s, it's a noon gathering of some bad-ass racers from an era we'll never see again.

Team Lunch at 'Charlie Browns', a quaint little breakfast joint a mile south of the



JOHNNY PARSONS JR



STEVE CHASSEY



BUBBY JONES





BILL VUKOVICH JR

Indianapolis Motor Speedway, can best be described as an unsanctioned enduro of laughs, insults and stories that usually lasts a minimum of two hours on Mondays and Fridays.

It began last year when Bill Vukovich Jr moved back to Indy and enlisted some old friends and foes to dine with him on Main Street – just a couple of blocks from where his famous father drank a milkshake after winning his second Indy 500 in 1954. So Johnny Parsons Jr, Lee Kunzman, Larry Rice, Jerry Sneva, Bubby Jones, Steve Chassey and Gary Bettenhausen began breaking bread twice a week.

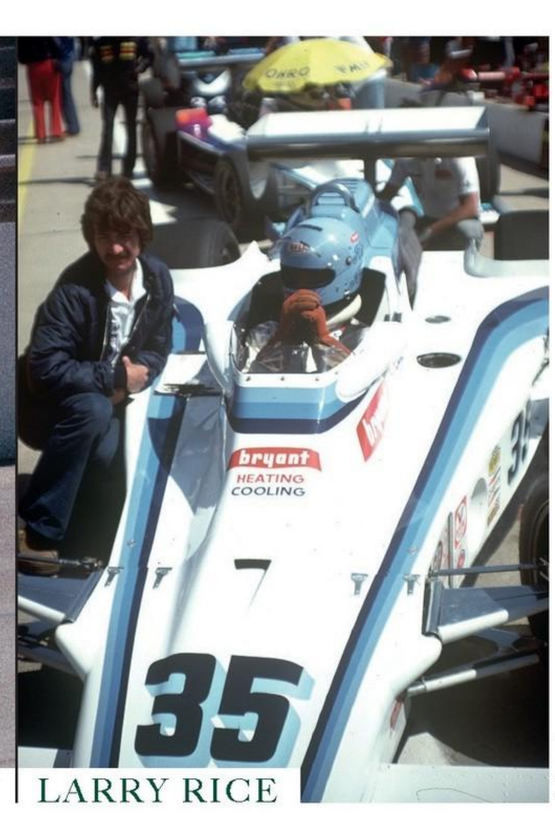


Besides trading verbal punches, this group's common bond is that they all came up through the short-track ranks. There were no million-dollar motorhomes, seven-figure retainers or PR flacks to carry their helmets. For the most part they lived race to race, shared rooms in flophouses, drove for 40 per cent and kept racing midgets and sprints even after making it to the big time.

Bettenhausen, 67, is the son of Tony, who lost his life during practice at Indy in 1961. »»



GARY BETTENHAUSEN



LARRY RICE

Artemis

Gary's tenacity and talent carried him to 21 Indy 500 starts, a pair of USAC sprint championships, two dirt car titles and 27 victories in the midget division.

Vukovich, 65, was only 10 when his father was killed while leading Indianapolis in 1955, but he carved out a successful 15-year career that included a dozen starts at Indy, 27 USAC victories and twice finishing as runner-up in the national championship.

Parsons, 64, son of the 1950 Indy victor, had a penchant for getting a lot of speed out of a little practice at the Speedway and qualified 12 times. He amassed 38 wins in USAC's three open-wheel divisions during 40 years of racing.

Kunzman, 64, was being compared to Parnelli Jones in the late '60s when he came busting onto the USAC scene because of his prowess on dirt, flat tracks and high-banked tracks. Being badly burned in a sprint car in 1970 didn't slow him down, but serious head injuries in a testing accident in 1974 took its toll and he only got to run four times at Indy.

Rice, 62, an Indiana farm boy who quit teaching to chase race cars, used his smooth, smart style to collect a USAC midget crown and a dirt championship, in addition to sharing Rookie of the Year honours with Rick Mears at Indianapolis in 1978.

Sneva, 59, was a west coast sprint ace who followed his brother Tom to Indy, but never had anything approaching a top ride. So he made his mark hoofing bad cars into the show and competed five times from 1977-82.

Jones, 68, is recognised as one of the best dirt-track sprint car drivers of all time, with more than 500 main event wins, yet he hopped into a rear-engined car in 1978 and, without much practice, qualified for his lone 500.

Chassey, 64, went from building and crewing race cars for Bettenhausen to starting three Indy 500s, and was the last driver to also serve as his own chief mechanic.





Good times now and then are shared at Indy diner Charlie Browns (below)



Restaurant images: Steve Swope



Gary Bettenhausen (11) shows his dirt-car prowess against Wally Dallenbach in the 1968 Hoosier 100 at the Indiana State Fairground

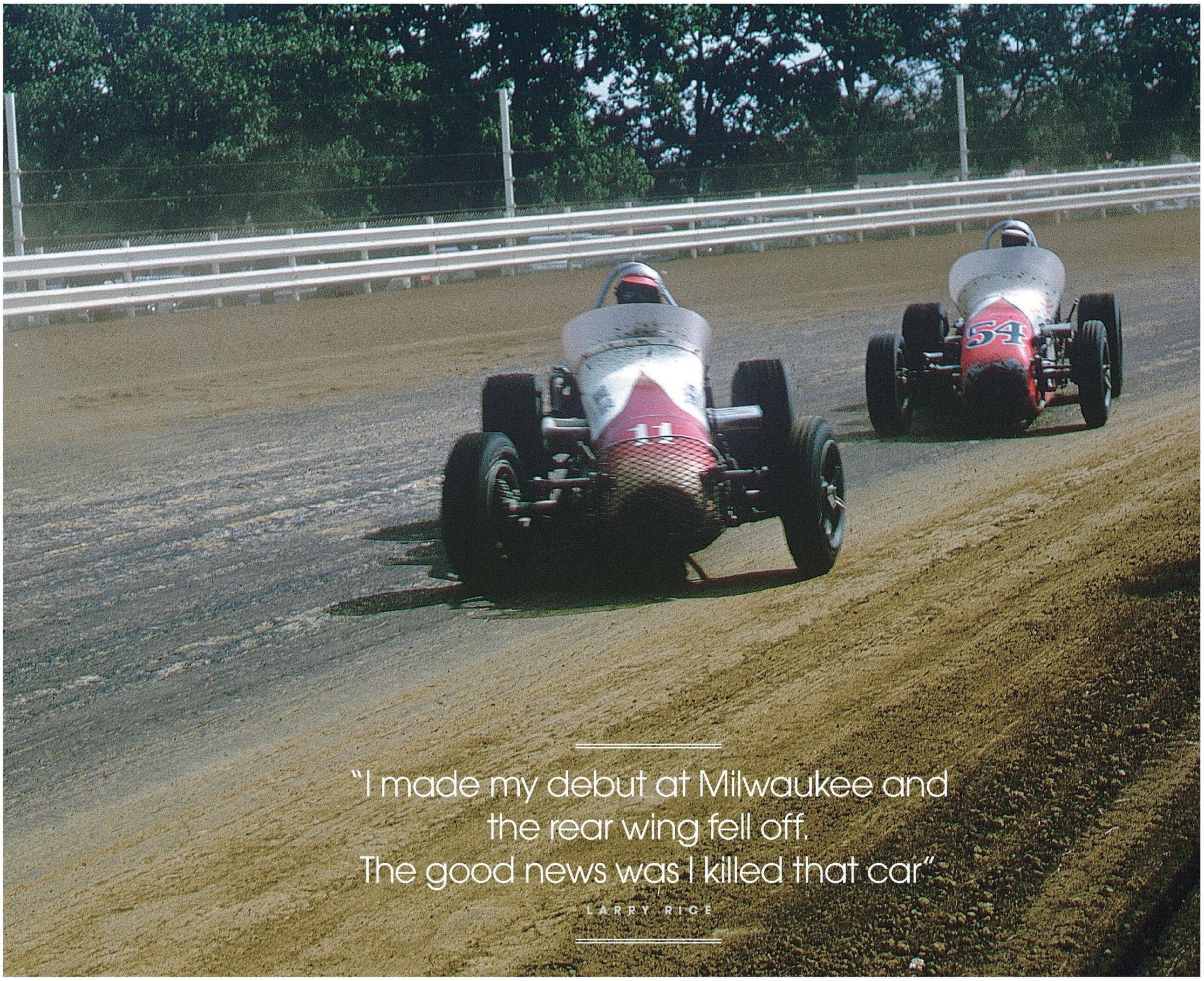
IN THE BEGINNING

There were no drivers' schools in the early '60s and you had to be 21 before USAC would grant you a licence, so motorcycles, jalopies or hardtops were about the only thing a teenager could learn in. And, unlike today, car owners wouldn't think about putting some untested kid in their car, so most of these guys started out in less than frontline Indycars.

"You needed a tetanus shot to get in the first car I drove at Indy," recalls Sneva of his 1975 debut. "But I was too young and dumb to be scared."

Bettenhausen nods: "I tried to run some old Shrike at Milwaukee in 1966 or '67, and the first time I accelerated the upright broke and I spun into the infield. USAC told me to go get more experience; they just figured I was in over my head."

Rice probably topped both of them in terms of bad scenes. "It was 1974 at Indy and I was going to drive a '68 Eagle for these guys out of Ohio," he says. "They missed the first two weeks of



Artemis

practice. When they finally arrived they didn't have a starter or an oil heater; thankfully I didn't try to qualify. I made my debut the next week at Milwaukee and the rear wing fell off as I was going into Turn 3 and I hit the wall. The good news was that I killed that car."

In keeping with the spirit of the day, Parsons made his USAC national championship debut at Riverside's daunting road course in 1968 – in Joe Hunt's front-engined dirt car. "I actually outqualified a couple of rear-engined cars but I only had a two-speed gearbox so it was exciting. Dan Gurney almost ran over me the first time I came into the pits because I had one hand on the gearbox to keep it from jumping out of gear, and one hand on the wheel. I couldn't signal I was slowing down because I ran out of hands."

Vukovich made his Champ Car debut in 1964, four years before going to Indy for the first time and starting his full-time career in USAC's National Championship. "I was only young and I'd never driven a sprint car, only midgets, when Fred Gerhardt asked me to drive a Watson roadster at Phoenix. I think I qualified 14th and finished eighth. I'm glad I got to drive a roadster at least once. But I knew I wasn't ready to move up yet."

Kunzman's debut was as impressive as it was surprising: "We were in Phoenix and I had won a midget race the night before. I went out to watch Indycar qualifying and Aggie (JC Agajanian) asked me if I wanted to run his second car. I'd never sat in a rear-engined car and I got no practice so they gave me an extra warm-up lap. I think I qualified eighth or ninth, but when the race started I forgot to take it out of high gear and I was last going into the first turn."

THAT FIRST INDY 500

Bettenhausen, Vukovich and Parsons grew up in Gasoline Alley while the rest of the boys got to Indy via different routes, but all eight share an appreciation of what Indianapolis did for their resume.

"When I moved from LA to Indianapolis my goal was to make the Indy 500, that's all that mattered," says Chassey, who survived the war in Vietnam before embarking on his racing career. "I ran sprints and midgets, worked on Indycars and finally got a ride in 1981 but it had no horsepower. In '82 I had a good car but I wasn't smart enough to explain what it was doing, so I killed it in Turn 3. When I finally qualified in 1983, I appreciated it so much more because it had been anything but easy."

Ditto for Parsons and Rice. "I was desperate to make the race because I had a wife and two little boys to feed so I hung it out. It was definitely a white-knuckle job, and I got in on the last day," says Parsons of his 1974 run.

Following his 1974 nightmare Rice returned in '78 with a better car, except he had no back-up. "On the final day of qualifying we blew up in the morning. My team borrowed an engine and had it back in by 5.30. I went out with no practice and qualified. I never felt pressure like that because I knew it was probably the only chance I was ever going to get."



Bill Vukovich Jr (Shrike) leads Denny Hulme (Eagle) on his debut at Indy in '68. He was seventh in the race and took rookie honours

Artemis

Jones was a dirt-track specialist with little track experience when he made his one and only start in 1977. "The first time I got up to speed going down the backstretch it scared the hell out of me and I wasn't sure I wanted to go that fast," he says. "We were a bunch of sprint car guys on my team but somehow we managed to make the show on the last day."

Kunzman qualified a mediocre car with good speed for his initial 500 in 1972, while Sneva had little drama when he breezed into the first of his five starts in '77.

Bettenhausen and Vukovich ended qualifying right next to each other as rookies in 1968.

"Obviously, because of the legacy of our fathers, that was a very special moment, making our first Indy 500 together," says Bettenhausen, who started next to his second-generation buddy on row seven. "I hit debris from Al Unser's crash and that put me out, but I knew I belonged after that first race."

Vukovich, who had received an unheard of salary of $15,000 from car owner Agajanian, went from 22nd to finish seventh and take rookie of the year honours.

YOU CAN'T MAKE THIS UP

Of course the best stories are the funny ones and this group has no shortage of memorable moments in that department.

"Hey Schmuck, remember when I saved your life at Milwaukee?" says Vukovich, using the cheerful nickname he has bestowed on his lifelong buddy. Bettenhausen rolls his eyes and nods. "How could I forget it? I flipped on the first lap at Milwaukee in 1969 and I was in a wedge-shaped car which landed upside down in the mud. I was breathing and everything felt OK, and then I heard these two guys yelling.



"It was Larry Dickson and Vukovich screaming at the fireman because they figured I was on fire. Well, Vukovich grabs the fire bottle and sticks it under my car and nearly chokes me to death. When they finally turned the car over I walked down the nose with powder all over me and I looked like a ghost. Billy almost fainted."

If any driver ever had a reason to faint at speed it was Sneva… "I spun once at Trenton on the first lap and didn't hit anything, so I drove into the pits so we could change the four tyres, which were all badly flat-spotted," he recalls. "But this team didn't have any spare tyres so they sent me right back out. I drove about 25 laps with the worst vibration you can imagine until the front suspension finally broke.

"But my last ride at Indy was a classic. I crashed at 5.59pm one night [the track closed at 6pm], they fixed the car and I crashed three minutes into practice the next day. It was an evil car and they fixed it again and brought it out to the pits. All the sponsors were there so the crew fired it up and the throttle stuck wide open. I hit the kill switch and nothing happened so they jammed rags into the injection to kill it. I climbed back in, took a slow lap around the track, waved at a few people and put away my helmet for good."

Kunzman's last Indycar ride in 1980 was also a wake-up call: "I was driving an old Eagle with a Chevy at Mid-Ohio, and through one of the corners my seat belts came loose. I tried to buckle my lap belt and it came out in my hands. I drove back to the pits and quit. I was mad at myself for driving such a pile of shit."

In 1988 Chassey accepted a ride from a Cincinnati businessman who had big dreams, a tiny budget and a rather raw crew. "I went out for my first recce lap and on the backstretch the brake pedal fell off. I came in and told those guys that nobody was to touch anything on my car unless I okayed it. From then on, I became my own chief mechanic. I think that was ➤➤➤

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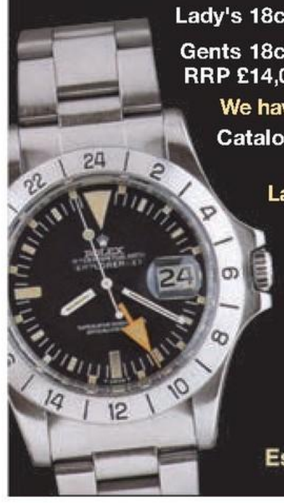
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1951 Pegaso

Originally conceived as Prototype BE 1 and completed in 1951, the crowds were stunned at the Salon de Paris later that year. Wilfredo Ricart, the highly innovative and creative engineering genius behind Pegaso, had in the face of the post war austerity designed and produced a dry sump, quad cam engine complete with a five speed transaxle coupled to a De Dion rear axle.

Not content with just displaying a car that was at the time considered an astonishing achievement, this Pegaso regularly competed between 1953 and 1955 at the Montjuich and Barajas circuits near Barcelona before returning to the factory in 1955 to be uprated and renumbered to its current specification.

The present owner, a well respected collector and authority on the marque, acquired the car in the late 1960's. One of the earliest and most original prototypical Pegasos in existence, this example would add an unusual breadth to any collection.

CURRENT STOCK

1964 AC Cobra Mk II

1964 Austin Healey 3000 ex Works 'BRX 852B'

1930 Bentley 4½ Litre Supercharged

1937 BMW 328

1971 Chevron B16

1958 Ferrari 250 GT 'Tour de France'

1960 Ferrari 250 Short Wheel Base Competition

1966 Ferrari 275 GTB/C

1968 Ford GT40

1939 Jaguar SS100 2½ Litre

1939 Jaguar SS100 3½ Litre 'Works'

1961 Jaguar E-Type 'Lightweight'

1959 OSCA Formula Junior

1951 Pegaso Z102 'prototype'

1920-21 Peugeot 3 Litre Indianapolis Racing Two-Seater

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Bettenhausen made 21 Indy starts – this is 1969 in the Gerhardt-Offy. Top right: Lee Kunzman (Eagle) was seventh in a rain-shortened 500 in '73

Artemis



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the year the ESPN reporter asked me how my car felt and I replied, 'Like a coffin.'"

Jones only made three Indycar starts, but he made a valuable discovery in his only Pocono 500. "I had no idea what that little knob was on my dashboard. Well, it was the boost gauge. I turned it up at the start and passed 11 or 12 cars in two laps and was running fifth or sixth. Pretty good for the old hillbilly sprint car driver."

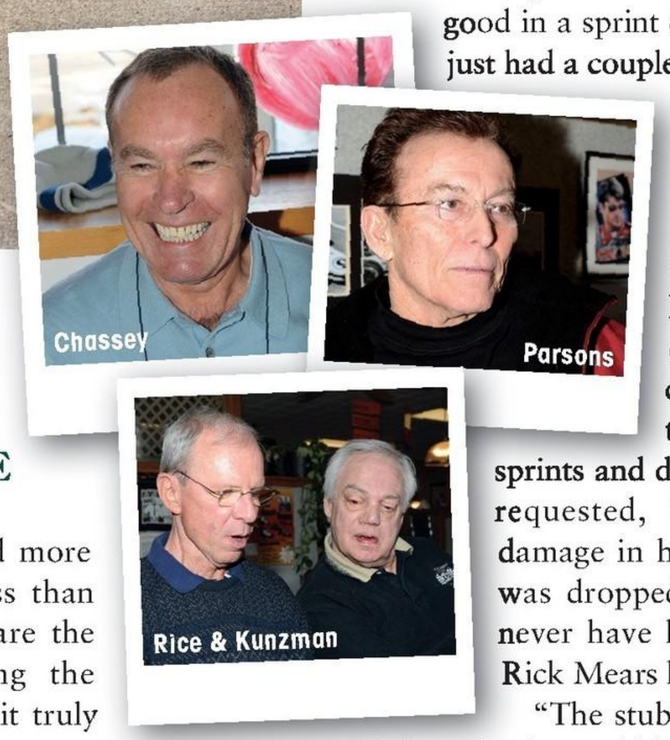
Vukovich can't resist giving Bettenhausen a hard time and vice versa, but their trip to Flemington in the late '70s can't be topped. "We were getting $1000 each to run a midget race at Flemington, New Jersey," says Vuky. "The Schmuck and I hopped in his car to tow his midget to Flemington. Two hours later we arrived, pulled up to a gas station and asked an old guy where the race track was. He looked at us and shook his head. I screamed that there had been a track in Flemington, New Jersey forever and the old man said: 'Son, that may be true, but you're in Flemington, New York.' The Schmuck didn't tell me which state we were going to."

THOSE WERE THE DAYS

Some of this group had more opportunity and success than others, but they all share the camaraderie of making the Indianapolis 500 when it truly meant something.

"I never felt pressure like you did in qualifying every May – those were the four toughest laps you'd ever run," says Vukovich, who never matched his father's ferocity at Indy but was still a damn good racer and posted finishes of second, third and fifth during his 12 starts.

Those were the days when as many as 50-60 cars battled for the 33 starting spots and drivers like Sneva had to make the race to make ends meet, so 'balls out' became his byword.



"[NASCAR driver] Neil Bonnett couldn't get the AMC car up to speed so he went out on the last day of qualifying in 1979 and I got in," says Sneva. "It was late afternoon so I ran a couple of laps, came in and pulled into the qualifying line. I told them to lower the front and rear wings a half inch. I went out, the throttle stuck going into Turn 1 on my first lap, so I drove down towards the grass to try and scrub some speed off before I hit the wall. But it made it through the corner, so I drove up onto the track and made all four laps. I drank heavily that night."

Chassey, Rice and Jones were about the last USAC stars to make it to Indy on merit before the oval-track driver began to get phased out.

"I never expected to get to run Indy," says Jones, "that was just a bonus."

Scarred from his burns and slowed by a stroke a few years ago, Kunzman nonetheless maintains a marvellous sense of humour and never dwells on what might have been. "That guy was so good in a sprint car," raves Parsons. "He just had a couple of really bad breaks."

As did Bettenhausen, who was cruising towards the Indy victory that had eluded his old man in 1972 when Penske's McLaren broke down 18 laps from the chequered flag. Refusing to stop running midgets, sprints and dirt cars as 'The Captain' requested, Gary got permanent damage in his right arm in '74 and was dropped by Penske. We might never have heard of Tom Sneva or Rick Mears had he obeyed orders.

"The stubborn German," screams Vukovich, "he could have won Indy five times, but no, he had to keep running on the dirt. That's why we call him The Schmuck."

Bettenhausen grins back at his best friend. "You know, it's probably good I got hurt and got fired," he reasons, "because I'd have probably won Indy five or six times, been on wife number four by now, and been a bigger prick than I am."

As the laughter subsides, Chassey adds: "That's not possible." Ⓜ

Andretti and Rahal back US F1 team bid

Two American heroes with F1 experience have welcomed a new team's plans to join the grid in 2010

BY GORDON KIRBY



Conventional wisdom did say Ken Anderson and Peter Windsor were raving dreamers sure to fail in their endeavour to field a Formula 1 team on the cheap from 2010, and further to design, build and race their cars from Charlotte, North Carolina in the heart of stock car country. But since the FIA created an option for a £30 million budget cap in 2010, an independent US-based team makes a lot more sense. What makes less sense is Bernie Ecclestone vetoing the USF1 name, forcing the team to become the wordy US Grand Prix Engineering (Indy owner Tony George holds the rights to 'USGP'…).

But it's still a tough project to launch. At least Anderson and Windsor between them share 70 years of collective experience and know what they are getting into. *Motor Sport* asked Bobby Rahal and Mario Andretti, two Americans with first-hand knowledge of how tough Grand Prix racing can be, to assess their chances. Turn to page 14 for more details of the team.

BOBBY RAHAL

HIS GRAND PRIX DRIVING CAREER amounted to just two starts for Wolf in 1978, but Rahal went on to a successful Indycar career, both behind the wheel and as a team owner. Then in 2002 he found himself back in F1 as team principal at Jaguar, an experience that was both short-lived and unhappy. More than any other American, Rahal understands how challenging modern F1 will be for a new team.

"There's no reason why you can't build an F1 car here in the States. I think you can do it probably just as easily here as you could anywhere else.

"The biggest thing is that you have to have some engineers with F1 experience. Whether it's track set-ups or knowing the right people in Europe, it's still necessary to have a high level of European influence or direction. The other factor is that in England especially there's such a cottage industry that has developed over the years. There's just a lot of expertise in the UK. So it's not like it can't be done in the US, but I think it would be more difficult.



"It's not like it can't be done in the US, but I think it would be more difficult"

BOBBY RAHAL

"My only concern about having a European base in Spain would be acquiring the talent that you need to maintain and operate the cars. One of the big challenges Toyota faced in the beginning of their F1 programme was that they were in Germany and everybody else was in England. Over time it doesn't matter, but initially I think it makes it more difficult. For the first couple of years it hurt Toyota's progress but now they're getting there. But they've spent tremendous sums of money to get to that point.

"There is a lot of technology and capability in the US. But I don't know whether it can be done as efficiently, at least in the short term, as it could in Europe, or England in particular. That would be the big challenge. There's a lot of technology in Charlotte and Southern California. To me, the design and build part would not be so difficult. I think the greater difficulty would be the operation of the team.

"There's probably a number of people in this country who have the wherewithal or access to resources to do it because there are still a lot of people who like the idea of competing on a world stage rather than just a national stage. Dan Gurney did it years ago and there's no reason why it can't be done again. But it's just a harder thing to accomplish than if you did it the conventional way. The further you get out of England, the more difficult it becomes."



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MARIO ANDRETTI

BEFORE HE WON THE 1978 WORLD Championship with Lotus, Andretti found out just how hard it is for an American team to succeed in F1. In the mid-1970s he plugged away with US team Vel's Parnelli Jones, scoring a best result of fourth in the 1975 Swedish GP. Andretti then switched to Lotus in early '76 and Vel's Parnelli quit F1.

"I'm sure Peter and Ken are both very aware of the challenges. I don't know anyone who would know the ins and outs of F1 better than Peter and Ken do. So I would like to think they're going into this thing with their eyes wide open. That way I'm personally excited for them.

"I've expressed my support because I think this is great news. I've known Peter pretty well over the years and I know about what Ken has done, and I feel that these two gentlemen do possess the credibility to tackle this project. I would certainly give them the benefit of the doubt. I believe in what they're doing. You can pick holes in anything but I like to think there isn't a question I could come up with that they couldn't answer.



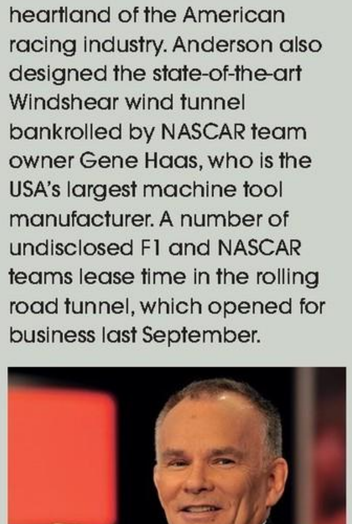
"I feel Peter and Ken possess the credibility to tackle this project"

MARIO ANDRETTI

"Listening to their reasoning about the timing and the worldwide recession, even though all this was not designed as part of the project, it seems like it might be playing into their hands and I hope it does. It's truly great news for F1 and for US fans who will be following the team.

"It was very interesting listening to them explain about the logistics and they had an answer for everything. They had very logical answers, which shows they're not just dreamers. These guys have been living this thing for some time. And it would create a little more pressure to bring F1 back to the States. That's something that has got to happen." »»»

WHO ARE KEN ANDERSON AND PETER WINDSOR?



KEN ANDERSON: TEAM PRINCIPAL

Started his career as a shock absorber engineer, then became a race engineer and part of the design team at Penske's Indycar outfit. He moved on to work in F1 for six years with Williams, Ligier and Onyx before joining GForce where he designed elements for F1 and Indycar teams. Anderson then returned to the USA to establish his own engineering consulting company, Andesign, located in Davidson, North Carolina. Davidson is a few miles north of Charlotte in the industrial heartland of the American racing industry. Anderson also designed the state-of-the-art Windshear wind tunnel bankrolled by NASCAR team owner Gene Haas, who is the USA's largest machine tool manufacturer. A number of undisclosed F1 and NASCAR teams lease time in the rolling road tunnel, which opened for business last September.



PETER WINDSOR: SPORTING DIRECTOR

Australian Windsor is a widely respected veteran F1 journalist who has also worked in management roles for Williams and Ferrari. For the past decade Windsor's primary job has been working as the on-air pitlane and background reporter for SpeedTV's F1 telecasts in America. He'll continue this job until the end of the year before becoming USGPE's full-time sporting director.





All images Windshear Inc

Windshear facility includes North America's only rolling road wind tunnel (right), designed by Anderson

USGPE: the grand plan

FINANCE

WINDSOR: "If we were in a boom period now and there was a line-up of teams wanting to do F1 and lots of trillionaires out there being attracted to the glamour of F1, we'd get laughed out the ballpark. But the fact we are in a recession – and don't forget we started this team long before the recession was even heard of – means that people listen to us now and take us seriously. The cost of starting up a new team is dramatically different from the old $48 million bond days. Forget the $100 million budgets and $30 million retainers for drivers. Over the next three or four years it's going to change dramatically in F1, and that's our period."

ANDERSON: "We have had an unbelievably positive response and so much support from across the US and around the world. We already have a major global American company seriously interested in coming on board as our primary sponsor, and we have some global companies who want to get to both the American and world markets with their products or services."



Windshear control room and Indycar testing

TECHNOLOGY

ANDERSON: "Racing's a $60 billion industry in North Carolina. Within 50 miles of Charlotte, it's all there. I'd say we have more equipment and talented people in this area than anywhere on the planet. We probably have more tools within a 50-mile radius than anywhere else in terms of chassis dynos, shaker rigs, CFD simulation, the world's best wind tunnel, and great people.

"We've had tremendous response and interest from Silicon Valley and we will have some great engineers working for us – very motivated, switched-on people. The majority of F1 technology comes from the US. The teams around Oxford and the people at Maranello do a great job of packaging that technology, but it originates and continues to be developed in the US, and we're going to be tapping into that on a major scale. If we can build Stealth fighters here, we can certainly put an F1 car together."

US BASE

In addition to its Charlotte factory, the team is planning a European operations base in Spain in partnership with Sergio Rinland and Joan Villadelprat.

ANDERSON: "On the logistics side, less than half the races next year will be on the (European) continent. So there's less reason to be there, and the cost of doing business in the US is significantly cheaper than in Europe. We live in an age of FedEx, DHL and UPS. The logistics side is pretty simple. And there are so many races now on the Pacific Rim and in the southern hemisphere that are a long way from Europe."

ENGINES

ANDERSON: "We've sent proposals to all the manufacturers in F1 to let them know we're here and we'll sit down with them. For every F1 manufacturer their biggest market is the US. The only exception to that is Renault, but they have an alliance with Nissan, so it might still make sense for them."

DRIVERS

WINDSOR: "The logical thing from a marketing point of view was to see if we could have two American drivers, and that's what we intend to do. A lot of people will throw their hands up and say, how can you do that? We don't have any American drivers in F1 right now so by definition the two people we'll have in the car in 2010 will be relatively inexperienced, but we're going to stick to that. We're a young team and there's nothing wrong with having young drivers growing at the same pace, but we haven't made any decisions on drivers yet.

"The sky's the limit. There are NASCAR drivers who Ken and I agree that if they wanted to switch to F1 we could groom them and help them make that change. Kyle Busch, for example. What a great star he would be. F1 would welcome anything like that.

"Danica Patrick is another name that has to be considered for what she's achieved. Again, she's raced in Europe and she did it the hard way. Then there's Marco Andretti and Graham Rahal, drivers who are the sons of great American stars."

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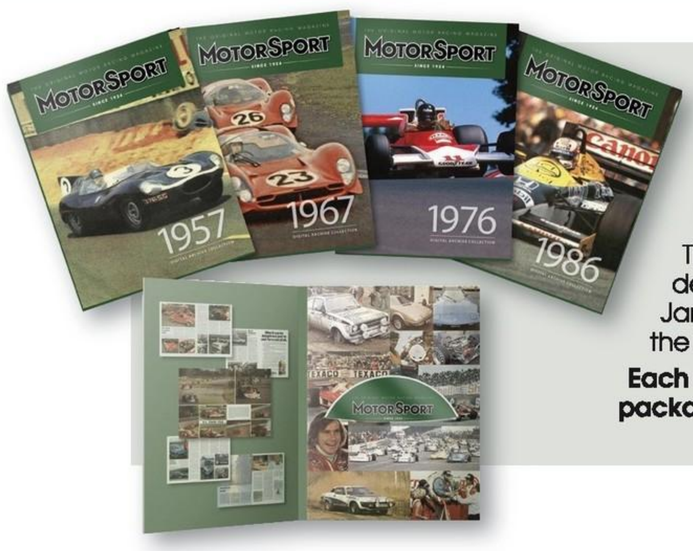
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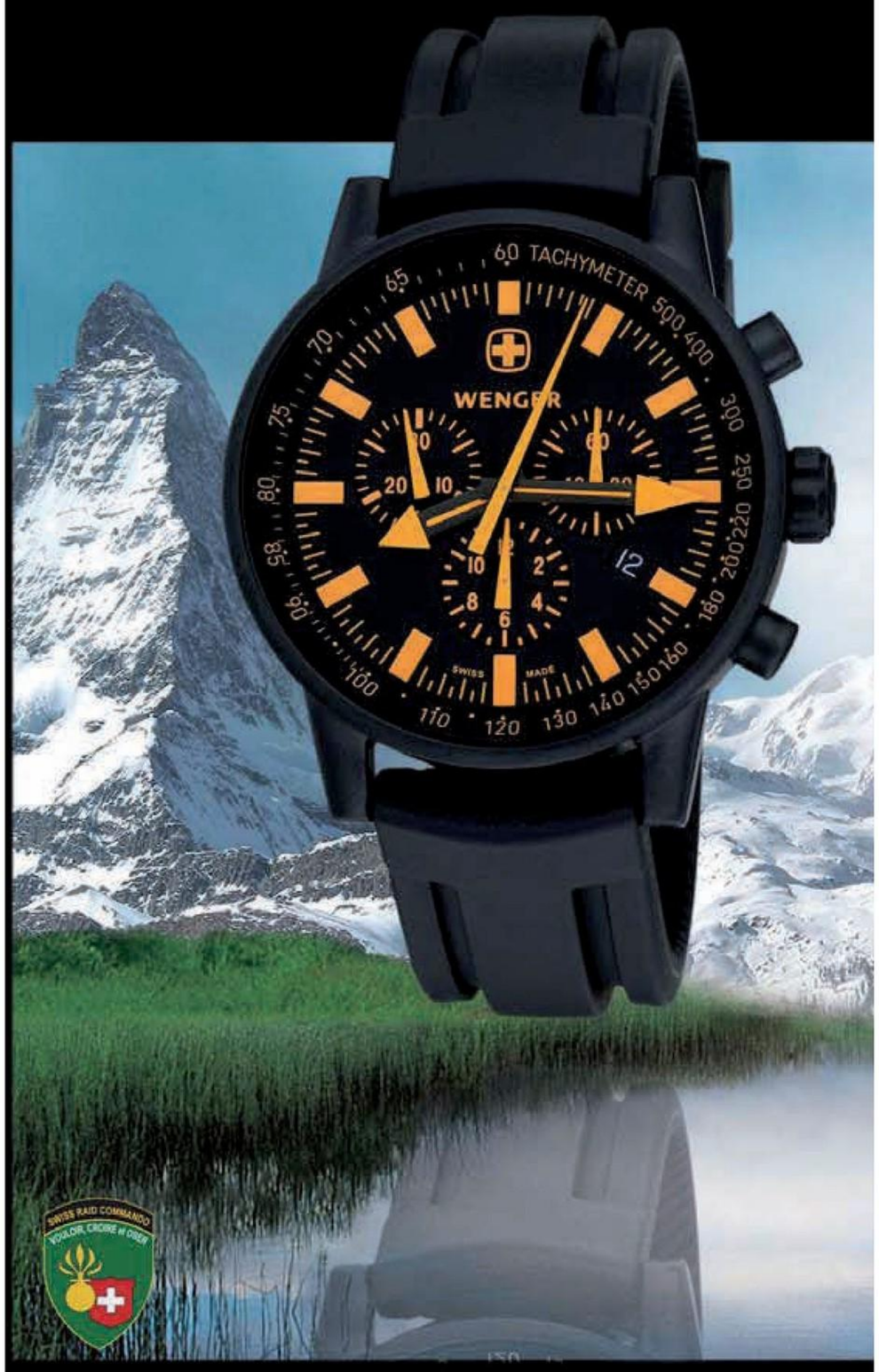
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"WE FELT LIKE KINGS"

Confidence was sky-high at Vapordyne HQ. With eccentric millionaire Bill Lear behind them they were sure they could win the Indy 500 – with a car driven by steam

BY PAUL FEARNLEY

Bill Lear was a yes-can-do guy; hence his 130-plus patents for electrical devices. He wasn't always their sole originator, but he usually brought something to the party: sensed their potential; neatly simplified them for mass production; used his personality and contacts to market them. He was the public face of the first practical car radio (Motorola), of the radio compass, automatic pilot and landing systems, 8-track stereo and the Lear Jet.

Money rolled in. And out. He flew close to the sun, though, and bankruptcy often beckoned. Yet it never held him back. He was an elemental force, targeting and overcoming technological problems. And as soon as they lost their challenge, he lost interest.

Oh, and he called one of his daughters Shanda, and his buildings had on-site hairdressers but no clocks.

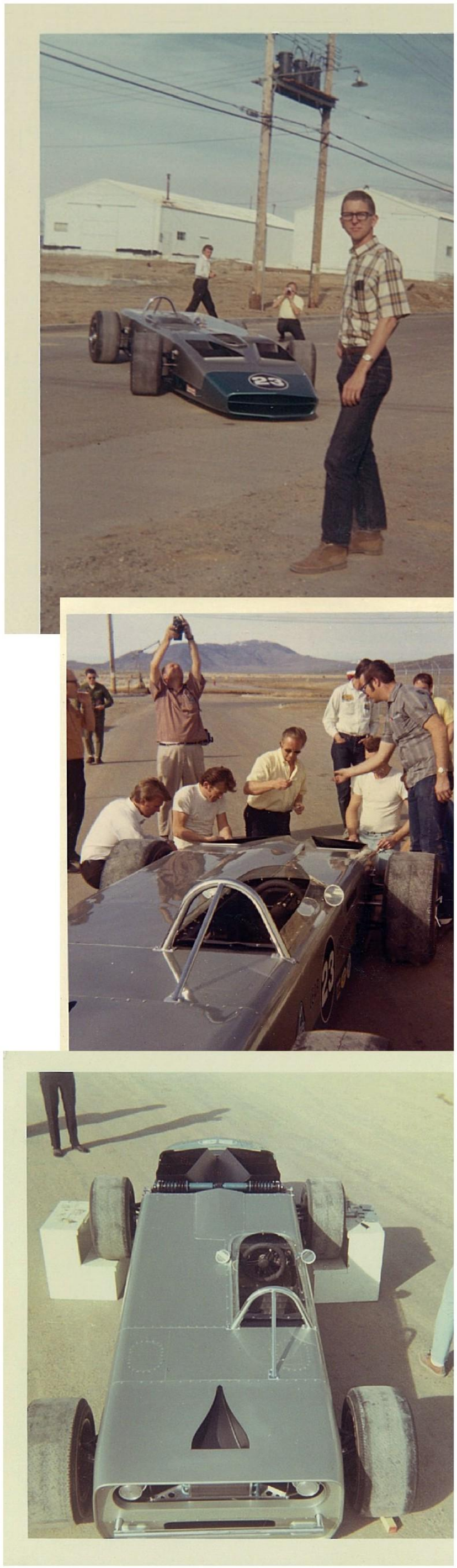
Lear was Howard Hughes Lite.

Having sold Lear Jet in April 1967, he became a very rich 64-year-old. A suicidally bored, very rich 64-year-old. (Wife Moya fortuitously intercepted him leaving the house intent on a one-way flight out to sea.) After a very real brush with death – a ruptured ophthalmic artery – clocks or no clocks, Lear knew time was running out. Depressed and in pain, he wanted, needed, a new project.

Ken Wallis, an engineer not without talent, was prone to exaggeration, sometimes to the point of fabrication. Did he have a degree in applied science? Had he been a test pilot for Vickers-Armstrong? Had he worked at Weslake, Coventry Climax and Jaguar, and with Mike Parkes at Ferrari? He put the rumour mill into overdrive. Even his design of the gas turbine STP Oil Treatment Special that came within four laps of winning Indy in 1967 was shadowed by doubt.

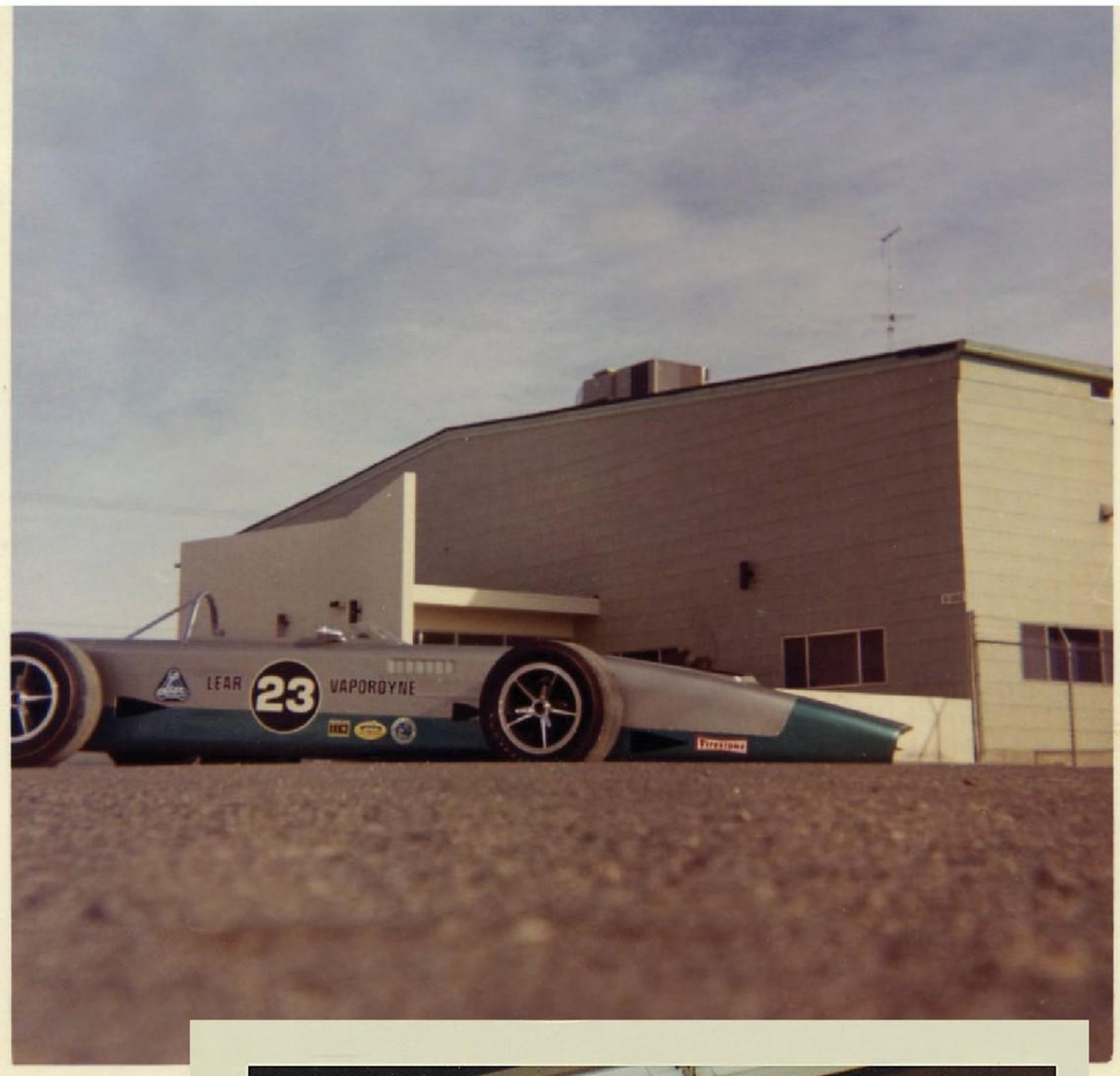
Persuasive and confident, Wallis had emigrated to America's west coast in 1963 and landed a job at Douglas Aircraft. The following year he met Andy Granatelli, gruff-tough maverick Indycar entrant. Chalk and cheese, they agreed, however, on a turbine's potential to win at the Brickyard, and Wallis started to moonlight. They made it official in late 1965. Their STP 'baby' should have raced in 1966, but it fell behind schedule. Exasperated, Andy's brothers stepped in. Wallis actually resigned in April 1967 but, at Andy's behest, stayed on through May for the race. Parnelli Jones and 'Silent Sam' may have been serene as they swooped the track looking like winners, but their team was hardly harmonious.

Wallis used the kudos of this near-miss to persuade Goodyear and Carroll Shelby that he could pull the same trick twice. His 'new' ➤➤➤



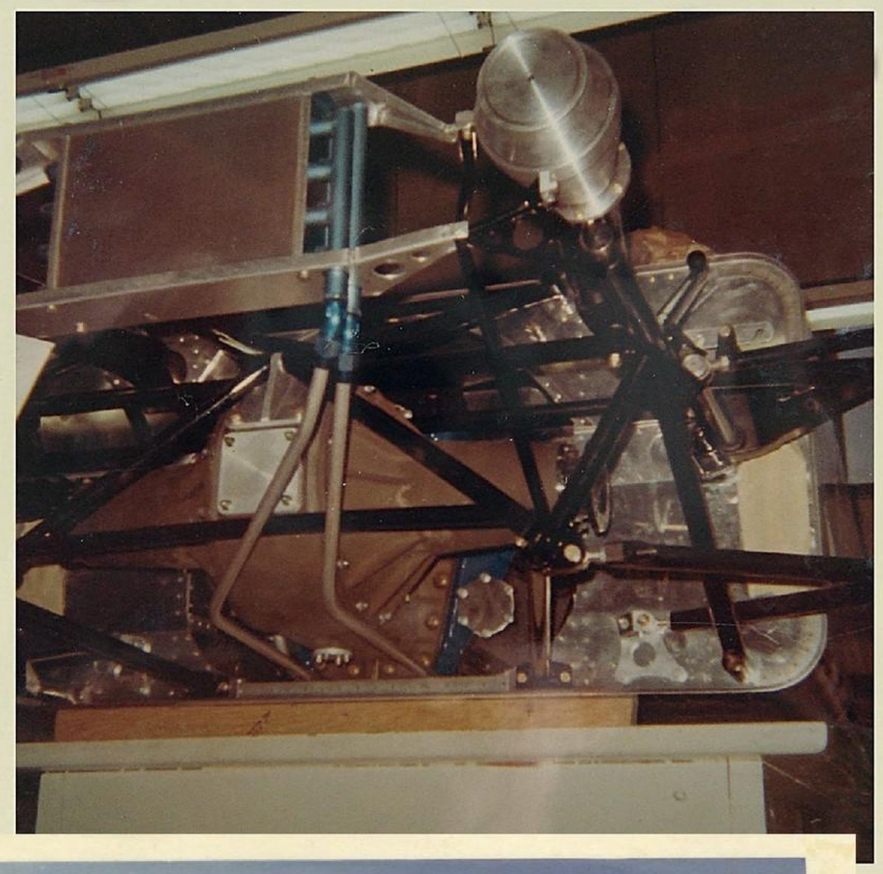




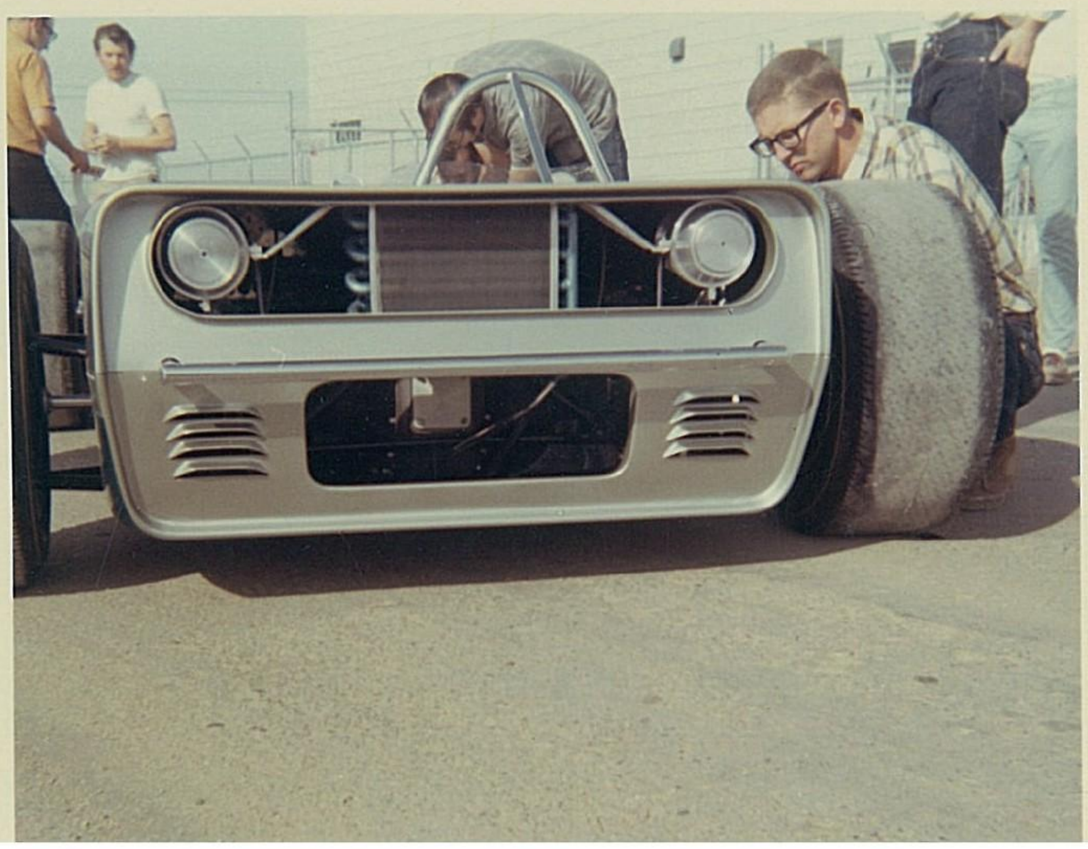


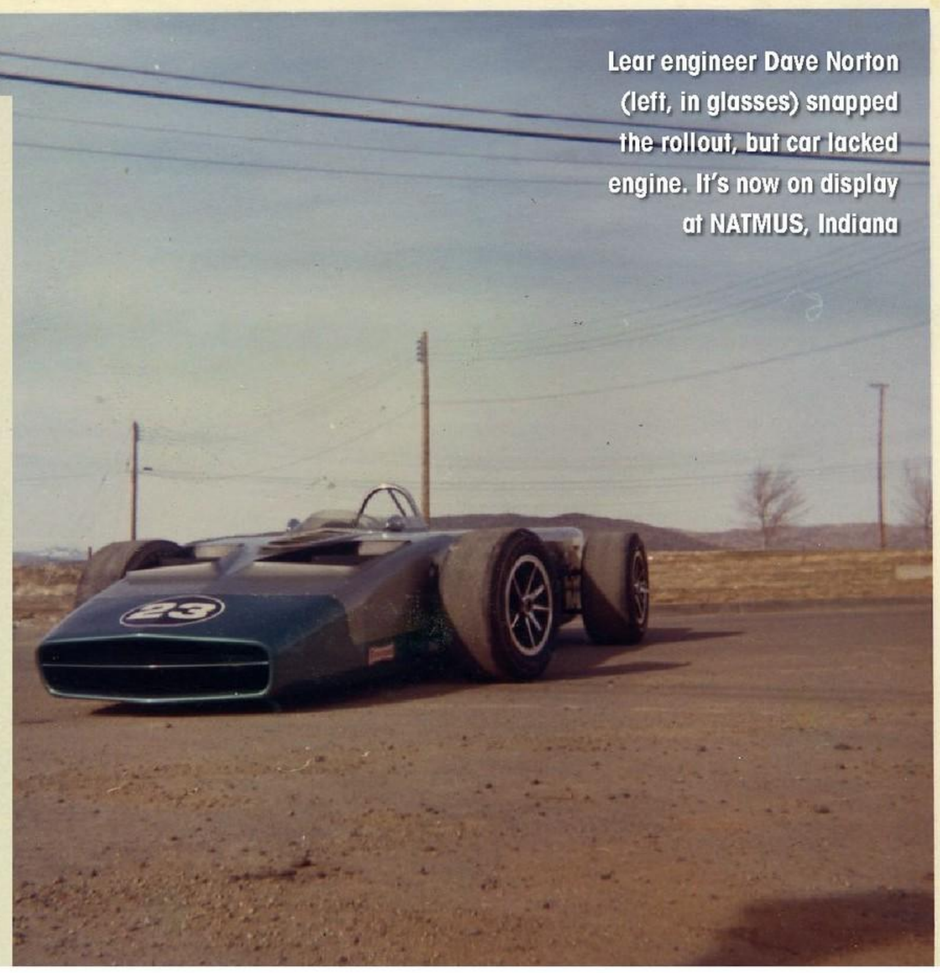












Lear engineer Dave Norton (left, in glasses) snapped the rollout, but car lacked engine. It's now on display at NATMUS, Indiana

Dave Norton Archive

design also had 4WD and a gas turbine slung to the driver's left – learned from Andy G – but the resultant cars handled badly. Worse, their General Electric turbines could barely run with their inlets choked by Indy's regs to 16 sq in – 33 per cent less than in 1967. Deep in debt and desperate, Wallis fixed them so that they were legal at a standstill, gapingly illegal on the move. Yet his cars remained off the pace.

Shelby withdrew them on May 7. The cover-up was clumsy and Wallis's name was mud. His eponymous company was bankrupt and his rented factory was stripped and padlocked. Broke, he needed a new project. Sailing. Perhaps he could start anew there.

For years Lear, from up on high, had watched sulphurous smog thicken over LA. But now it wasn't just the jet set taking note; California's Green shoots were peeping through. There had been Senate hearings on air and water pollution, and the Justice Department had filed against America's 'Big Four' car manufacturers over their tardiness in implementing pollution controls. Steam power, for so long a technological backwater, was simmering nicely again. This would be Lear's new mission: to save the planet using pollution-free steam vehicles for the Space Age.

It was Wallis who convinced him to win Indy while he was at it.

They'd met when Wallis asked Lear for a five-figure loan – you don't get if you don't ask – to purchase a racing yacht. Lear was so impressed by the serious, plausible, eloquent Englishman that he bought him the yacht, told him his steam dream, and piped him aboard as his chief designer.

Everything moved fast now. Lear had bought disused Stead air force base, north of Reno, for $1.3 million, without a clear idea of what to do with it. By June 1968 he knew. By Christmas Lear Motor Corp had cherry-picked over 130 designers, engineers and fabricators and 'parachuted' them into its desert HQ.

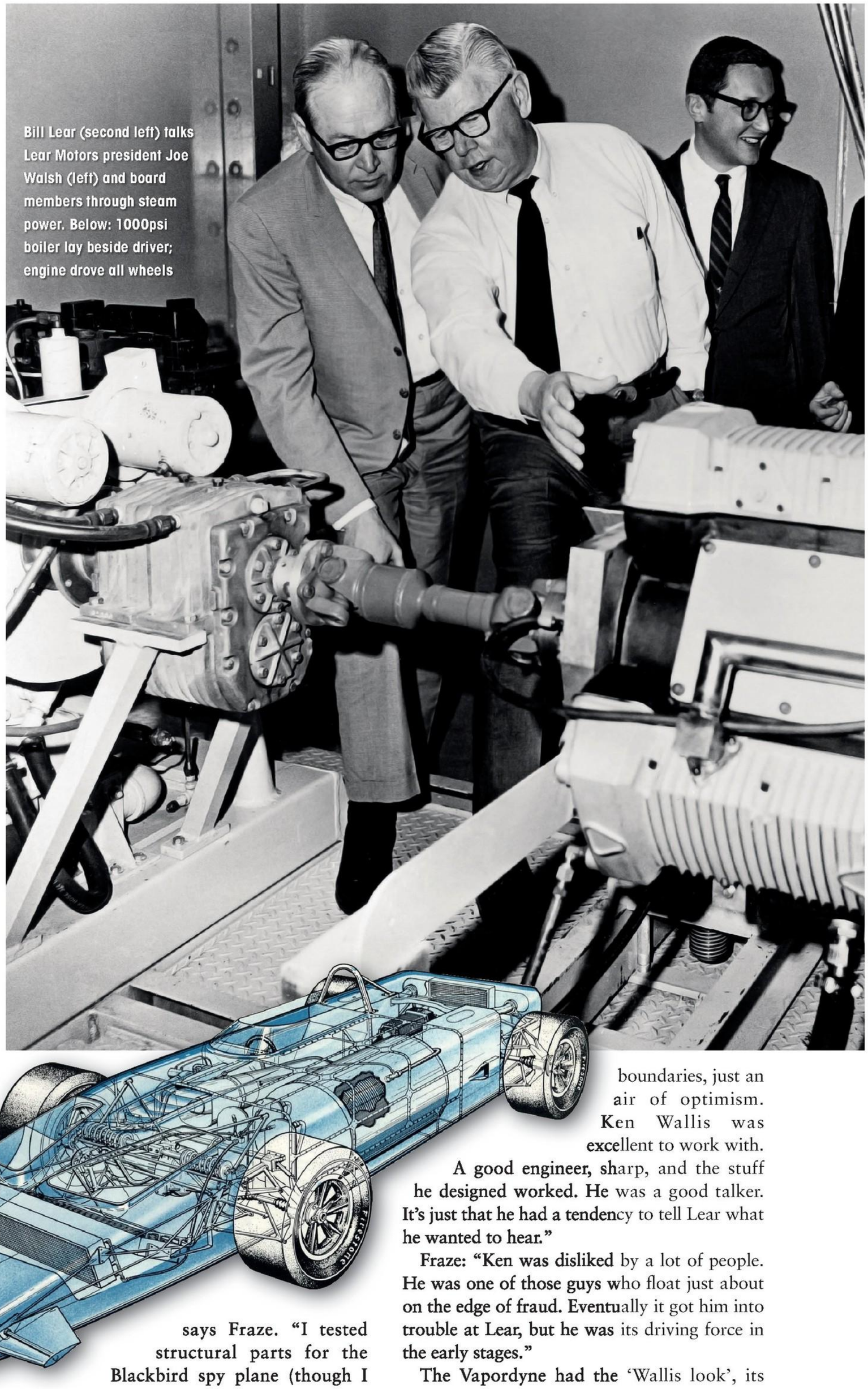
The leaders of this new steam cult made outlandish predictions. Not only was Lear's Vapordyne going to win Indy, intoned Wallis, Mr Lear would give his winnings to the first conventional car to finish. Lear himself promised to build a steam bus, a CHiPs patrol car, a 4WD Learmousine – and an exact replica of the Bricky ard amid the Nevadan scrub. 'Moonshot mania' meant anything seemed possible. Sounds crazy now, but, boy, was it exciting back in the day. Just ask Bud Fraze and Dave Norton, two of the projects' whizzkid designers.

"I've launched satellites out of Russia," says Fraze. "I tested structural parts for the Blackbird spy plane (though I didn't know it at the time). But working for Bill Lear and his incredible group changed my life. I'd forever judge the people I worked with using this period as the gold standard."

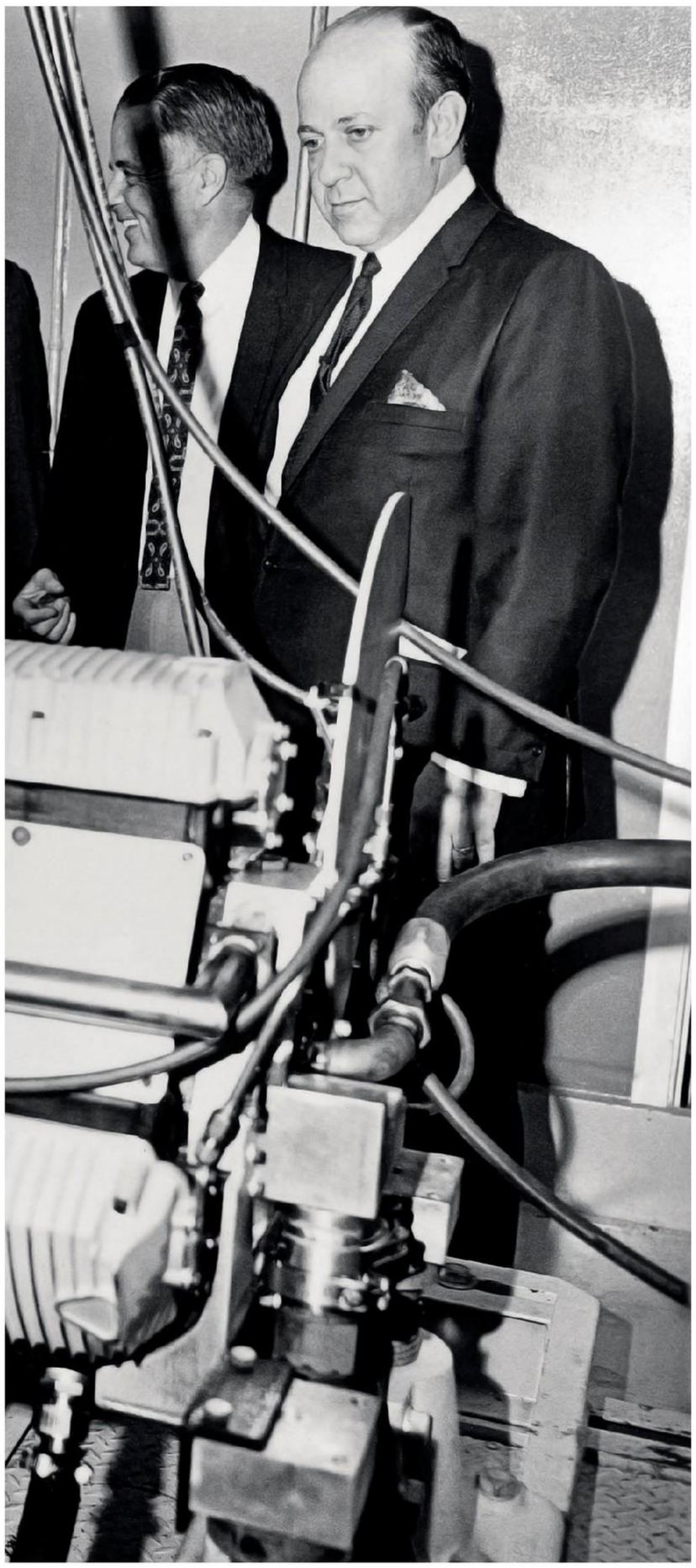
Norton: "It was a great time to work, and a great team to work with. There were no boundaries, just an air of optimism. Ken Wallis was excellent to work with. A good engineer, sharp, and the stuff he designed worked. He was a good talker. It's just that he had a tendency to tell Lear what he wanted to hear."

Fraze: "Ken was disliked by a lot of people. He was one of those guys who float just about on the edge of fraud. Eventually it got him into trouble at Lear, but he was its driving force in the early stages."

The Vapordyne had the 'Wallis look', its constant-pressure boiler, aka vapour-generator, lying flat by the driver's left leg. Approx 2.5ft in diameter and 6ft long, it contained a tight bundle of concentric stainless-steel water tubes heated by a burner of atomised white kerosene sited within its central cavity.



Bill Lear (second left) talks Lear Motors president Joe Walsh (left) and board members through steam power. Below: 1000psi boiler lay beside driver; engine drove all wheels



Ludvigsen

Superheated steam was piped to the engine – the expander in steam-speak – a 2.3-litre six-cylinder 12-piston three-crank unit based on Napier's Deltic equilateral-triangle design. So the 'Double Delta' was sited behind the driver's shoulders, its power channelled by a 40/60 centre diff to custom casings containing Halibrand diffs, front and rear. There was no need for a gearbox – steam engines can give maximum torque at zero revs.

The frame was a true monocoque. The same section throughout – rectangular with rounded corners – it featured longitudinal bulkheads either side of the central drivetrain. Its tubular double-wishbones and horizontal coil spring/dampers were the same front and rear and carried by subframes hung from the lateral bulkheads. The disc brakes were inboard and vented. Plastic nose and rear sections completed the look.

There was no official weight. But it was big. Lotus's ill-fated 4WD turbocharged 1969 Indycar, the 64, was imposing, but the Vapordyne was 32in longer, and had a 4in-wider track. That's because there was a lot to fit in it. As well as the expander there was to be an auxiliary power unit by the driver's knees. Powered by steam siphoned from the main circuit, this recirculated the brake fluid and drove the alternator, combustion air blower and fuel pumps – and cranked the water pump up to 1000psi.

Nothing was to be wasted. Rather than let vapour plume pointlessly, its latent energy was to be harnessed, condensed and circulated round a closed-loop system ad infinitum. Liquid-gas-liquid. The Rankine Cycle. Sounds straightforward.

"We thought we could make big leaps," says Norton. "We felt all we had to do was take the best of 1930s/40s technology and apply modern expertise, metallurgy and electronic controls to it to create a new, efficient engine. There were a lot of knowledgeable people there. We'd all seen the numbers and we all thought we could make it work."

Lear was spending $350,000 per week. Publicly, he remained ebullient. Privately, he became frustrated. Tomorrow wasn't good enough. The problem? His target of 1000psi at 1000deg F was unrealistic. Available technology wasn't up to it. Nor was water.

Okay, we'll use Learium.

Pardon me?

"Our chemists tried to create a better working fluid than water," says Norton. "It was to be called Learium. Learium A was some sort of freon. Learium B was an alcohol compound. We called the final attempt DLearium. In fact we worked with water the whole time. There was no magic fluid. It was a bold boast that people spent a lot of time and money on trying to make real."

> "Torque we had plenty of. It twisted truck driveshafts like they were pieces of liquorice"

There were other problems. The cylindrical tower condensers weren't man enough. Nor were the two radiators in the nose. But the biggest sticking point (often literally) was the expander's rotary valve. Sited at the geometric centre of the block, it controlled the steam's ingress and egress via ports between the TDCs of the 'boxing' pistons. Given the pressures and temperatures, it was under the cosh.

"We couldn't get it to seal," says Fraze. "I think the best we got was 900psi and 900deg F [on the test rig]. It was a beautiful engine, but way ahead of its time. It made a lovely sound. Until it broke. Today we'd use some form of ceramic composite and CNC-machined fits accurate to millionths. We could make it work."

Norton: "They said they'd get 1000hp, but they were struggling to get 100."

Fraze: "But torque we had plenty of. It twisted truck driveshafts like they were pieces of liquorice. If you measure its BMEP, that engine was efficient. At top speed you're not using a lot of your horsepower anyway. And all that torque at low revs would have provided tremendous acceleration."

That's all theoretical, of course, because in early March Lear ran out of patience.

Quoted in the September 1978 issue of *Car & Driver*, Dick Moser, a former Chrysler engineer who had worked at Wallis Engineering, explained: "We were running higher pressures and speeds [7000rpm] than had ever been done, pushing the state of the art by a factor of 2.5. We had a running engine [albeit with] a boiler the size of a Mack truck. But we were learning.

"One of the problems was piston clearance." Stainless-steel pistons ran in cast-iron bores. "I had no idea what the expansion rates would be. We had been working seven days a week. [But this time] I told the technicians exactly how to run the test and took the weekend off to go racing. On Sunday the engine seized. Lear came in that day and wanted to know what the problem was, and of course the guys didn't know. So he got all panicked. When I came back on Monday morning my department was gone." With it down the tubes went $2m. Wallis was history, too. (He immediately found another US millionaire fixated by steam!) The bus and its turbine were Lear Motor's new priorities.

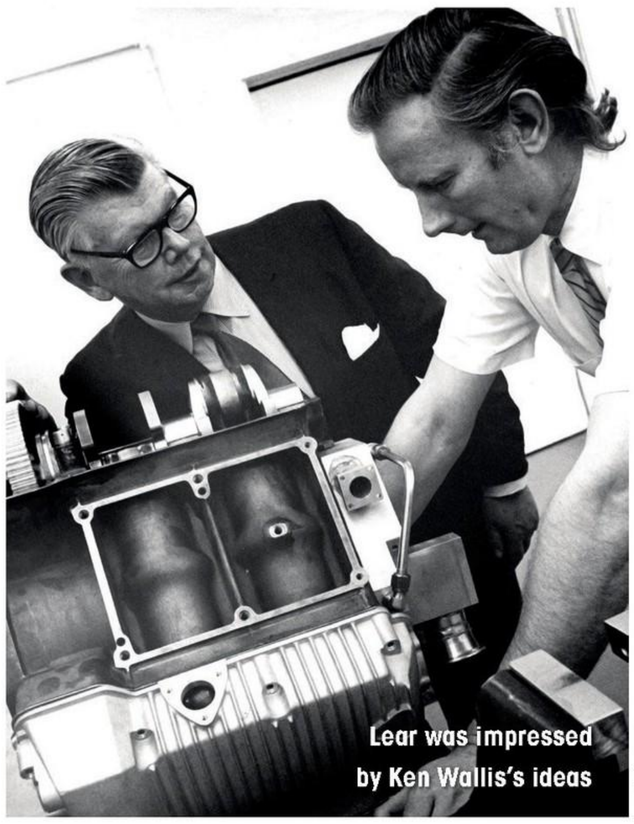
Lear admitted that his Indy project had been behind schedule, but blamed its withdrawal on the breakdown in his communications with USAC and Tony Hulman, Indy's owner. The latter had welcomed Lear. Those who ran the race for him, however, feared alienating the internal-combustion majority and had already squeezed out gas turbines by strangling inlet sizes. In January, because there were no written steam regs, USAC stated that it wished to see the Vapordyne in action before making equivalency calculations; the expander didn't run until February. Lear was right to surmise that he

could have arrived at Indy only to have more obstacles placed in his path, but the harsh truth was that it had always been an unachievable goal. And chances are that Wallis knew that.

"It was disappointing," says Norton, "but we still had a car to complete [for April's New York Auto Show], and we were hoping that we now had a bunch of time to do it right for 1970 [for which 4WD was already banned]. So it was a crushing blow when Lear pulled the plug on the Delta."

One Vapordyne was finished in time for its public debut, but its rollout was exactly that.

Norton: "The boys rigged up a temporary steering set-up using an MG rack. They finished in the wee hours and rolled the car towards the door. The driver turned left, the car went right and hit a post. They'd installed it upside down."



Lear was impressed by Ken Wallis's ideas

Ludvigsen

With tiny trim tabs on its nose – "to make it look more racy" – the Vapordyne was a strange-looking beast. It bristled with superb and innovative engineering, but for once racing had not improved the breed. This was a propitious time for steam vehicles, and Lear had the clout and money to make it happen. But he goofed by aiming for the moon, i.e. Indy, when a less boastful, more methodical and longer-term approach probably would have been more beneficial to the cause. A less complex, i.e. less like a racing engine, expander working within more realistic parameters might have put usable steam cars on the highways. And then, who knows? Instead Lear's $17 million only succeeded in antagonising America's Big Four. His bus did run, made it over the Donner Pass to LA, only to have a bearing fail in its transmission – just like 'Silent Sam'. Detroit did not commiserate.

"The end of the road? I'd already seen it," says Fraze. "One of the guys came upstairs and said, 'Hey, there's a business jet outside.' About 20 minutes later men in red blazers wandered into our office. One of them stood over my drawing board, started asking questions. Suddenly the Old Man appeared: 'Who the hell are you?' Then I noticed the blue badges. 'We're Ford Motors! And you're out of business!'" Security threw them out. But things went wrong after that. Contracts were lost, deals foundered.

"Lear had beaten Lockheed and Boeing at their own game, but he couldn't beat Ford and GM. The aerospace industry, because of its military contracts, has to play it more down the line. Motor companies have no such constraints. They play dirty. Plus Bill was 10 years older now. One day he had a heart attack in the office. He was back at work the next day, with an oxygen bottle next to his desk. He was a bulldog, a rhino." But he'd met his match.

Norton: "Had he listened to the right people we might have been able to make it work, because he had lots of highly motivated people putting in plenty of overtime."

> "We're Ford Motors! And you're out of business!"

Fraze: "A 14-hour day was nothing unusual. I ended up divorced because of it – and we'd been high school sweethearts. My wife said she couldn't live like this. One night I got back and she and the kids had gone. That was that. Insane!

"But as crazy as building the racing car got – Ken Wallis certainly got a little crazy – it was a golden period. Around the time its frame was being put together, the place was buzzing: Wallis was genuinely leading the project; we had Jackie Stewart to drive it [see sidebar]; we had the money to pull it all together; the coffee pot was always on. We felt like kings."

Yes, but did the car run?

Not on 'Indy West' it didn't.

"I must hold the lap record," laughs Norton. "Lear hired a grader to scrape out a duplicate of Indy. It was a con. He just wanted to be able to fly over and show it to visiting VIPs. It might have looked impressive from the air, but on the ground it was hardly grandiose. I puttered round on my 175 Honda just to say I'd done it."

There was, though, a rumour…

"Some of the guys had apparently taken the Vapordyne out at night," says Fraze. "When I got there in the morning it was parked on the floor in Assembly. It might have been a joke, I don't know."

The much-maligned Vapordyne whistling along Stead's runways under a starry desert sky is a romantic image. You so want it to be true. But pause for a moment, and the very idea of it vanishes in a puff of wispy vapour. Ⓜ



"Remember, Jackie—shovel like mad down the back straight!"

LAT

INSIDE VIEW

JYS LURED IN BY LEAR

Bill Lear's Indycar may have had its doubters, but Jackie Stewart was persuaded to take a look

Nobody could accuse Lear of aiming low. His preferred Vapordyne drivers? Parnelli Jones and Jackie Stewart. Both superstars were whisked to Stead to view the project. Both had their doubts. Both kept these private while professing open minds. Hey, you never know, this thing just might work.

"Indy was the one I really wanted to win," says Stewart. "I had come so close in my rookie year (1966); and in 1968 I should have driven a Lotus 56 turbine, but my damaged wrist turned out to broken. So I'd missed two chances of winning Indy. This was unfinished business.

"I got a phone call in Switzerland. It was Bill Lear. He asked if I was interested in his project. I asked him to tell me what his project was. He was a bit like that. He was very persuasive, though, and the project was intriguing. He was a little eccentric, but his long history of innovation and achievement was hard to ignore. I have respect for innovation and see nothing wrong with having what some call the Unfair Advantage.

"Plus he had Ken Wallis on the project. Ken was a 'Merlin the Magician' character, but his STP Indycar was still fresh in the memory.

"They flew me out first class to Los Angeles and I was picked up at LAX and flown to the factory in a Lear Jet. There was a mock-up of the car's cockpit there. It had a lot of instruments, and there was a lot of science to digest. But Bill was charming, full of energy and had clearly done his homework.

"Then he personally flew me back to LA in his Lear Jet. He stood it on its tail and we went up like a rocket. Then he barrel-rolled it. We whipped over. Twice. There was a can of Coke open and he never spilled a drop. He was showing off, but it was impressive.

"We kept communicating – he offered me a lot of money to do the testing and time trials – but the deadlines got delayed, and it just never happened."

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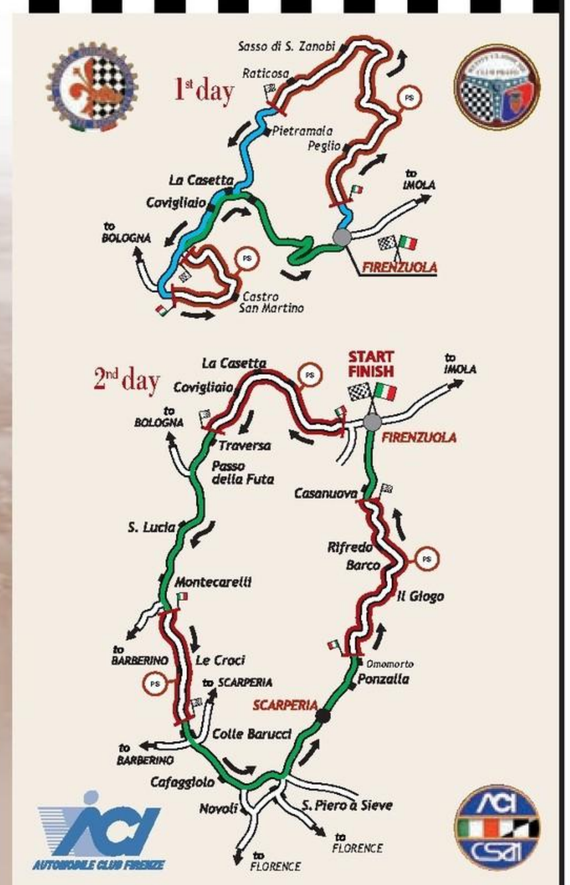
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Ginetta MD Richard Dean has helped to boost the Leeds-based marque's output

Factory images: Howard Simmons; other images: LAT

FULL OF NORTHERN PROMISE

A few years ago Ginetta was doggedly clinging on to survival; now this Yorkshire-based marque is producing cars capable of upsetting much grander rivals

BY RICHARD HESELTINE

Call it cynicism, call it what you like, but we weren't convinced. Not really. Backtrack four years and Ginetta was busy doing what it did best: dodging coffins. This idiosyncratic marque clearly had an appreciative audience for its various one-make series, but what of the future? Countless stories emerged in the motoring weeklies about grand schemes for GT racers, even rally cars, but one visit to the old factory in Sheffield was enough to cast doubt. Where was the staff? The design team? The bloke who empties the bins? Anyone? *Anyone?*

Being charitable, half of the stories you hear in motor racing aren't true. The trick is figuring out which half. When news leaked in December 2005 that Ginetta had been sold, few noticed. Or indeed cared. When the new keepers announced plans for further series, including one that required a new model to be built in volume within a ridiculously short timeframe, we scoffed. Oh how we scoffed. Then the first race was held with packed grids. Further announcements were made, and each target was met without hoopla. So you have to ask, what went right?



Standing inside a cavernous factory in his native Leeds, Ginetta's MD Richard Dean is barely audible over the sound of the Hong Kong-bound racer being fired up behind him. A successful competitor himself – from karting star to single-seater and sports car veteran – he allows himself an eye-rolling smile as the six-cylinder barrage subsides. "It all started when we became agents for Panoz. [Company chairman] Lawrence Tomlinson was working to a business plan and, after we won our class in the Le Mans 24 Hours back in 2006, there was a flood of interest. Quite a few deposits, too," he recalls. "We then put in the orders to the factory but I think we only actually delivered two cars. The idea of campaigning a car which we could then market was sound, but only if we could deliver on what we'd promised. We were the ones caught in the middle between the potential customers and the manufacturer, copping all the flak.

"In a way that was the catalyst for what we're doing now. Lawrence had been thinking about becoming a manufacturer for a while; he looked at TVR among others. I can still remember him phoning me after he'd done the deal. 'I've bought Ginetta', he said. I replied 'Why do you ➤➤➤

want a Ginetta?' There was a pause, and then he replied, 'No, you don't understand, I've bought the business...'"

With a background in construction and care home-related industries, Tomlinson is first and foremost a businessman. Ginetta has to be profitable; it's not just a hobby. It forms part of his LNT Group portfolio. "There are seven separate operations here and it's ever-expanding," says Dean. "When we first arrived, it was just me and a girl from the race team. We dumped down a Portakabin and a generator, then put in some mezzanine floors and some lighting. I think the year before we took it over, Ginetta had built five cars. Then we got an order for 20 from Sweden so we simply had to expand and set up a proper production line.

"If you don't deliver on time, it'll come back to haunt you," he continues. "If you're consistently late, you won't get the chance to promise anything ever again. The cars we were selling, the designs we inherited, featured components that weren't being manufactured any more: the G20 had a Sierra 4x4 diff and a steering rack from a Triumph Spitfire. The wiring loom was a Ford item, a mass of wires for stuff like central locking and so on. Things the G20 didn't need. We've gone through the whole car and now everything is purpose-built. It has to be sustainable."



"Large numbers, small margins is what we're about"

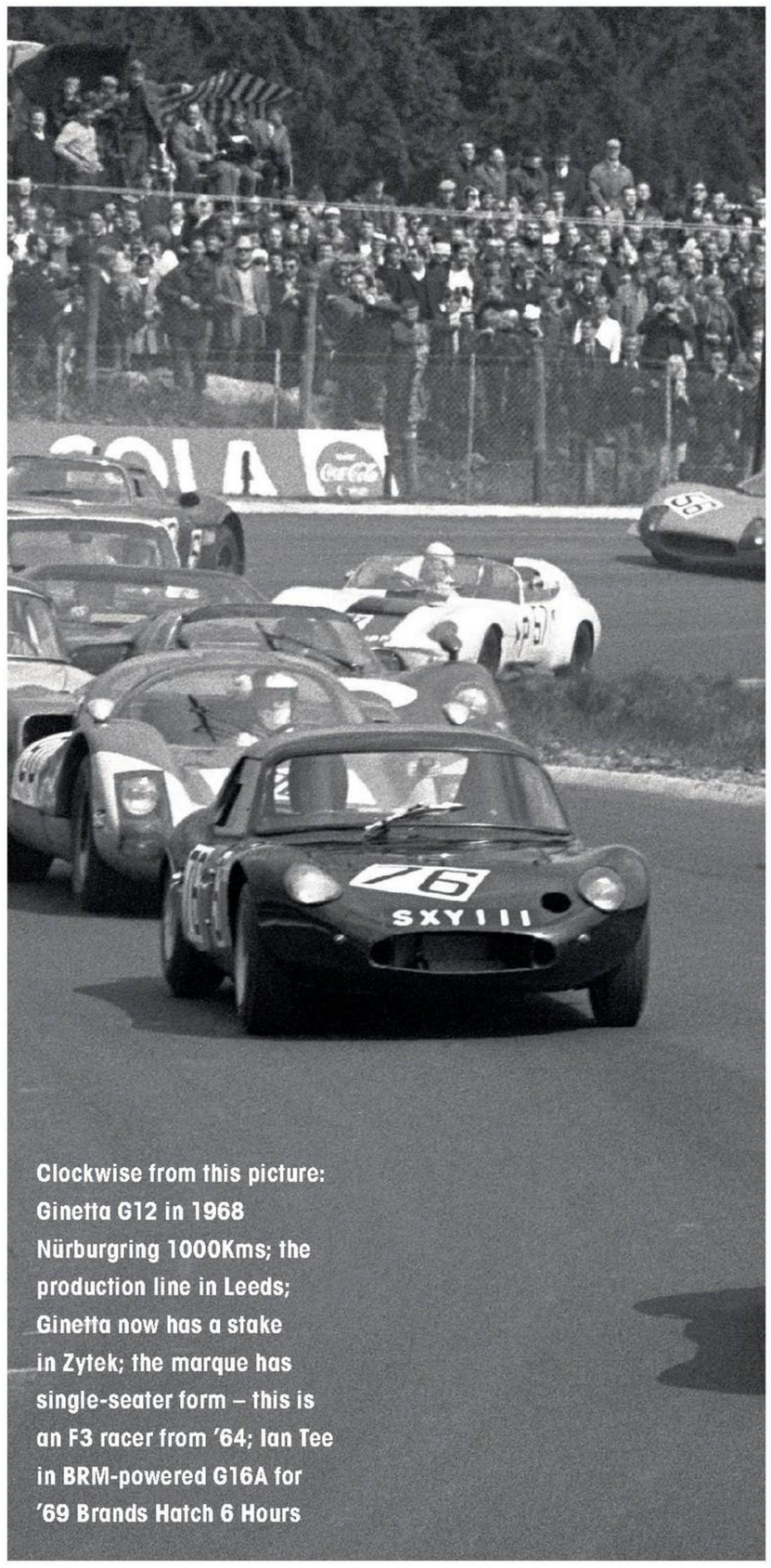
Variations of the G20 one-make ideal, from the Juniors aimed at 14-16-year-olds through to the larger-engined open-top versions in the senior classes, have proved hugely popular with club racers and aspiring professionals alike. The recipe is being replicated all over Europe, a batch of left-hookers being readied for Spain at the time of *Motor Sport's* visit.

"We can build them quickly because the process has evolved," says Dean. "There's no searching for bits or waiting on suppliers. We do it methodically with a build trolley and a customer sheet behind each car. Everything is pre-assembled; each bit is pre-marked with a unique part number, manufacture date and so on. All the components have a mark on them so that way we can police everything. There won't be any disputes over legality and we can track stuff if there is an issue over the way a part has been manufactured.

"The stores have to be efficient and organised. With cars costing less than £15,000, we can't just ring a bell, sit back and congratulate ourselves after we've sold one. We only make money on the margins; car sales, championship entries, sponsorship, parts and all the services we sell. Large numbers, small margins is what we're about. We have to be streamlined. Having parts marked unique to Ginetta is quite an assurance for competitors, too. We fix the regulations for three years so we can keep down costs and, if someone is finishing last, it's not because of us! As long as we don't appear to reap profits from a captive market – which would inevitably come back to bite us – then everyone should be happy."

Seemingly unwilling to sit back and enjoy what they've achieved, the new regime at Ginetta followed through with the first design of its own in 2007. The 300bhp G50 coupé sticks to the one-make principle but, predictably, it's led the firm down several new avenues.

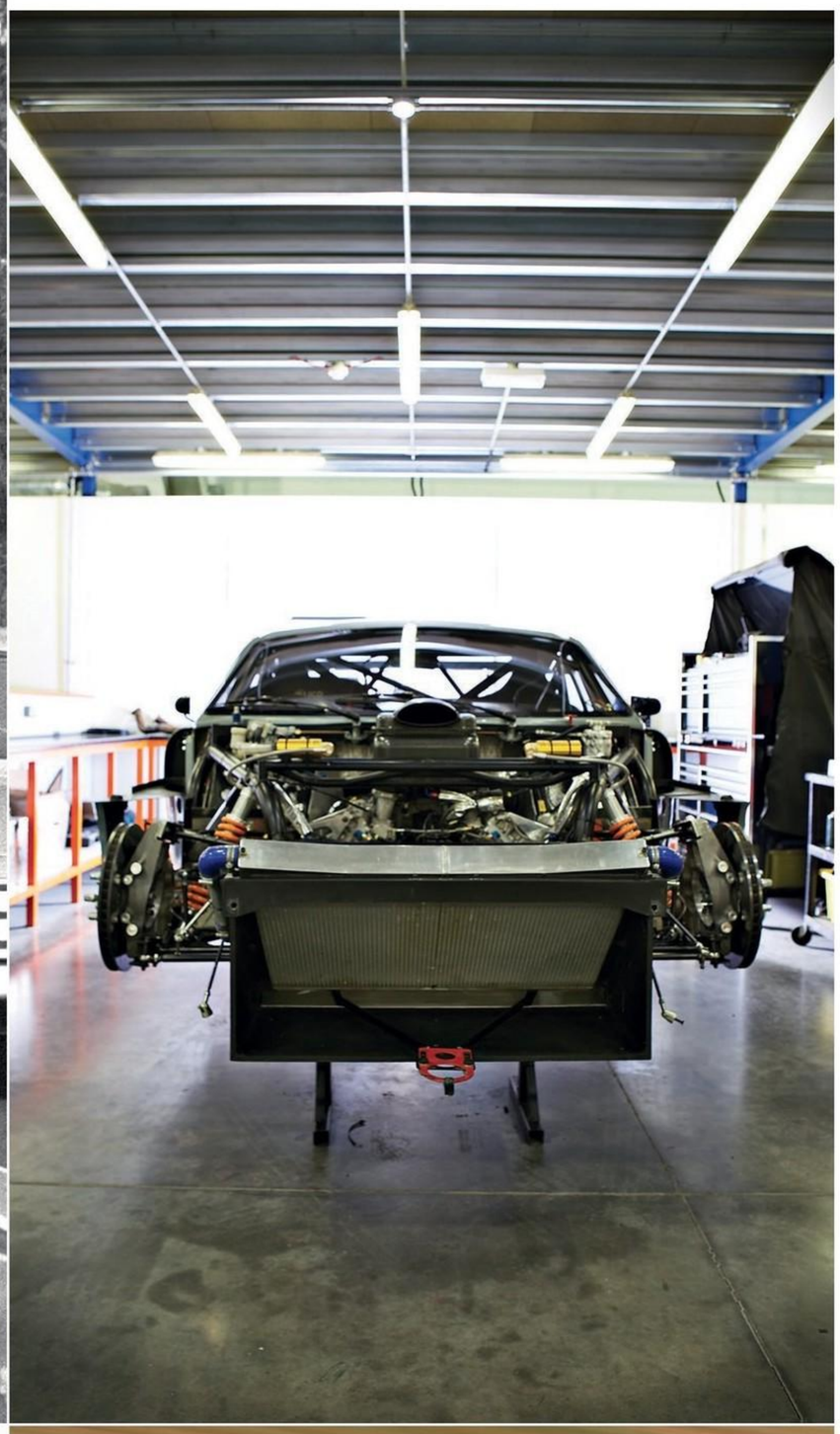
"The idea behind it came to us at the Autosport International show in January of that year. We got to chatting about the old TVR Tuscan series. There was clearly a gap to plug and a championship for meaty, front-engined, rear-wheel-drive sports cars seemed a natural fit. While we were at the show, we sounded out suppliers to see who would come with us. In April '07 we hired a designer [affable Brazilian Marcus Lameirao] and had the prototype up and running by September. We raced it in France that same month and announced the G50 Cup for 2008. We'd taken orders for 26 cars by Christmas. There were a few issues, more than a few delays, and that immovable first race date just sort of loomed. The November window passed by, then we were into December. By January '08 we still hadn't delivered a car and ended up building them all in 11 weeks. Again the factory evolved to fit what we were doing. Last year, we made 58 G50s in total, and I think we're up to chassis 80 now."



Clockwise from this picture: Ginetta G12 in 1968 Nürburgring 1000Kms; the production line in Leeds; Ginetta now has a stake in Zytek; the marque has single-seater form – this is an F3 racer from '64; Ian Tee in BRM-powered G16A for '69 Brands Hatch 6 Hours

Predictably, some customers looked to compete elsewhere, the G50 dominating the GT4 class of last season's British GT Championship. Equally inevitable was the response from more exalted manufacturers. "It was, er, amusing but a bit stressful at times," says Dean, his smile now teetering on a grimace. "We hadn't planned on stepping out of the various one-make series. That's our core business; that's what we do. We organise championships, sell sponsorship, do hospitality, look after the customers and so on. I was a bit nervous about going down this route as I know that it's easy to get carried away. When I was doing Formula Ford there was Van Dieman versus Swift versus Mygale and whoever. You think you've got a great car, then suddenly you're being beaten and have to develop something new. It gets very, very expensive. I love the comfort zone of making cars for one-make series. Everything's fixed for three years, we're not going to sell you one upgrade package after another. Spend £15,000 on a G20 and three years down the line it's still worth £11,000.











LAT

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"When we got into GT4, we knew the car would be quick – the G50 won every round – but we didn't expect quite so many problems over eligibility. I'd sit in on meetings and suggest they put some more weight on the cars, as that's what equivalency rules are about after all. We don't mind if you slow us down as we need someone to race against. Let's make all the cars equal on pace. I think what really pissed off our rivals was their inability to match us on price – do you go for a G50 at £45,000 or a comparable Aston Martin for £120,000? And then there's the parts prices: a front bumper from us costs £250 rather than four figures."



It all comes back to value for money. "We want our cars to be competitive, and they clearly are, but we know we win every time on support, back-up and parts prices," adds Dean. "We love being in this environment as we're not looking at selling four cars, we're looking at selling 50. On the G50, one design of upright fits all four corners. Do 50 cars and that's 200 uprights, so the buying power is that much greater. We buy a stock engine from Ford and off the shelf we've already got 300bhp. We know it's guaranteed not to go out of production for another seven or so years, so there's continuity. You don't have to tune it, and it's powering a 950kg racer rather than a two-tonne people carrier, so it's not overstressed. And it retails for £5200. One of our customers did a full season of GT4 and the Britcar 24 Hours at Silverstone without an engine rebuild. That's where we really score."

"When we got into GT4, we knew the car would be quick"

After a few, cough, interesting discussions over whether or not the G50 would be allowed to compete in this year's British GT series – the model has Single Vehicle Approval, road cars exist to meet homologation and it's been successfully crash-tested – it would appear that at least six will be on the grid as of the first round in March. But Dean is already looking elsewhere. "The G50 is perfect for us as it's a modular build. There are a lot of series out there and if the regs allow a gearbox cooler, a wing and so on then we can adapt to the customer's needs."

Which leads us to the latest variation on the theme, a sort of G50 plus a bit. Since acquiring a stake in Zytek Engineering last June, Ginetta has applied its distinctive orange badge to its collaborator's already successful sports-prototype. It's also taken full advantage of the firm's proven V8 engine and electronics experience. "It's effectively a GT3 car," claims Dean, "but I'm wary of calling it that as right now it's ineligible for FIA GTs. It has the same engine that powered the A1GP cars for three seasons, and we're using a Hewland DTM transaxle. This is the next step, and we've already sold one car, but it's very early days. We see it as a natural fit for Britcar, the Spanish GT championship or even the new Invitational class for British GTs. We'll see. The technology buy-in has enabled it to be born out of the G50. We needed a partner, so the arrangement works really well."

All of which is fab, groovy even, but where to from here? With bottom line-minded racers already covered, GT entrants sated and now a branding deal with sports-prototypes, what's left to be achieved? A move into single-seaters isn't out of the question – the marque's back catalogue includes F4, F3 and Formula Ford chassis, after all – but only if the timing is right. "Whatever we do, we must be able to deliver the Ginetta philosophy: look at the prices and keep an eye on the margins," says Dean.

Eking out a living making racing cars isn't easy. That's why there are so few rival marques left. In this particular instance, inspiration as well as perspiration seems to be paying off. With Ginetta recently announcing that it's backing a karting championship, it's entirely feasible that a driver could move through the ranks all the way up to sports-prototypes without ever opting for another brand. Yet what intrigues us is not so much what has been achieved in just four years, but what we can expect in the next decade.



COMMENT

TAKING THE EZ OPTION

A new electric car could form part of Ginetta's plans to gain a foothold in the road car market

It's patently a question he's been asked more than once. "Everyone thinks it's f****** easy," laughs Richard Dean, "but making road cars is a lot more difficult than you think. On a racing car you don't worry so much about shut lines, rain channels or whether or not it has Bluetooth connection."

So will Ginetta return seriously to making road-going sports cars? "We've got a few ideas but we've got to pick the right car and launch it when the climate is right," he says. "There's no point in us announcing a £100K supercar while the economy is the way it is. We have a G50 road car which is quite advanced. We've added a boot – the racing car doesn't have one – and made sure we can house two bags of golf clubs and so on, but there has to be a business case put forward before we progress much further. Do we do a stripped out racer-style car or park it next to Laurence's Bentley and try and match it?"

Altogether more intriguing is the electric G50 EZ (pictured above and below). Built in just three months, it's surprisingly rapid (we know, we tried it) and could, conceivably, reach production or form part of another one-make series. "We have long-term aims," says Dean, "and an affordable sports car in a similar style to the G20 is a possibility, but for now you'll have to wait and see..."

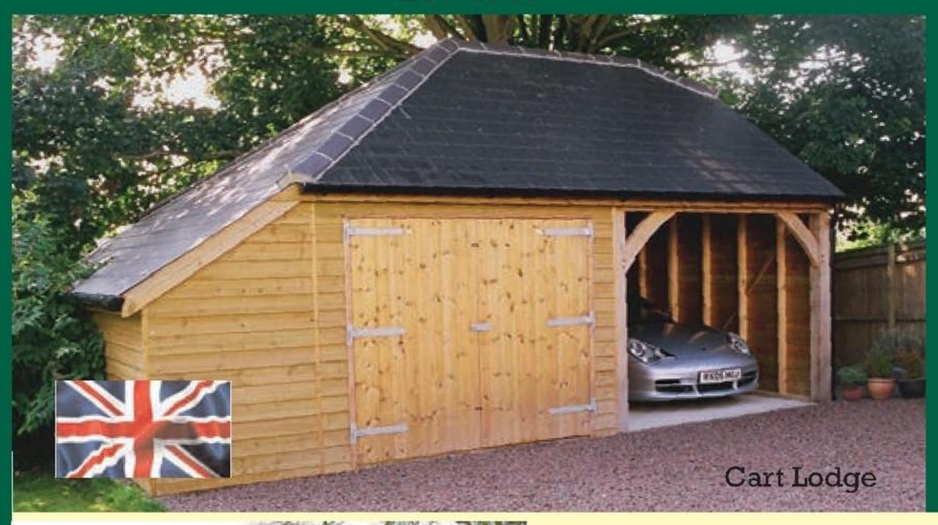


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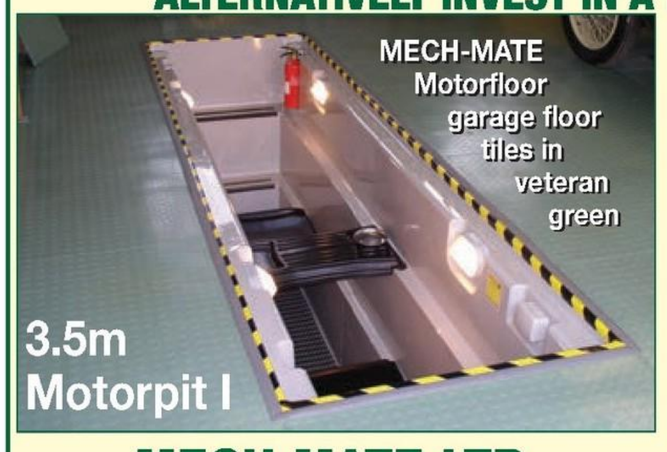
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Historic series' rivalry intensifies

Oli McCrudden

THE GAP BETWEEN THE FIA Historic Formula One Championship and the Masters Racing Series will narrow further this year after the latter announced a three-date series of races for post-78 3-litre F1 cars.

The Grand Prix Masters series currently caters for pre-78 cars, while the Historic championship (above) is open to cars up to the end of the 3-litre era in 1985. Over the winter, talks regarding a closer relationship between the two series came to nothing. But in response to competitor requests, the Masters operation will now run races for the later cars at Donington Park, Brands Hatch and Magny-Cours.

Masters Series director Christopher Tate was keen to stress that the new races will sit alongside, rather than compete with, the Historic championship.

"We think that by offering two UK events in the early part of the historic season, the Masters post-78 races should be well supported," said Tate. "Also, we are aware of others who are keen to race post-78 cars, but without the time and expense of overseas trips."

Already confirmed for the post-78 races is Masters regular Mike Wrigley, whose 1982 Arrows A4 was on show at Race Retro to promote the Brands Hatch Masters Festival on May 24/25.

Tate confirmed that Masters will not be fielding any grids at the Nürburgring Oldtimer in August, after an agreement could not be reached with the organisers. Masters will instead run a full programme at Magny-Cours on July 11/12.



LAT

European race outings for Rahal

INDYCAR LEGEND BOBBY RAHAL WILL bring his Chevron B16 to Europe this summer and plans to run it in the World Sportscar Masters race at July's Silverstone Classic.

Rahal, now 55, also plans to compete in the Masters series in his BGD-powered Lola T290, tackling the Proto 70s race at the Algarve circuit in Portugal in October.

"I really do enjoy European historic racing," said Rahal, winner of the 1986 Indianapolis 500. "We hope to be quick in both WSM in the Chevron and in Proto 70s with the Lola, but that is not to underestimate the opposition. Above all, I just want to be part of an enjoyable group of like-minded racers."

Rahal first raced in Europe in the late 1970s in Formula 2 and F3 before embarking on a successful Indycar career. In 2000 he was CEO of CART and then became Jaguar F1 team principal for 2001.

Rally champions move to historics

FORMER BRITISH RALLY CHAMPIONS David Higgins and Gwyndaf Evans will both compete in historic rallying this season in Ford Escorts.

Higgins has confirmed plans to run in six rounds of the Dunlop/Gambia MSA British Historic Rally Championship in a car from Mark Solloway's team, while Evans contested the season-opening Bulldog Rally on March 28 in a Viking Motorsport Mk2 Escort.

The Viking team has been created by 2003 World champion co-driver Phil Mills. "Group 4 Escorts have been a passion of mine for a long time," said Mills. "It's a very healthy market, both in the UK and outside."

IN BRIEF

■ The Kop Hill climb, near Princes Risborough, will be celebrated in a two-day revival which will recreate competitive events held between 1910-25. Cars of the type that competed in period will take part in demo runs, and up to 350 cars and bikes are expected at the September 26/27 event. For details go to kophillclimb.org.uk

■ Tour Auto will make a rare foray outside France this year with visits to Luxembourg and Belgium during the five-day classic race and rally tour. From the start in Paris, the route will include races at Dijon and Spa before finishing at Deauville. The event starts on April 21.

■ The GT and Sports Car Cup series will appear in Britain twice in 2009 following confirmation of a four-event schedule for Pre-66 GT and Pre-63 Sports Cars. The series will race at Silverstone (May 9/10) and Donington Park (September 5/6), as well as Monza in June and Nogaro in October.



LAT

■ The ex-Arturo Merzario 1974 Iso Marlboro F1 car run by Frank Williams Racing will return to the track this summer following a rebuild by the Speedmaster team. James Hanson, who will race the Iso, plans to prove the car before offering it for sale.

■ The Historic Formula 2 Championship will support its modern counterpart at Donington Park on August 16/17. Former F2 champion Jonathan Palmer, who is behind the new race series, is keen to have the historic cars in action. The Historic F2 season starts at Spa on April 25/26.

■ George Mackie, the joint founder of Marauder cars, has died aged 92. Mackie joined the Rover Company in 1938 and after the war became its factory representative in Europe, before being promoted to manager of Land Rover Technical Sales in '57.

■ Rally competitor Patricia 'Tish' Ozanne passed away in February. She was a well-loved international rally driver who competed in various events from 1953-73 in Sunbeams, Rileys, Jaguars and Fords. As a co-driver she finished third in the 1958 Tulip Rally, and also in the 1959 and 1960 Alpine events.



Race Retro

Aaltonen shines at Race Retro

RALLYING LEGEND RAUNO AALTONEN was the star of Race Retro, the historic motor sport show, when he threw an Aston Martin GT rally car around the live rally stage moments after showing his prowess at the wheel of a Mini Cooper (above).

Now aged 71, the easy-going Finn proved that he has lost none of his ability behind the wheel by thrilling fans with his handling of the modern Aston, a rally car developed by David Appleby. Recent British Rally champion Mark Higgins was equally spectacular at the wheel of the V8 monster.

"Life is good. Cars are magnificent. I have many interests in life and cars are one of the most important," said Aaltonen. "I am quite deeply involved in the new Mini; talking to people about it, driving it and demonstrating it. And I have, with my son, a high-level driving school in Finland."



Paul Lawrence

Ex-works Minis, many from Aaltonen's time as a works driver, packed out the static displays as the 50th anniversary of the Mini formed a cornerstone of the event at Stoneleigh, Warwickshire.

Also in action on the live rally stage was Russell Brookes, driving three cars from his long career. Most notable was the Ford Sierra Cosworth (left) he used on four asphalt rallies in 1989, which has been preserved exactly as it finished the Rally of the Lakes that year. Still owned by Brookes' former sponsor, the Sierra had only been run once before in two decades.

Despite the state of the economy, exhibitors reported an encouraging response to the three-day exhibition in March, which showcases all forms of historic motor sport.

Bond relives F3 era in Lotus

FORMULA 3 ACE BEV BOND WAS REUNITED WITH HIS Lotus 59 from the 1970 season during Race Retro, when the Gold Leaf Team Lotus car was part of the HSCC's display. James Wigmore now owns the 1-litre F3 racer.



Paul Lawrence

"I last saw that car when I drove it at the end of 1970," said Bond (left), now 70 years old. "It started off with the nose that it now has again, then halfway through the year we went to a shark nose."

Bond still has a passion for the 1-litre F3 era. "I came third in one of the championships. Dave Walker was my team-mate and let's just say it was a case of two hot heads together. They were fantastic days in the 1-litre F3 cars and it was absolutely tragic that they got rid of them and went to the horrible 1600cc engines."

Gold Cup to honour F5000

THE HISTORY OF THE FORMULA 5000 CATEGORY IN BRITAIN will be celebrated at the Oulton Park Gold Cup on August 30/31, with event organisers issuing a call for all former F5000 racers to attend the event.

To mark the 40th anniversary of the inaugural British Formula 5000 Championship race, held at Oulton Park at Easter 1969, the Historic Sports Car Club is trying to locate as many F5000 'old boys' as it can.

"I am very much looking forward to seeing as many past drivers as possible who can attend the Gold Cup," said the HSCC's Grahame White. "I've already spoken to Peter Gethin who said he would love to come and he will make every effort to be there." Gethin won the inaugural race in a McLaren M10B.

The race weekend will include a grid full of the 5-litre cars in action in the HSCC's Historic Formula 5000/ Formula 2 Championship.

Double Twelve is put on ice

MERCEDES-BENZ HAS DECIDED not to run the Double Twelve Brooklands Motoring Festival this year, citing the economic climate as a reason not to repeat the successful 2008 event. Organisers have put the event on ice, with a plan to bring it back once the global economy is stronger.

"The Double Twelve is not immune from the global economic downturn, and we took the tough decision to postpone the event for this year," said Allan Winn, director of the Brooklands Museum.

HISTORIC RACING DIARY

APR 4/5 CSCC, SNETTERTON. The first meeting of the season for the Classic Sports Car Club. Admission £12. *www.motorsportvision.co.uk*

APR 5 HSCC, DONINGTON PARK. Start of the Historic Sports Car Club's racing season. Admission £12. *www.donington-park.co.uk*

APR 17/18 PIRELLI HISTORIC RALLY, CARLISLE. Round two of the British championship. *www.pirelliinternationalrally.co.uk*

APR 18/19 CSCC, ANGLESEY. Race meeting at the scenic North Wales track. Admission £12. *www.angleseycircuit.com*

APR 19 HSCC, CADWELL PARK. Annual visit to the challenging Lincolnshire venue. Admission £12. *www.motorsportvision.co.uk*

APR 19 AMOC, MALLORY PARK. Start of the Aston Martin Owners' Club season. Admission £12. *www.mallorypark.co.uk*

APR 21-25 TOUR AUTO, FRANCE. The classic race and rally tour runs between Paris and Deauville. *www.tour-auto.com*

APR 25 VSCC, SILVERSTONE. The Spring Start race meeting from the Vintage Sports-Car Club. Admission £10. www.vscc.co.uk

APR 25/26 RMU CLASSIC, SPA (B). Features the opening round of the FIA Historic Formula One Championship. *www.spa-francorchamps.be*

APR 28-MAY 3 TARGA TASMANIA ASPHALT RALLY, TASMANIA. Up to 300 cars, including many classics. *www.targa.org.au*



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Pricing is the key

RM Auctions sold lots of cars at Amelia Island, but not all reached their estimates. It's inevitable in a recession

Back in 1996 Bill Warner of *Road & Track* magazine bent to the Florida motoring enthusiasts' wish for a show like the Pebble Beach Concours d'Elegance on the west coast and staged a similar event at Amelia Island.

FOR FULL AUCTION LISTINGS AND RESULTS VISIT www.motorsportmagazine.co.uk

Attendance was a paltry 2200 people that year, but this March the show attracted more than 20,000. So it's no surprise that RM Auctions hosts one of its largest sales of the year on the 13-mile long island.

Having sold £12.7 million worth of cars at Scottsdale earlier this year, it seemed little would slow RM's progress. But while you'd be hard-pressed to call the Amelia sale disappointing – the auction house shifted 83 per cent of cars going under the hammer at this smaller event – some interesting lots did fail to sell and others went to new owners for less than the reserve price.

One of the leading lots – a 1963 AC Cobra which raced at Le Mans that year – failed to reach its estimate, with a top bid of £562,910. Meanwhile two interesting Ferraris – a 1959 250 GT LWB California Spyder with an estimate of £1.7-2m and a 1966 275 GTB/4 Berlinetta with an estimate of £500-650,000 – didn't quite reach the mark.

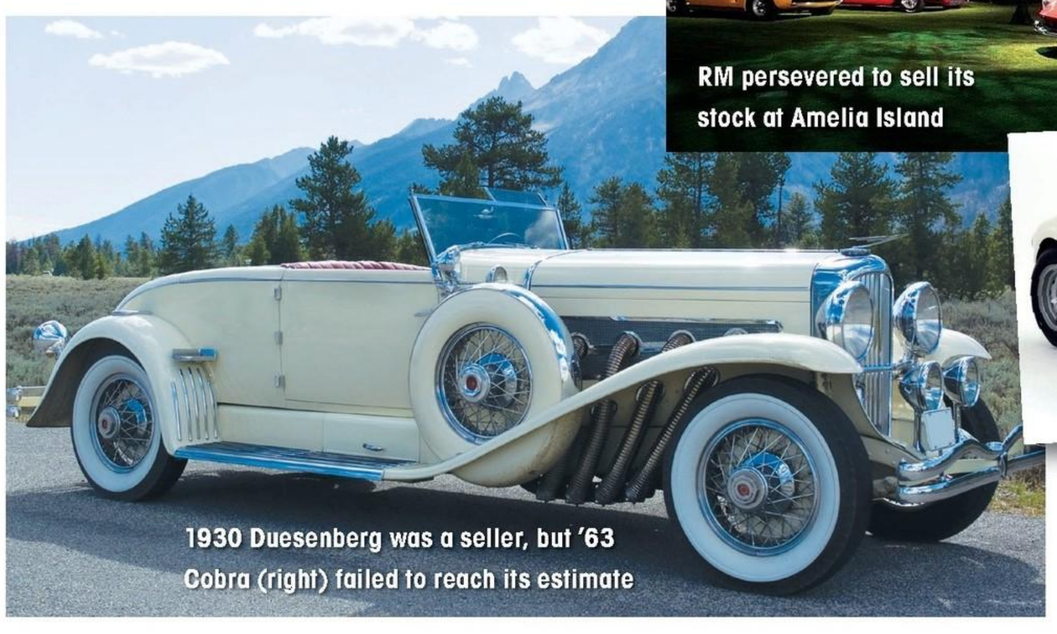
Other cars such as the 1966 AC Cobra 427, a Best in Class winner at Amelia Island with only 6000 miles on the clock, sold for £18,000 less than the lower estimate of £500,000.

But such results can't solely be blamed on the current economic climate. The 1930 Duesenberg Model J Murphy Convertible Coupé sold for £759,330, and the official pace car for the 1941 Indianapolis 500, a 1941 Chrysler Newport Dual Cowl Phaeton, went for £486,620, while the 1911 Oldsmobile Autocrat 'Yellow Peril' sold for £467,250. In other words there are still buyers out there willing to part with their money as long as the car (and the price) is right.

Trying to judge an estimate is always difficult, so it's no surprise that sometimes they are a little off, but it does seem that RM overestimated a few of its lots. That doesn't mean it thought the cars were worth more than they are, it's just that on the day the buyers didn't agree. And that's what counts.



RM persevered to sell its stock at Amelia Island



1930 Duesenberg was a seller, but '63 Cobra (right) failed to reach its estimate



As Motor Sport went to press RM Auctions was still selling some of its Amelia Island stock in after-sales deals.

AUCTION DIARY

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

APRIL 1-5 COYS, Techno Classica, Essen Exhibition Centre, Norbertstrasse, Essen, Germany, Tel: 020 8614 7888



STAR LOT
1966 SHELBY 427 COBRA, ESTIMATE: £25-32,000

APRIL 3-5 RM AUCTIONS, Classic Car Auction of Toronto, International Centre, Mississauga, Ontario, Canada, Tel: 001 519 352 4575

APRIL 5 BONHAMS AND GOODMAN, Collectors' Motor Cars, Motorcycles and Automobilia, Double Bay, Sydney, NSW, Australia, Tel: 0061 (0) 2 9327 9900



STAR LOT
SUPERMARINE SPITFIRE TR MK IX G-ILDA, ESTIMATE: £1.5-2M

APRIL 20 BONHAMS, Collectors' Motor Cars and Automobilia, RAF Museum, Hendon, Tel: 020 7447 7447

APRIL 25-26 RM AUCTIONS, Classic Car Auction of Michigan, The Rock Financial Showplace, Novi, Michigan, USA, Tel: 001 519 352 4575

APRIL 25 CHEFFINS, Cambridge Vintage Sale, Sutton Sale Ground, Sutton, Cambridge, Tel: 01223 213777

APRIL 26 BONHAMS, Important Pioneer, Vintage and Collectors' Motorcycles and Related Memorabilia, The International Classic Motorcycle Show, Stafford, Tel: 020 7447 7447

APRIL 27/28 BARONS, Classic Italian and Classic Collectors' Cars, Esher Hall, Surrey, Tel: 02380 668413

MAY 2 OLDTIMER GALERIE, 100 Classic Cars, Toffen, Switzerland, Tel: +41 (0) 318 196 161



STAR LOT
1954 JAGUAR XK D-TYPE, ESTIMATE: £1.9-2.2M

MAY 2 WORLDWIDE GROUP, Houston Classic Auction, Lakewood Yacht Club, Seabrook, Texas, Tel: 001 800 990 6789

MAY 4 SHANNONS, Sydney Autumn Classic Auction, Unit B, 12 Frederick Street, St Leonards, Sydney, Australia, Tel: 0061 03 8543 2225

MAY 9 BONHAMS, Aston Martin and Lagonda Motor Cars and Related Automobilia, Aston Martin Lagonda Works Service, Newport Pagnell, Tel: 020 7447 7447

MAY 13-17 MECUM AUCTION, Original Spring Classic Auction, Indiana State Fairgrounds, Indianapolis, Tel: 001 (815) 568 8888

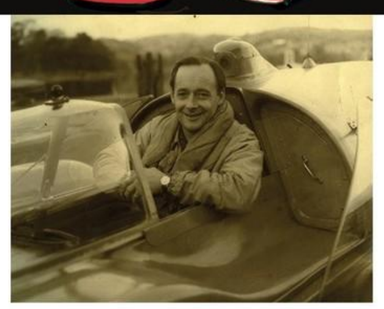
Auctions

Closer to home auction house Seidel & Friedrich is gearing up for its automobilia sale at Ladenburg, Germany, on May 8/9, which includes individual items from Hermann Lang's racing career.



The lots (right) include his first trophy for winning the ADAC Autumn Motorcycle Race on October 20 1927, and his last for victory in the 1952 Carrera Panamericana in Mexico. These will be accompanied by other memorabilia and photos.

Even if the economy is in meltdown, automobilia seems a reasonably safe bet when it comes to making an investment. If a lot has a good history and the appropriate note of authenticity, then it will always have a value attached to it. What's more, if an item is attached to a famous driver – be it Michael Schumacher or Sir Stirling Moss – there will always be fans willing to spend money.



It comes as no surprise then that Coys is expecting various photographs of land and water speed record holder Donald Campbell (left), taken at Lake Windermere in May 1959, to fetch more than £3000. A gold cigarette case Campbell gave to official time keeper Hirst Mitchell with the words "To Mitch from Donald" engraved on it is set to fetch £5000.

Some of you, meanwhile, may recall that Bonhams held a successful sale at Rétromobile earlier this year, while rival Artcurial struggled at the same event. It appears Bonhams' success wasn't a one-off – its classic car sale in new premises at Oxford on March 8 netted £948,493, with 95 per cent of lots sold. And they say we're in a recession... Ⓜ

AROUND THE DEALERS

Competition cars currently for sale here and abroad



1988 ARROWS A10B USF&G

Eddie Cheever drove chassis A10B/01 from the start of the 1988 season in Brazil through to his podium finish at Monza. The car's history is documented in three bound volumes, compiled by an Arrows employee, which include internal documentation, press releases, photos, tickets, results, programmes and newspaper and magazine clippings. The BMW Megatron Turbo is ready to drive.
£125,000, www.historicclassics.com, Tel: 01825 831028



1988 LOLA T 88/00

Robert Guerro and Al Unser Sr, running for the Vince Granatelli Racing Team, drove this car in 1988 and at that year's Indy 500. The car comes complete with a large spares package and is currently in road course specification. It can be raced in the EuroBOSS and USA BOSS series.
£50,000, www.speedmastercars.com, Tel: 01274 623210



1971 FORD ESCORT MEXICO

Jack Brabham drove this car to victory on October 24 1971 in his own Brabham Trophy at Brands Hatch, held for F1 entrepreneurs such as Colin Chapman, Ken Tyrrell, John Surtees and Frank Williams. The car doesn't have FIA papers but is race-ready.
£28,995, www.quadz4u.com, Tel: 01507 525300



1950 TALBOT LAGO T26 GS

Chassis 110153 was delivered new to the Talbot dealer in Brussels and is one of just 26 GS chassis according to *Lago Grand Sport* author Alain Spitz. The car was found in 1960 and has since been coupled with the bodywork from chassis 110056. It has been mechanically reconditioned.
POA, www.vdvgrant.be, Tel: 0032 (0)2 770 7292

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Auction results

What happened to the latest classic cars to go under the hammer

FEBRUARY 9/10
BARONS
•1966 Ford Mustang GT350-H: £16,775

MARCH 8
BONHAMS
•1972 Ferrari 365 GTB/4 Daytona Berlinetta: £144,500

MARCH 9
SHANNONS
•c1917 Rauch & Lang BX7 Electric Brougham: £35,549

MARCH 14
H&H
•1983 Renault 5 Gordini Turbo: £1250
•1972 Ferrari Dino 246 GT: £77,000
•1972 Lyncar Formula Atlantic: £11,550
•1962 Elva Courier Mk III Fastback coupé: £18,150
•1995 gold-plated Aston Martin DB7: unsold
•Ex-1993 London-Sydney Marathon 1967 Ford Cortina Lotus Mk II: £7150
•1954 Arnolt Bristol Bollide: £115,500
•1965 Jaguar E-type 4.2 coupé 'Coombs Special': unsold
•1992 Argo JM20 Group C: unsold
•1972 BMW 3.0 CS/CSL Group 2: £71,500

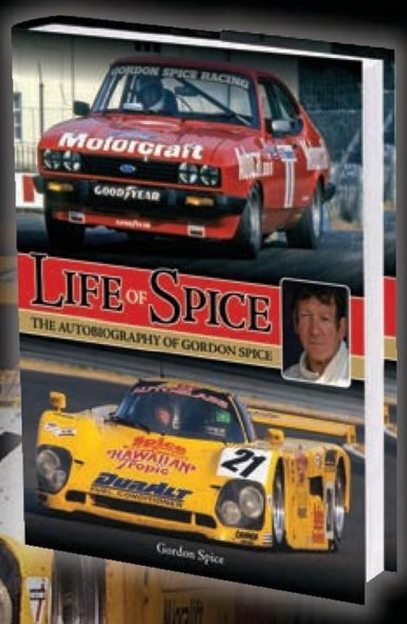
MARCH 12
COYS
•1965 Aston Martin DB5: £169,000
• 2006 Pagani Zonda F Clubsport: £781,000

MARCH 14
RM AUCTIONS
•1930 Duesenberg Model J Murphy Convertible Coupé: £759,330
•1935 Auburn 851SC Boattail Speedster: £401,080
•1941 Chrysler Newport Dual Cowl Phaeton (official pace car for 1941 Indianapolis 500): £486,620
•1966 AC 427 Cobra: £477,830
•1911 Oldsmobile Autocrat 'Yellow Peril': £467,250
•1966 Ferrari 275 GTS: £315,430
•1961 Austin-Healey 'Sebring' Sprite Lightweight works special: £49,060
•1963 Chevrolet Corvette ZO6 Sport coupé: £140,180
•1963 AC Cobra (first American Ford entry at Le Mans): unsold
•1959 Ferrari 250 GT LWB California Spyder: unsold

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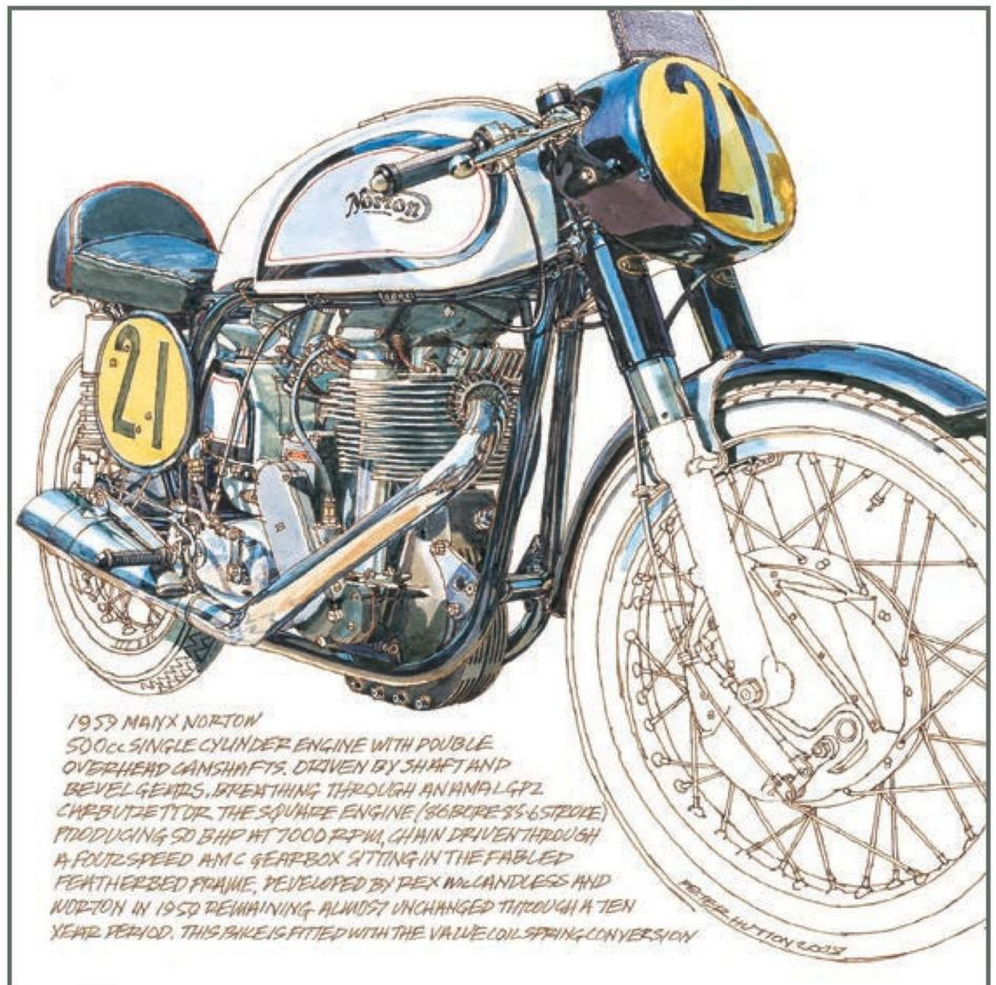
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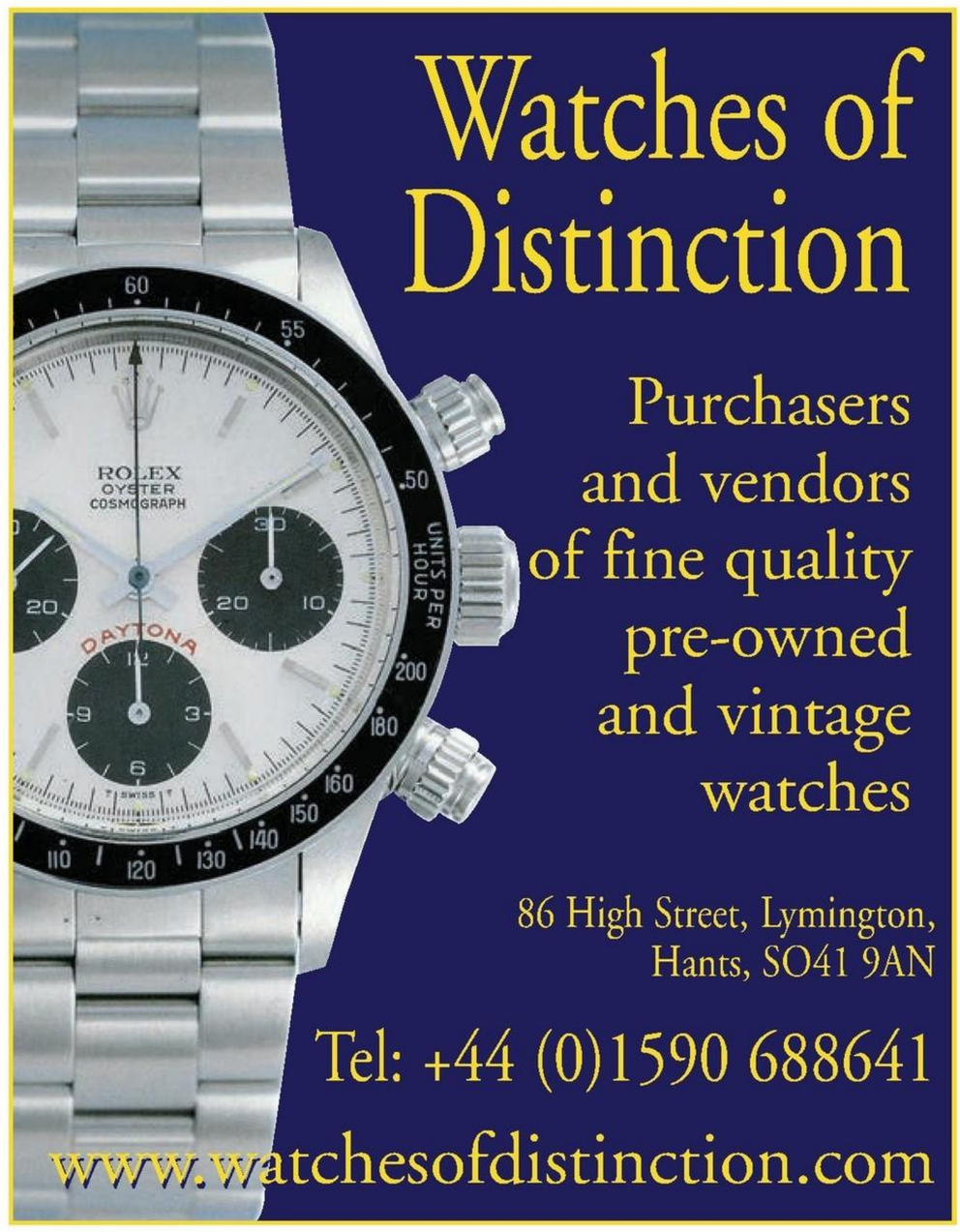


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Louisa Skipper's DIARY



The winning Miller 122 (left) and Voisin



David Hobbs



This year's Concours d'Elegance attracted 20,000 visitors

AMELIA ISLAND'S NOD TO SILVER ARROWS

The 14th Concours d'Elegance at Amelia Island proved as popular as ever, with an estimated 20,000 visitors. Mercedes-Benz commemorated the 75th anniversary of the famous Silver Arrows team at the March event, hosting a gala dinner with special guest speaker David Hobbs, who also acted as Grand Marshal this year. A Silver Arrows display featured a Mercedes W154 and W196, while Sir Stirling Moss was seen in the Mercedes tent sharing a few racing stories.

The large variety of cars on show included an excellent group of Porsches, and ex-Le Mans driver Hurley Haywood gave passenger rides in a new Turbo Porsche, reaching speeds of up to 150mph – on a naval landing strip!

The competition in the Concours field was strong, but Best of Show went to the 1921 Voisin C20 Demi-Berline from the Munders collection and the Concours Sports Category prize went to the 1923 supercharged Miller 122 owned by Dano Davis. Bill Warner, the founder of the Amelia Island event 14 years ago, presented the awards.



Dano Davis, Bill Warner & Lee Munder





Hurley Haywood had fun in Turbo Porsche (left)





Rauno Aaltonen



Aston Martin driven by Mark Higgins (below)







AALTONEN BACK IN MINI AT RACE RETRO

Some great weather and some exceptional cars kept enthusiasts happy at the 2009 edition of Race Retro, at Stoneleigh, Warks.

It was great to see Rauno Aaltonen reunited with his original 1964 Monte Carlo Rally Mini Cooper S, before he joined Mark Higgins in the 2008 Aston Martin GT V8 rally car. Another reunion involved Russell Brookes and his Opel Manta and Sierra Cosworth.

On top of all that there were appearances by Paddy Hopkirk, Barry 'Whizzo' Williams, Rosemary Smith and Tony Mason on the interview stage.

Race Retro is now owned by Live Promotions. Managing director Colin Ward said: "As new owners, the most important aspect of the show for us was to encourage a younger audience into Race Retro and historic motor sport."

An H&H Classic Auction at the event proved successful, with over £800,000 of sales.



GT by Citroën and (above right) award winners Jean-Pierre Ploué and Gilles Vidal







Ferrari 166 MM and (top right) Christian Philippsen, car owners Mr and Mrs Jack Croul, and Antoine Arnault

DESIGN AWARDS AT VUITTON CONCOURS

To coincide with the Geneva Motor Show, leading figures from the world of automobile design were on hand to judge the Louis Vuitton Classic Awards 2008/09.

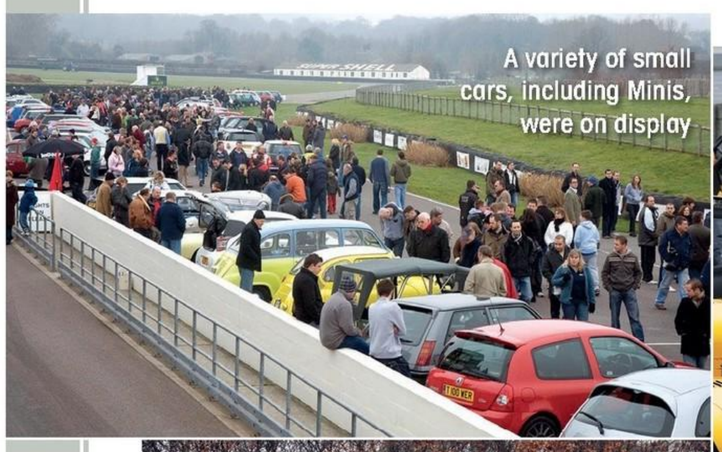
Among others, Toyota design director Wahei Hirai and Fabrizio Giugiaro, design director of ItalDesign, decided that the 1949 Ferrari 166 MM was worthy of the Classic Concours Award. "This 166 MM has a great history, having won the 1950 Mille Miglia," said jury president Christian Philippsen.

Other winners included the GT by Citroën for the Concept Award, while a Special Jury Award went to BMW for its GINA. Afterwards guests were invited to dinner with Antoine Arnault of Louis Vuitton at the Gastronomique restaurant in the Parc des Eaux Vives Hotel.





BMW GINA and award winners Adrian van Hooydonk and Chris Bangle



A variety of small cars, including Minis, were on display





Lotus enthusiasts were out in force

A MINI TRIBUTE AND THEN BREAKFAST

Fast-living enthusiasts of Mini, Lotus, Morgan, Fiat and other compact sportsters raced down to the first of this year's 10 Goodwood Breakfast meetings.

The run of events kicked off with 'Mini Mayhem', celebrating the 50th anniversary of Britain's best-loved small cars. A strong crowd lined up their machines on the legendary circuit, home to many a Mini race in its heyday.

Most of the hungry attendees held court around the breakfast kitchens, which were offering a tempting selection of Goodwood's own organic fayre. Also on offer for some lucky visitors was a tour of the circuit. The next Breakfast Club meeting at the Sussex track will be held on April 5.

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Austin-Healey 3000

Successful on the stages, less so on track, the Big Healey nevertheless remains a British classic as it reaches its half-century

BY RICHARD HESELTINE



David Seigle-Morris and Tony Ambrose on the 1962 Coupe des Alpes. Left: Chris Clarkson won '05 Fordwater Trophy at Goodwood in Big Healey. Right: Paddy Hopkirk and Roger Mac in the 1965 Guards race at Brands

Its true meaning has been diluted over time through misuse and manipulation but here it's entirely appropriate. Lifting *Motor Sport's* self-imposed embargo on the word 'icon', if only for a moment, there are few British sports cars more deserving of the tag than the Austin-Healey 3000. As charismatic as any object ever can be, rugged yet rakish, it's a great British throwback; one that still captivates a full half-century since its inception. Sure, it's palpably vintage but then this handsome brute never was exactly cutting-edge. That was not what mattered.



Just try and conjure this sports car archetype in your mind's eye; Timo Mäkinen hurling one down a narrow forest track, the Morley brothers soaking up the punishment on the Tulip Rally or Pat Moss showing the boys the way home on the international stage. Iconic? And then some. The Big Healey wasn't exactly a purpose-built competition tool. Heck, it didn't even win *that* often in racing, but it's still memorable for all the right reasons.

> "The Healey is a great British throwback; one that still captivates"

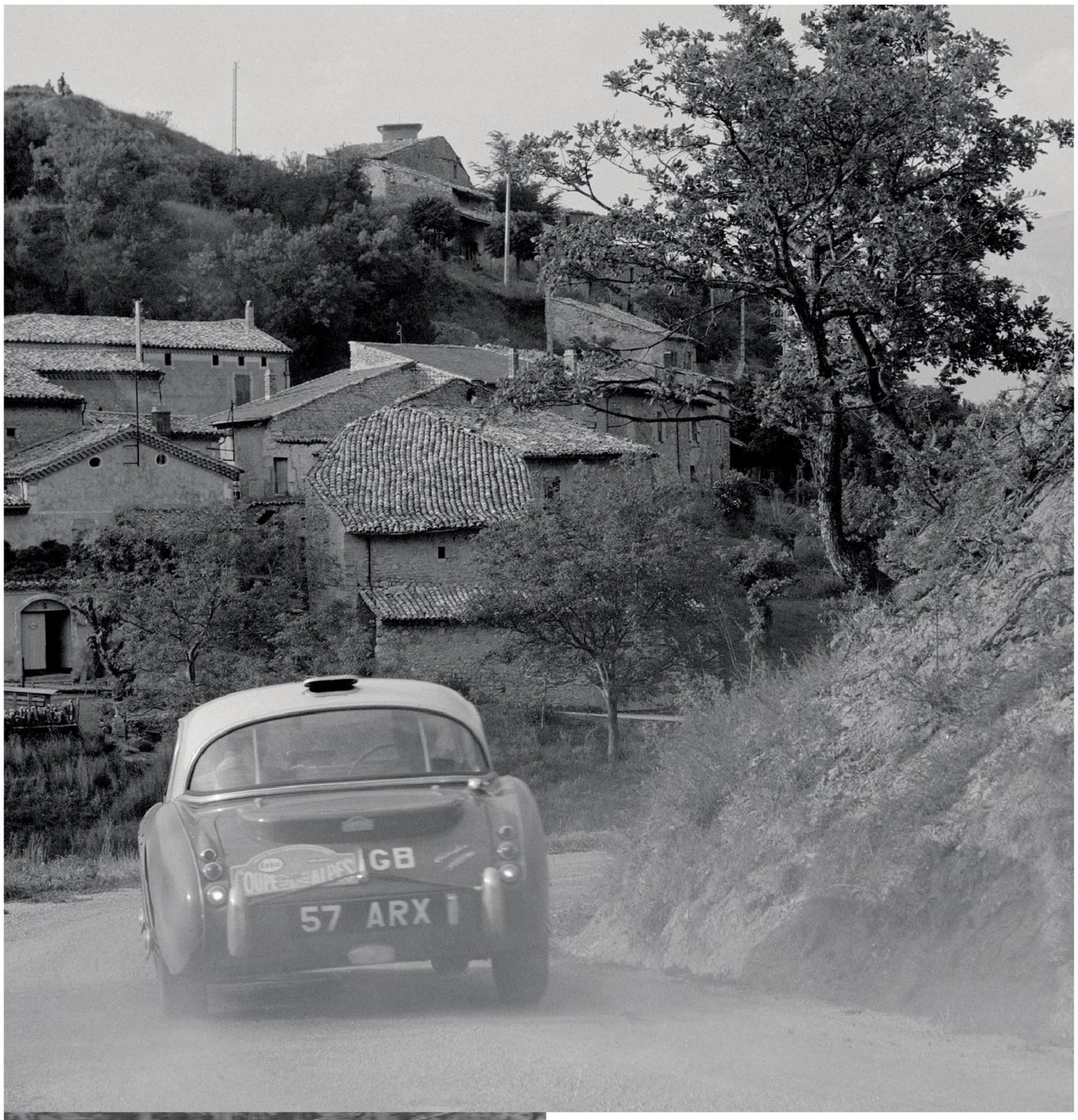
But then it had a name to live up to. Prior to WWII, marque instigator Donald Mitchell Healey had been variously a Monte Carlo Rally winner and respected engineer (witness his fabulous, if ultimately doomed, straight-eight Triumph Dolomite). On going it alone after the cessation of hostilities, 'DMH' set about producing a series of sports and touring cars under his own name with Riley, Alvis and Nash power. Yet for all their sporting credentials, none were huge hits commercially: a Nash-Healey cost a whopping £800 more than a comparable Jaguar XK120, so the need for a cheaper alternative – with an eye on the burgeoning Stateside market – was key to the fledgling marque's continued survival.

Enter the Austin A90-engined Healey 100 in 1952 which so impressed motor mogul Leonard Lord of the British Motor Corporation that he adopted it as a volume product: Austin took over the marketing and manufacture of the car with Healey acting as an engineering and racing consultant. And it sold, the US being particularly susceptible to the caddish 100/4. But its character changed substantially in 1956 with the insertion of the C-series straight-six from the Austin A105/Westminster. The ever-so-slightly larger Austin-Healey 100-Six (or 100/6) was an instant success, a 1957 revamp including a new six-port head, larger valves and raised compression ratio. In mid-1959 displacement was enlarged to 2913cc (from 2639cc) and, at a stroke, the legendary 3000 was born, either as the BT7 2+2 or BJ7 two-seater.

Overall, the biggest difference between the new strain and the outgoing model was the adoption of Girling disc brakes up front and increased top speed. With overdrive, the 3000 could reach 116mph at a time when the average saloon car struggled to top 80mph. John Bolster gushed in *Autosport*: "The Austin-Healey 3000 is a wonderfully effortless car... [It] maintains the reputation of a good quality fast touring car which its predecessors established. The new performance will make it even more competitive."

In every sense. It didn't take long for the BMC Competition Department to get its mitts on the 3000, having already dipped its toe with the 100/6. It was an instant success: Pat Moss was second on the 1959 German Rally, runner-up on the 1960 Alpine and outright victor on the punishing Rome-Liège-Rome that same year. And that was just for starters.

Trackside, the 3000 was homologated as a proper GT in 1960, complete with hardtop, 25-gallon fuel tank and all-round disc brakes. Prepared at the Healey factory in Warwick, and based out of Murphy's Garage in Avon Park, Florida, three cars were entered for that year's Sebring 12 Hours. The Gil Geitner/Lew Spencer



All Images LAT



entry came home 15th and fifth in class, while the Jack Sears/Peter Riley entry placed 33rd overall. The John Colgate/Fred Spross car, meanwhile, crashed out. A singleton entry for June's Le Mans 24 Hours for Sears/Riley ended early with big-end failure.

Ultimately, the 3000 never quite delivered on its promise as a racer. As a road car, it became increasingly outmoded, too. The arrival of the Mark II in May '61 bought about a styling makeover and more power, although where it all went was a mystery to both *The Autocar* and *The Motor* which recorded inferior test figures to the original model… Further variations followed, the '3000 Sports Convertible' of 1962 featuring wind-up windows and new (vaguely) wrap-around windscreen. By the time the faster Mark III appeared in February '64 (which finally alleviated the chronic lack of ground clearance), the writing was on the wall, with America's *Car & Driver* going so far as to label the Healey 'an aerodynamic Edwardian'. In December '67, the game was up and it was left to the oft-maligned MGC to pick up its mantle.

But while the 3000 was given a roasting towards the end of its life, few remember that now. Altogether more compelling was Don and Erle Morley's domination of the Tulip Rally which they made their own from 1962-65, even if outright victory proved elusive due to the handicapping system. Then there was the duo's 1961 and '62 Alpine triumphs. Rauno Aaltonen's win on the 1964 Spa-Sofia-Liège was similarly a lesson in sheer grit. Ironically, the one rally that evaded the Big Healey was Britain's own RAC classic. Unwieldy and bestial at the best of times, the 3000 wasn't suited to the forest stages but nevertheless recorded four second places between 1961-65. Ultimately it was Aaltonen who upset the model's best chance of success. Timo Mäkinen was the ➤➤➤



Tony Large

"I RALLIED ONE"

PHILIP YOUNG

This rally czar gave modern rally weapons a fright with his Big Healey on the 1981 Himalayan Rally…

"It had been a childhood dream to rally a Healey. My father used to run a garage on the A20 and the works team would stop by on its way to Dover. I would be there in my short trousers helping to fuel up the cars and it went from there really. I drove 'SJB 471' which had been an ex-works car (driven by the Morley brothers to third place on the 1960 RAC Rally). It was at its best up in the mountains; it was brilliant at high altitude. We were overtaking Porsches and all the modern kit. The Healey was a lovely car, as compact as a Ford Escort but with 3-litre grunt. With overdrive on all four gears, the changes were almost electric. It was perfect for that sort of event.

"It was a car that you had to tame, though. With tyre technology as it was back then, it was pretty lively, but I loved that. We were leading for a long time, heading all the new stuff, but the chassis broke on the last day. The car had already led quite a life so it wasn't a great surprise. Doing that event helped kickstart the historics movement. There was historic racing back then, but not rallying. To me the works Healey is the Jaguar D-type of rallying, an absolute classic."

class act for most of the '65 running, only to get overtaken on the final night by his countryman's Mini Cooper S as the Healey struggled for grip in the snow.

That epic drive would prove the car's swansong as a works entry. By now the rally-spec 3000 was substantially different to the production edition, with six-branch exhaust manifolds, a light alloy cylinder-head, triple twin-choke Webers and mild overboring to 2968cc. Add in ally body panels and a glassfibre bootlid and you were only just getting started. One final outing for the factory squad on the 1967 RAC ended before it had even begun as the rally was cancelled due to the outbreak of foot and mouth disease.

By contrast, racing always took a back seat to the off-piste stuff, irregular forays being largely of the long-distance variety. A factory 3000 managed 12th place on its return to Sebring in 1963 with Bob Olthoff and Ronnie Bucknum sharing, the sister car of Paddy Hopkirk and Don Morley (in his sole circuit race in a Healey) coming home in 26th spot. Fourth place in the '65 Guards 1000-mile event at Brands Hatch for the Hopkirk/Roger Mac-driven privateer entry rounded off the model's frontline circuit career. It would be left to club racers to maintain the car's relevance with the likes of former BMC staple John Gott upholding marque honour in ModSports, while John Chatham racked up the miles (and wins) in his famous ex-Le Mans car 'DD300' for aeons.

"I bought the car in 1964," recalls the Bristolian. "I raced it until 10 years ago and I've lost count of how many starts I had in it. There was one year when I won 24 races and I believe I had the longest Healey racing career by some margin. In 1990 I took 'DD' over to the States and did five races at Watkins Glen, Road America and so on. I'm also the only person mad enough to have driven one over the Andes. I did the '95 London-Mexico in a 3000 MkII and everyone told me, 'You can't take that, it'll never last…'

"What I like about the Healey, apart from the looks, is that there's nothing particularly exotic about them so they're affordable. They're also quite nimble once you know what you're doing, and they can be made to go very quickly."

It's a view backed up by historics ace Jeremy Welch who, together with his father Denis, has been a Healey loyalist for decades. "The appeal lies in the fact that you can get high up the grid in a car that's not particularly valuable," he says. "Well, not by comparison with a lot of stuff out there. To be on the second or third row against things like Lightweight E-types; to be there with a car that's worth £60,000 or so gives me a degree of pleasure.

"I think what holds them back, why they're not worth more, is simply the fact that they're not the easiest car to drive at the limit and that puts people off. Without wishing to blow my own trumpet, it's the driver that makes the difference at the sharp end. The Jaguars and the like have more sophisticated suspension and fatter tyres so you have to work that much harder to keep up with them. However, the Healey comes into its own in the rain on its narrow rubber and I've enjoyed some good runs when it's been wet.

"It would likely set you back £100,000 to build a competitive racer from scratch and you can buy one already done for a lot, lot less. Most people who race them tend to have started out with a road car and got into it through hillclimbs and sprints. It's a good way of improving as a driver before you start throwing money at a car."

Eligible for all manner of circuit series, from the Austin-Healey Club Race Championship to Masters' Oldies but Goldies, along with countless stand-alone events, the 3000 is ironically less well served in historic rallying (we can't remember the last time we saw one on a special stage) with international endurance events becoming its métier as Escorts and Porsches slug it out for outright honours closer to home. Which, when you think about it, is appropriate.

The inherent likeability of the Big Healey counts for much here. While we're all apparently doomed to credit card comeuppances, it's not as though you'll lose money on a well-prepped example so long as you stay shiny side up. And with a thriving cottage industry of related specialists, parts supply isn't an issue. So while we cannot promote fiscal irresponsibility, a half-awakened interest in the model in this, its 50th year, may inflate Healey values. Now could be the perfect time to take a punt… Ⓜ

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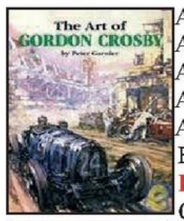
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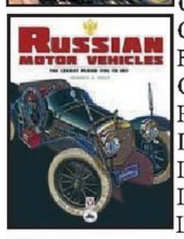
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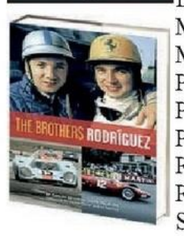
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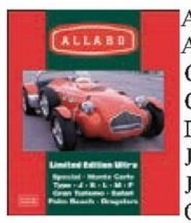
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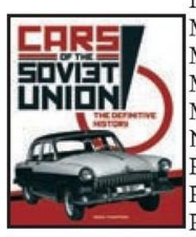
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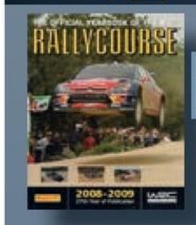


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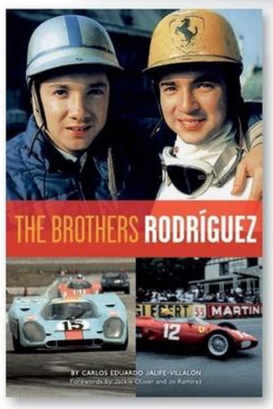
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Reviews





THE BROTHERS RODRIGUEZ

CARLOS EDUARDO JALIFE-VILLALON

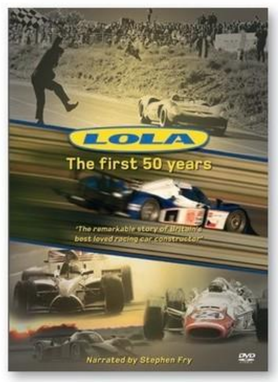
We had to measure it: 56mm thick. Yes, as chunky racing books go this is a monster. And given that the author began work on it in 1992, it's clearly his life's work.

This sumptuous heavyweight was first published in Spanish and fans of the Rodríguez brothers will be delighted that the English version has arrived. The story, of course, is one of the most fascinating and tragic in racing history. Pedro and the younger Ricardo enjoyed a privileged upbringing in Mexico and benefited from unflinching support from their father when the racing bug bit. Both were enormously talented, but shared terrible fates: Ricardo died at his home Grand Prix in 1962, Pedro nine years later at the Norisring. They are revered as national heroes.

Over 4000 photographs have been sourced – many from the family archives – to illustrate what has to be the definitive Rodríguez biography. The detail does the author's research skills great credit, although he is close to the subject: his father organised the airport reception when Pedro's body was brought home.

Quantity does not always mean quality with so many photos, and perhaps some editing would have been wise. But you can't help being impressed by the sheer scale. Just be prepared to re-mortgage to cover the postage and packing costs. **DS**

Published by David Bull Publishing, ISBN 978 1 893618 89 3, £99.99



LOLA

THE FIRST 50 YEARS

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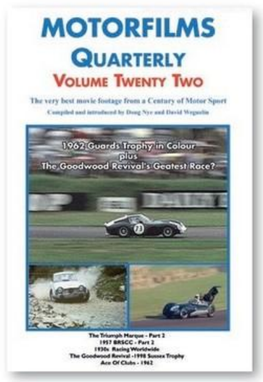
Lola wasn't shy when it came to celebrating its 50th anniversary, and why should it be? Watching this DVD reminds you just what a successful and sometimes turbulent time this most British of British companies has had in the last half century.

Bizarrely and quite brilliantly narrated by Stephen Fry, the story takes you from Lola's beginnings with the Mkl – which company founder Eric Broadley took to Brands Hatch for the 1958 Easter Monday meeting, soundly beating the likes of Graham Hill to pole and the opening race win – to Le Mans 2008, where the company had an unprecedented seven cars on the grid.

The story is bolstered by input from the likes of John Surtees, Jackie Stewart, Mark Blundell, AJ Foyt, Damon Hill, Mario Andretti, Ross Brawn and Sébastien Bourdais, to name but a few. Every aspect of Lola's history is visited, including its success in America in F5000, CART, and of course Graham Hill's famous Indy 500 win. What's more, the story touches on Lola's current work for the defence and aerospace industries.

The highlight for me was Eric Broadley very openly explaining what went so wrong back in the 1990s and why. There's also plenty of great archive footage, meaning this is a DVD not to be missed whether you're a fan of Lola or not. **EF**

www.motorsportdvd.com, £14.99



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The latest addition to the Motorfilms Quarterly library contains the usual great footage from the archives, but also some film from just over a decade ago.

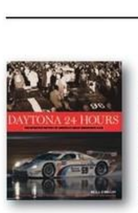
The second part in a celebration of the Triumph marque features colour footage of its exploits at Le Mans and on the rally stages, while Part Two of The Club 57 includes black and white film from the British Racing and Sports Car Club.

The highlight is some 1930s footage of breathtaking sideways action from Monaco, and some wonderful overhead shots taken from an aeroplane of the Ulster TT. Although this 80-year-old film isn't of the highest quality, it's a novel viewpoint on 1930s racing.

Anyone who remembers the 1998 Sussex Trophy will recall the excitement of a certain Robert Brooks Esq chasing down the field in his damaged Lotus. Watching it on screen for the first time makes it clear just why the Goodwood Revival has become such a success. To finish there's some interesting colour footage of the BRSCC's 1962 season from David Roscoe, and as a 'slowing down lap'. Mike Hawthorn's 1953 Ferrari 375 travelling back down the Goodwood hill.

As aways, a fascinatingly unpredictable compilation. **EF**

David Weguelin Productions 2009, www.motorfilms.com, £19.99



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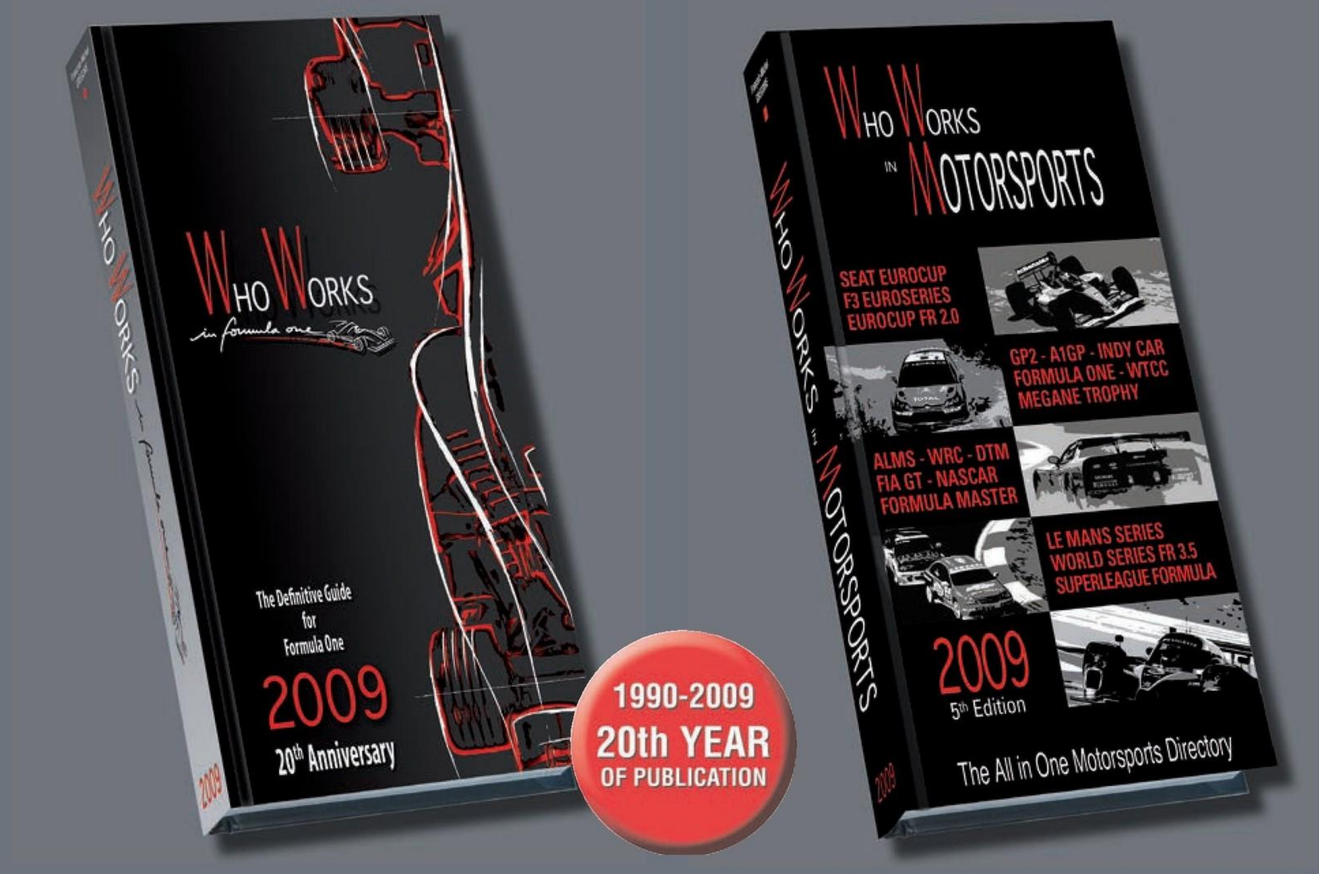


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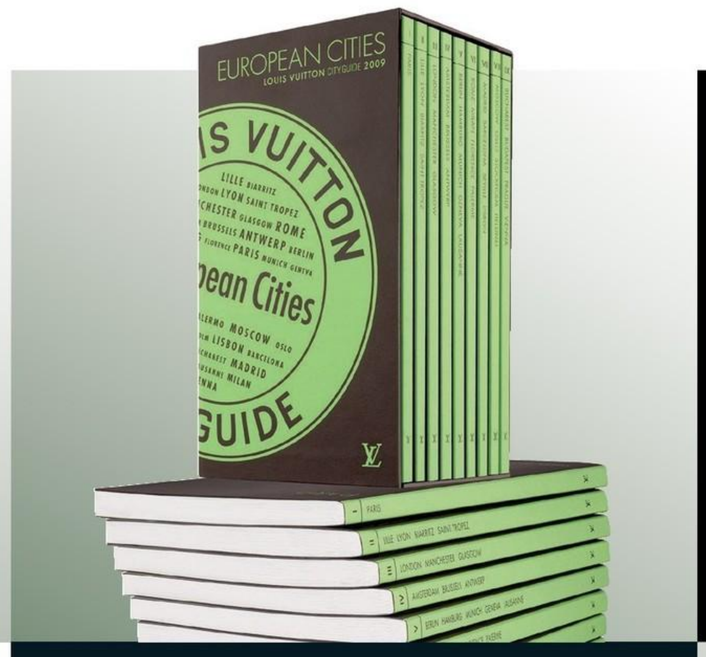
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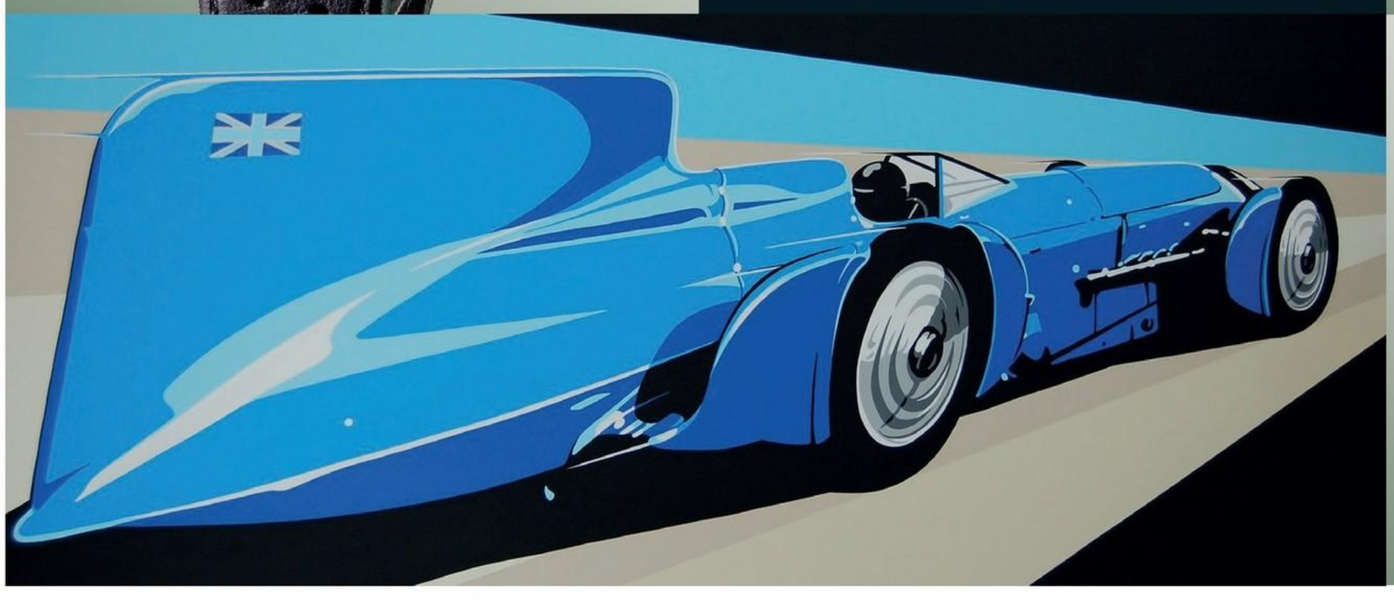
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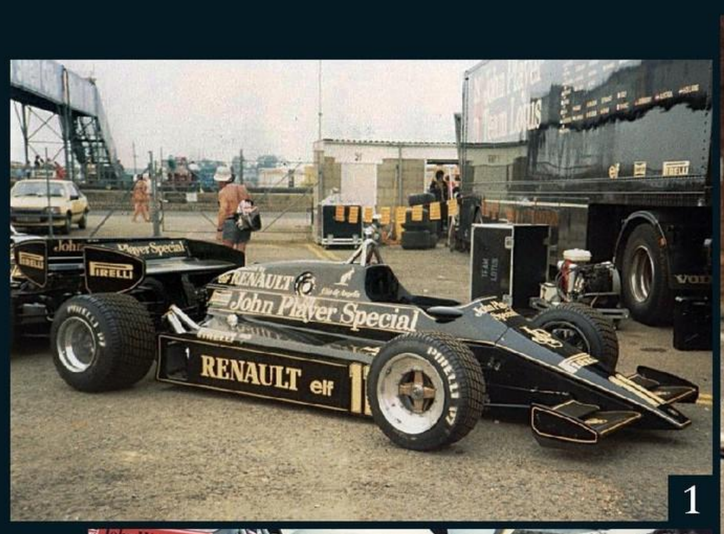


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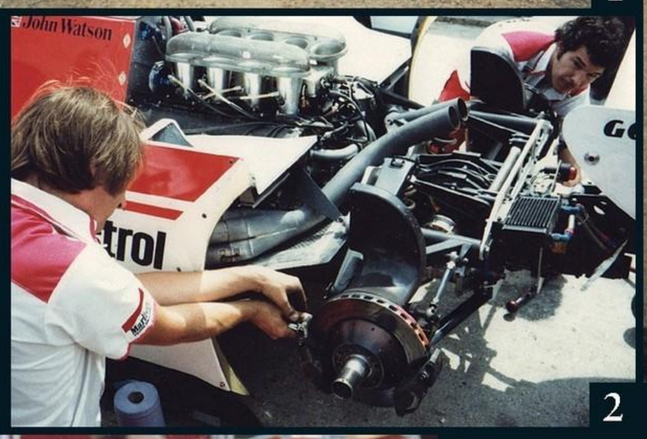
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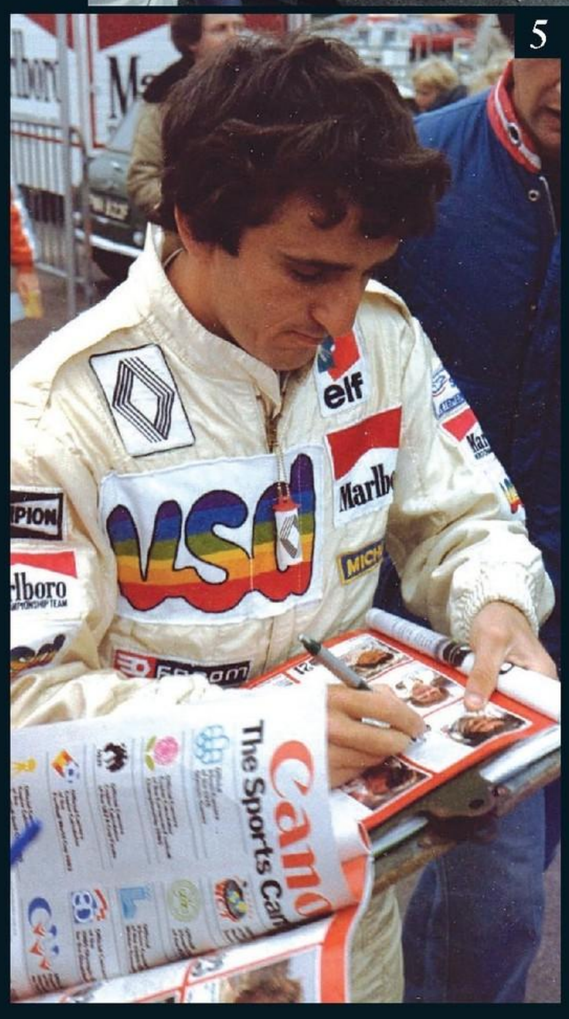
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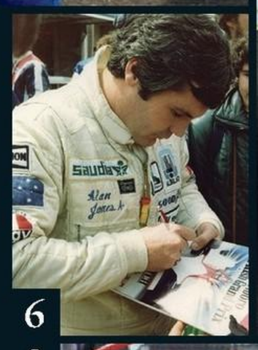
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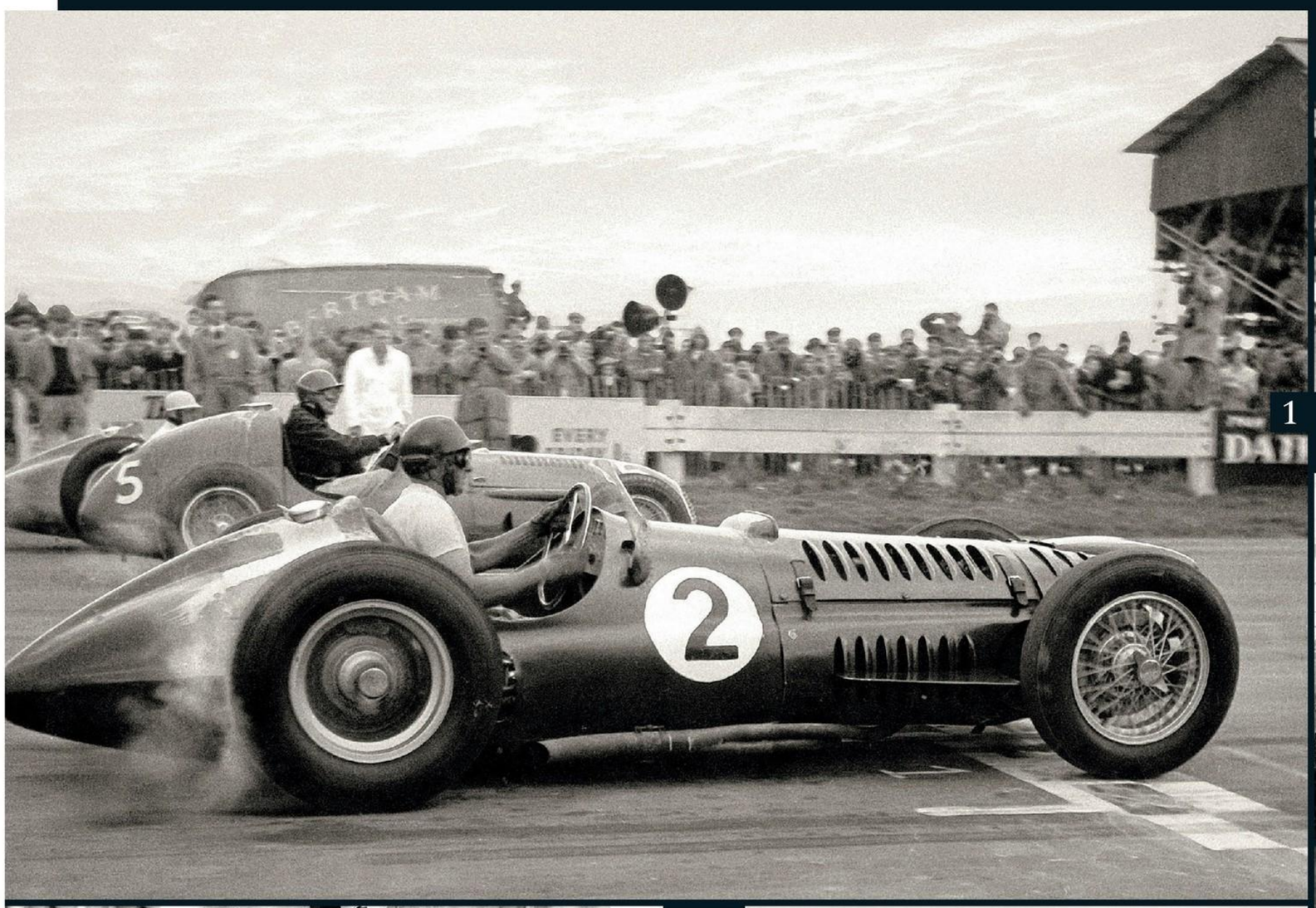
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TIM BRACEY

Tim delighted in the accessibility of F1 in the '80s, attending many a British GP: "It was fantastic to get drivers' autographs and you could see so much in the pits. One could even bump into drivers in the gents – I recall standing there with Niki Lauda at one point!" {1} Elio de Angelis's Lotus suffered distributor failure at Silverstone in '83. {2} John Watson's McLaren is worked on at Brands Hatch in '80. {3} Keke Rosberg pursued by fans at Silverstone '83. {4} James Hunt – everyone thought he'd won in '76... {5} Alain Prost & {6} Alan Jones keep the autograph hunters happy. {7} Brian Henton's Toleman after Silverstone practice crash in '81. {8} René Arnoux took pole for Ferrari at Silverstone '83 & {9} Rosberg's Williams attracts admirers.



9

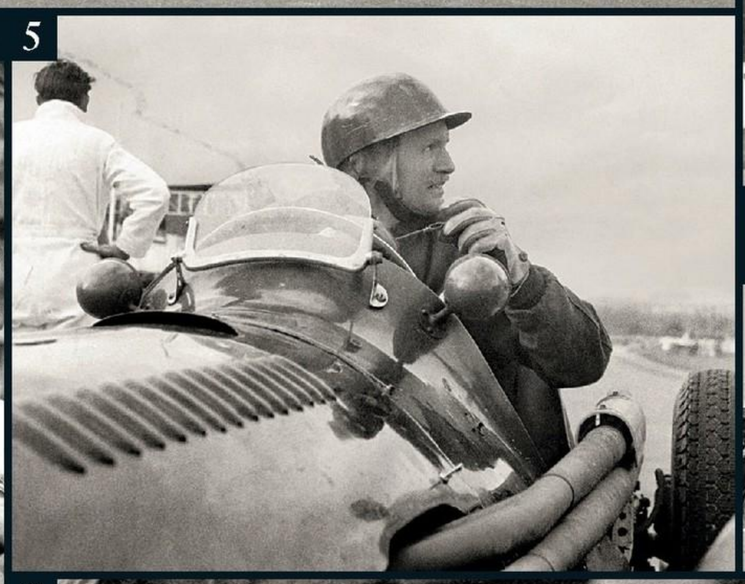
















JIM HOWARD

Jim's work for a London press agency earned him a track pass for Goodwood in 1953. First up was the Easter Meeting, where he recalls: "The V16 BRM was awe-inspiring, with tongues of flame coming out of the exhaust pipe." {1} & {4} Ken Wharton, in "ear-splitting" BRM, won the Richmond Formule Libre Race and set new race/lap records. {2} Duncan Hamilton & {6} Stirling Moss were in works Jaguar C-types for the August Nine Hours. {3} Major Tony Rolt's Connaught A-Type is inspected by owner Rob Walker (left). {5} Back at the Easter Meeting, it was a good day for Baron de Graffenried, who won the Lavant Cup and the Chichester Cup in a 250F Maserati. {7} Start of the Chichester Cup. {8} A young Stirling Moss was third in the Earl of March Trophy aboard his Cooper-Norton.

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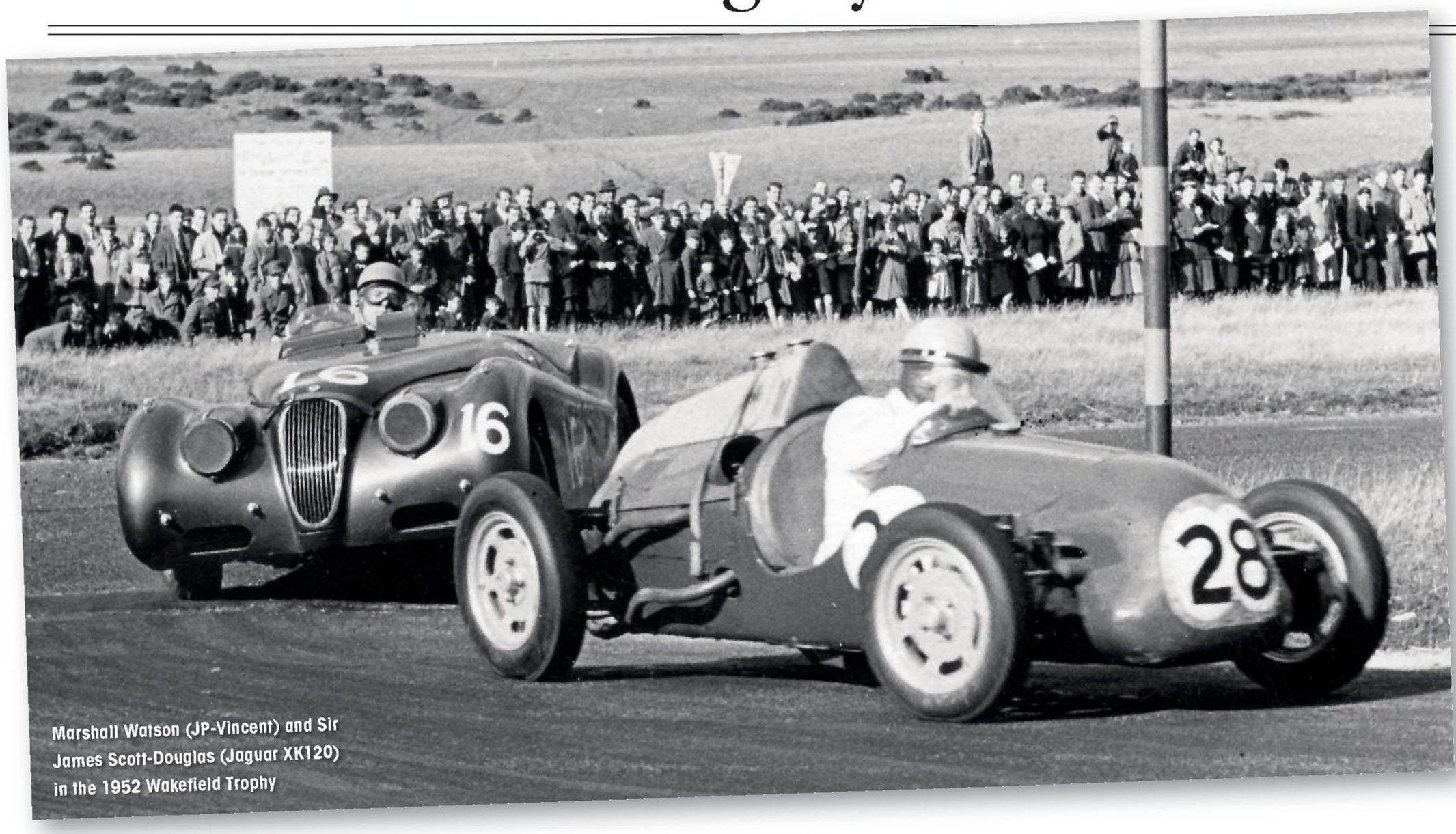
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Doug Nye



Marshall Watson (JP-Vincent) and Sir James Scott-Douglas (Jaguar XK120) in the 1952 Wakefield Trophy

TIME FOR FORMULE LIBRE?

In the lean years following WWII 'free formula racing' helped to keep motor sport alive. The time is ripe for a renaissance...

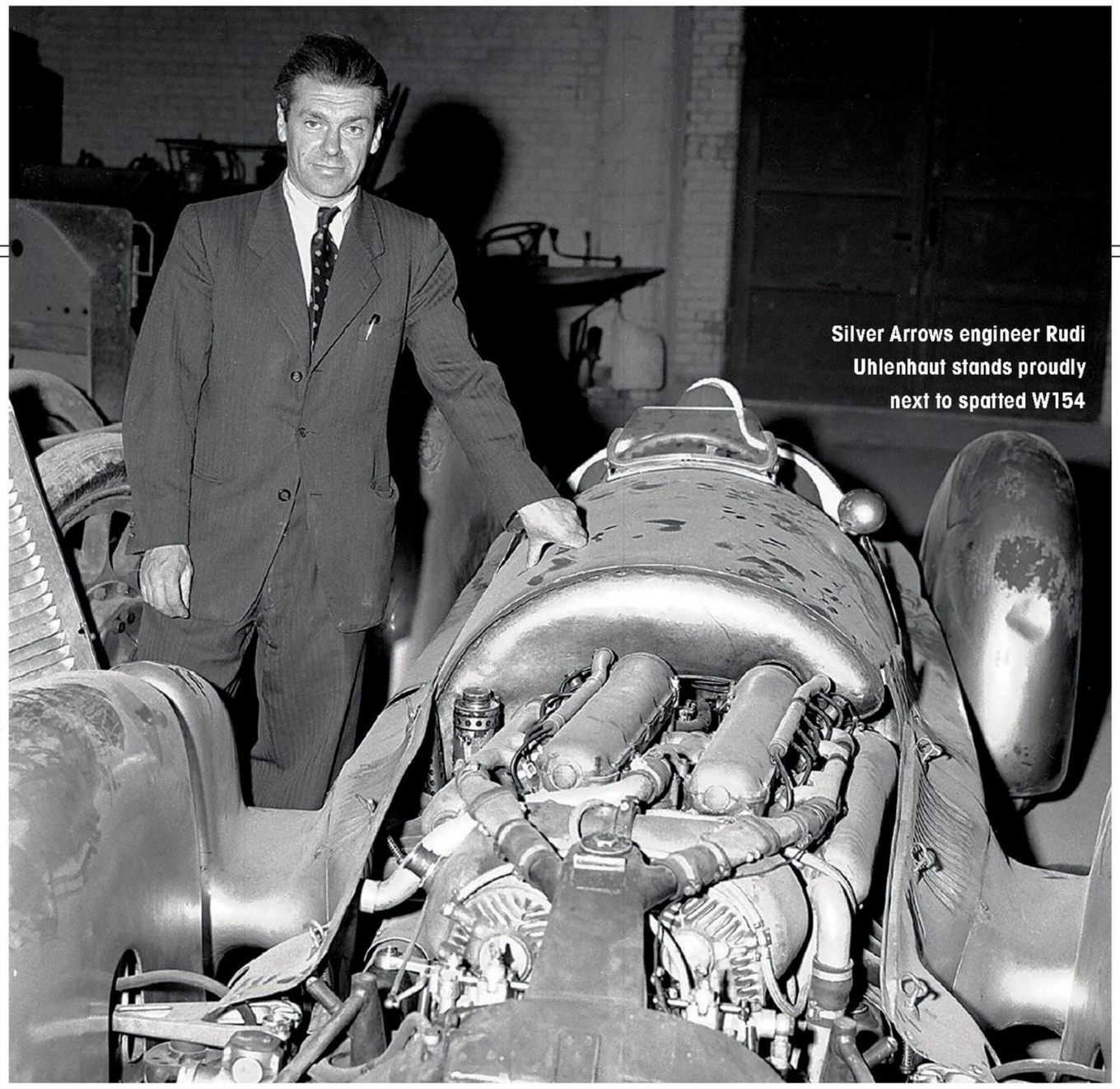
Free formula racing – Formule Libre – used to play an important role not only in British-based club racing but also in the international race calendar. The notion of running pretty much "what you brung" was in effect a necessity during the austerity years of racing's revival after World War II. The way the world economy is heading at the moment, Formule Libre's day may well dawn again.

At club level, single-seaters happily rubbed wheels with specials and production sports cars, while a kind of halfway house category might simply combine single-seaters of all shapes and sizes, conceivably involving such rocket ships as the 4½-litre 'ThinWall Special' Ferrari or the 1½-litre supercharged BRM V16s with 2-litre Connaughts and Cooper-Bristols, ERAs, variably arthritic pre-war Maseratis plus 1000 or 1100cc air-cooled Cooper-Vincents and Cooper-JAPs.

When we ran an all-comers handicap to close the early Goodwood Revival Meetings, I recall the remarkable sight of a 500cc Formula 3 one-lunger being gobbled up along the Lavant Straight by Joaquin Folch in nothing less than Classic Team Lotus's 49... Now that's what you call Formule Libre. And, by the way, 'Formule' it is – spelled the French way, absolutely not 'Formula', whatever modern revisionists (and the unaware) might assume.

Among the more obscure of International Libre events which once studded the annual calendar was the Wakefield Trophy, run on a road circuit closed for race weekend around the Curragh military base – and wartime internment camp – in County Kildare, Eire. Racing had been launched there in 1947, using a 1.7-mile loop of service roads. By 1951 the first Wakefield Trophy race for Formule Libre cars was held there. It was won by Anthony Powys-Lybbe in his ex-Scuderia Ferrari Alfa Romeo Tipo B Monoposto, which beat Philip Fotheringham-Parker's Maserati and Dudley Folland's Ferrari 166! In 1950 Duncan Hamilton took the Trophy in his pre-war Maserati and in 1951 at the Curragh, the HWM team scored a 1-2-3 with Stirling Moss leading home big Duncan in works single-seaters and privateer Oscar Moore third in his ex-works '1½-seater' version. The combined Wakefield and Frank O'Boyle Trophy races continued at the Curragh until 1954, winners including Ian Stewart, Powys-Lybbe (again) and finally Peter Whitehead in his sports-racing Cooper-Jaguar.

The Irish motor racing experience was always fun for visitors, not least the bars' inventiveness in stretching local licensing laws to snapping point. But one visitor told me that the fun began at Liverpool's Speke airport, boarding an Aer Lingus DC3 for Dublin. At that time there was quite a traffic in flying racing greyhounds to and fro between Eire and the English tracks. As passengers boarded the DC3 they were confronted by a wire-mesh crate strapped to the rear cabin bulkhead, and labelled 'Box for Mad Pilot'.



Silver Arrows engineer Rudi Uhlenhaut stands proudly next to spatted W154

Monkhouse-Spitzley Collection. Other images GP Library

Uncovering the family silver

In 1948 British photographer George Monkhouse revisited the Mercedes-Benz plant at Stuttgart-Unterturkheim. It was his first trip to the place he had literally revered during the 1930s as the seat of all that was finest in motor racing technology. He had never stopped telling people how good the Germans were at what they did, and of course in a Britain with its back to the wall from 1939-45, outspoken George had not made himself particularly popular.

On his 1948 trip he was reunited with his old ally from the pre-war 'Silver Arrows' team, engineer Rudi Uhlenhaut. And on a nostalgic tour of the factory's redundant parts store, Herr Uhlenhaut showed George some of Mercedes' surviving weaponry. One car which George photographed that day is particularly interesting. There's Rudi standing proudly beside it, and one can see it's a two-stage supercharged 3-litre V12 car, a W154. The huge scuttle tank is thick with dust. The car has a road-racing flat aero screen, but fascinatingly, its wheels are all enclosed within streamlined fairings. What's more, the front fairings are in two parts. There's plainly a tail cowling outrigged behind each front wheel, while the forward fairing section is free to steer with the wheels. Tall, fixed streamlined cowls then enclose each rear wheel.



The overall effect is rather like the body used on the 1939 3-litre Rekordwagen (inset), the open-cockpit W154-based car driven by Caracciola on the Dessau record stretch to set new International Class D standing-start speed records. That record car – chassis '11'– used an ice cooling system, tail-mounted to add weight above the driven wheels, while a tiny nose inlet fed the engine's induction. But its front-wheel fairings were fixed, having sufficient space inside to permit only limited steering lock.

The car Uhlenhaut showed George was chassis '12', which had been set up with faired wheels to compete in the 1940 GP season, pre-empted by the home team having marched on Warsaw instead... The earliest factory document relating to this car's modification is dated October 17, 1939. The Rennabteilung had long been interested in streamlining's road racing potential. When the 3-litre W154s were first designed for 1938-39, fully enclosing bodywork had been considered. Quarter-scale models were tested in the FKFS wind tunnel, and six of the 15 chassis planned for 1938 were at one stage going to be 'Stromlinienwagen'. But all road-racing W154s ultimately ran as conventional slipper-bodied open-wheelers.

Chassis '12' with its steerable fairings was stored at the Stuttgart factory at least until 1942, and in March '46 was rediscovered in Hamburg. Its wheel fairings were then removed during the car's preparation for the Argentine Temporada races of 1951, when it was driven by Hermann Lang, and in '78 it was the car we ran with Phil Hill on the Nürburgring Sudschleife for a *Road & Track* Salon story. If only we'd known. It would have been interesting to explore the servo effect of those spats steering with the front wheels! But I wouldn't guarantee that Phil would've felt so keen.

Cases of style over substance

If it looks right, it'll go right. How many times have we heard this truism over the years? Of course, it has not always been true. While such paragons of beauty as the Lotus 25, the Ferrari 312B, the Eagle-Weslake and the D-type Jaguar have all shone in their day, there have always been other beauties which flattered only to deceive.

I hesitate to single out any particular designers as having demonstrated a fine eye but having also lacked the subsequent racing success to fulfil at least aesthetic promise, but Len Bailey's record does spring to mind. His short-wheelbase Ford F3L or P68 was by common consent too nervous for its early Alan Mann team drivers, but in dazzling red and gold livery it certainly looked a million dollars. His initial Politoys F1 design for Frank Williams was a coke-bottle monocoque classic, but poor Len – and Frank? – ran out of luck with it as Henri Pescarolo destroyed the prototype first time out at Brands Hatch.

But one often forgotten follow-up to the Len Bailey Ford P68 Coupé was the similar Cosworth DFV-powered open cockpit P69 of 1969. I remember seeing it tested by Frank



P69, tested by Frank Gardner at Goodwood, had the looks but failed to score on track

Gardner during its shakedown at Goodwood. Its hand-crafted aluminium-alloy bodywork was a masterpiece in multiple-curvature. Just like the Franco Scaglione-styled Alfa Romeo T33 Stradale it was, frankly, an absolute perv's delight – you didn't need to wear the traditional greasy mac to feel quite unable to keep your hands off it.

But the P69 was to have a very brief and unsuccessful career. Rigged with add-on wings it was driven by Jack Brabham during practice for the BOAC 1000Kms race at Brands, but ran its engine bearings. Alan Mann had no funds left to persevere with the project, and it was eventually scrapped, unraced. Having played a role in subsequently saving its two surviving P68 sisters from a similar fate, I've always regretted that the P69 didn't get the same chance. I doubt Frank Gardner shares my regret... »»»

Doug Nye



F1's mid-flight entertainment

Aviation and motor sport have been inextricably linked since virtually the beginning. When Camille Jenatzy won the Gordon Bennett Trophy race for Mercedes in 1903, the Wright Brothers were fettling up their 'Flyer' in preparation for its historic controlled teeter over less than a Boeing 747's wingspan at Kitty Hawk that December. Over the following decades many racers became flyers, and vice versa. American World War I ace Eddie Rickenbacker was a pre-war racing driver who would own and run the Indianapolis Motor Speedway from 1927-45, before he sold it to Tony Hulman. In Europe Henry Segrave was a WWI flyer turned post-war racer. After World War II the leading Italian fighter ace Franco Bordoni-Bisleri was a national champion driver by 1953. There are many, many more aviation/motor sporting links, including – of course – the technological ones.

During the 1950s John Webb – of subsequent British motor circuit management fame, including Brands Hatch, Mallory and Oulton Parks and Snetterton – ran his air charter business, Webbair, most notably for 'the racers'. They responded ungratefully by dubbing his flights 'Webbscare'. One to the Syracuse GP passed into legend for being pretty hairy – Innes Ireland organising the passengers into a scrum which gathered at the tail end of the cabin, then on his order ran up to the front, paused long enough for the pilot to re-trim the aeroplane, and then ran back again. Innes ended up behind the controls on that occasion. On another flight – possibly not Webbair – with engines spitting and faltering, the normally high-spirited racers on board subsided into a deathly hush. The tension was broken by one probably gin-anaesthetised player at the back of the cabin declaring "Would anyone care to join me... in a quick PRAYER?".

Gordon Murray recently reminded me of a particularly rowdy Formula 1 constructors' charter flight to South Africa. After the classic running-up-and-down ploy had been unleashed once more it apparently degenerated into a massive pillow fight between the opposing teams on board. This triggered an unexpected aftermath since the airline concerned had to ground its aircraft for almost a month while its pressurisation and air-conditioning system was completely stripped – to remove the feathers... The punitive bill no doubt became a legitimate Formula 1 expense. Gordon also recalls the Brabham team using up the tolerance of every available car hire company in Johannesburg. Yes, I'm told Bernie Ecclestone's team (pictured mid-flight) was finally blacklisted as being "too risky". That would have cheesed off Colin Chapman, who took real pleasure in his Team Lotus lads being regarded as the most daring kids on the block. I have no idea what the pecking order might be among present-day F1 teams. But I hope a league table exists?

Overhyped? Yet Villeneuve remained a breath of fresh air

This is bound to upset some of the faithful, but I'm afraid I never quite 'got' the Gilles Villeneuve 'thing'. You know, the adulation which dripped from every line of so many race reports during his tragically too-brief topline career. As a driver he was certainly incredibly quick, and capable, but there was such an evident over-commitment almost every inch of the way that he struck me more as being yet another very quick nut.

We'd seen them before. They seldom survived long. I rather diffidently said as much to one World Champion, and to my surprise he agreed absolutely. Then another concurred, and another... They all thought he was great value, as did I, but we all feared for him – rightly as it transpired. And seldom have I been so unhappy to be – arguably – proved right.

A regular race reporter friend admitted once that perhaps he had overhyped the Villeneuve thing, but argued justifiably that to do so had been entirely understandable. Against a background in which topline Formula 1 stars were becoming increasingly colourless, muesli-eating fundamentalists, the Villeneuve devil-may-care, kick the tyres, light the fires, the last one off's a sissy approach "came as a breath of fresh air!".



Villeneuve in Ferrari 312T5 at Long Beach in 1980. At least he's not in a traffic tailback...

Upon reflection, I could see his point. Years later, the Senna 'thing' for me seemed like another re-run, but less nut this time, more hi-tech rocket ship. I ended up in a probable minority of one, believing he should have been disqualified and banned several times simply for bringing the sport into disrepute. That's one I've never re-thought. But it's still fascinating to talk with his former team-mates and the men who worked with him most closely during his career. Characteristically, however, they don't seem to recall too many laughs.

With Villeneuve, in contrast, I always enjoyed Harvey Postlethwaite's recollections of Gilles' driving on the public road whenever Ferrari's British engineer had been rash enough to ride with him. "He seemed to take it as a matter of honour never to join the end of a traffic tailback, but instead to find some way by, up the motorway embankment, down the hard shoulder, or even along the pavement. Like accepting Mr Ferrari's invitations to come and watch racing on the telly, which I soon realised would end with him drinking me under the table, I eventually learned to say 'Thanks, but no thanks!'. It seemed wise..."



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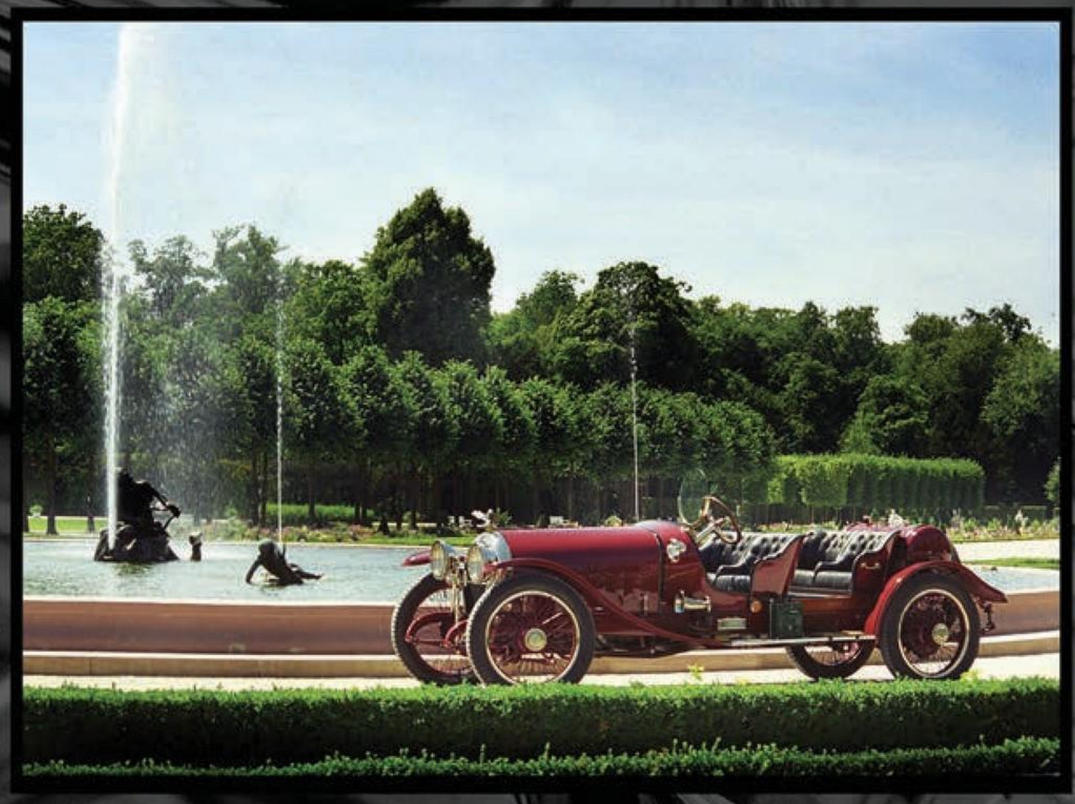
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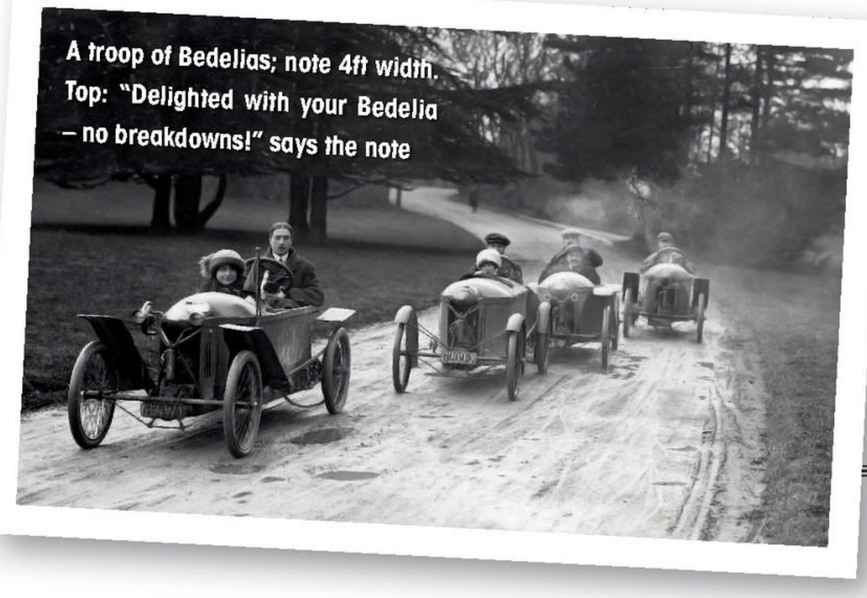
Bryan Goodman

THE CAR WITH THE BACK-SEAT DRIVER

The creators of the miniscule Bedelia wanted to reduce the machine's parking footprint – so they put the seats in line

The Bedelia cyclecar, made in Paris from 1910, had an unusual layout with the driver at the extreme back of the two-seater body in a hammock-type seat. One of the occupants would steer, and the other, if there was one, would change gear! Presumably if the passenger was taller than you it was just too bad. The reason for the tandem seating was to make a Bedelia possible to keep in a confined space, a strip of garden perhaps, or a narrow place beside a house or in a crowded workshop where a motorcycle and sidecar once stood.

The first of these curious voiturettes was made in the Rue Felicien-David in Paris. It had an air-cooled vee-twin engine in the front of the ash frame, driving to a countershaft by chain and then by two long external belts to the rear wheels. The front axle turned on a simple central pivot (no king pins), operated by a wire wrapped round the steering column, while a cable running in greased leather served to tighten or slacken one or other of the driving belts to give high or low ratio. So a Bedelia was devoid of a normal clutch, differential and gearbox. The clutch was lever-operated, and for braking a pedal lifted the exhaust valves while the two back-wheel belt-rim shoes were applied.



Bryan Goodman

It weighed 2 to 3cwt and the width was only 3ft 6ins. It had a wheelbase of 8ft 6ins and a track of only 3ft, and ran on 26in tyres. You could have your Bedelia in grey, blue, green or red. I have somewhere a little model about 6ins long made by a friend using bootlaces for the external belts.

For general competition work the two-seater form was unchanged but for racing the driver sat normally. Bedelias won many first places at Le Mans in 1911 and 1912 as well as important wins in cycle classes and a great many other important venues, such as first and second at Val-Suzon in 1911, first at Gometz-le-Chatel, first in the Tour de France in 1912, first at the Circuit de Paris, first at Val-Suzon in 1912, first at Boulogne and first and second in the GP de France in 1912.

The Sabelia Motor Car Company of Budge Road in London EC took up a sole UK agency. A single-cylinder Quentin engine version for which 25mph and 90mpg were claimed cost 59 guineas, or with a larger engine 69gns, with a top pace of 30mph and giving 80mpg. With a 5½hp 80x100mm engine and magneto ignition 40mph and 70mpg were offered, at 87gns, and for two more guineas there was the twin-cylinder or two-seater Duo model with JAP engine, Bosch magneto and enlarged flywheels, providing a claimed 45mph with 60mpg.

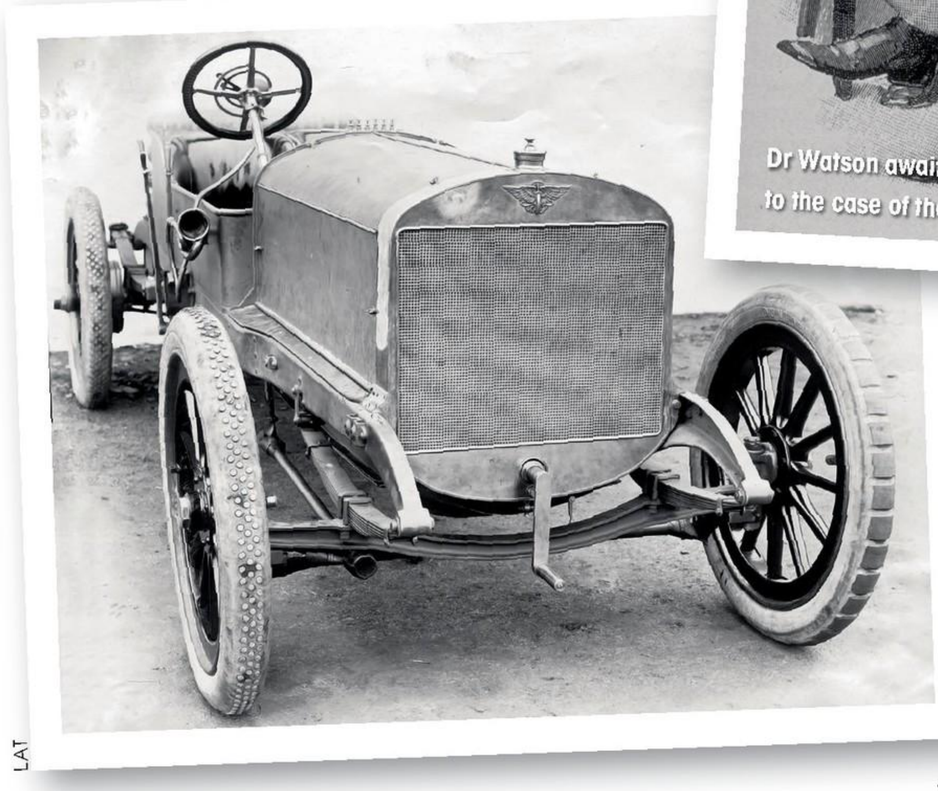
There was even a commercial version, while the two-seater racing Bedelia with an 80x100mm power unit cost 100gns. A bulkhead shield to convert a Duo into a racer with a streamlined tail was priced at 50 shillings. The tax on all these Bedelias was two guineas per annum.

One of these fascinating pieces of motoring history has survived here, appearing in recent 'Sloth' Rallies, but its owner had a 30/98 Vauxhall which must have seemed satisfactorily quick after the Bedelia.

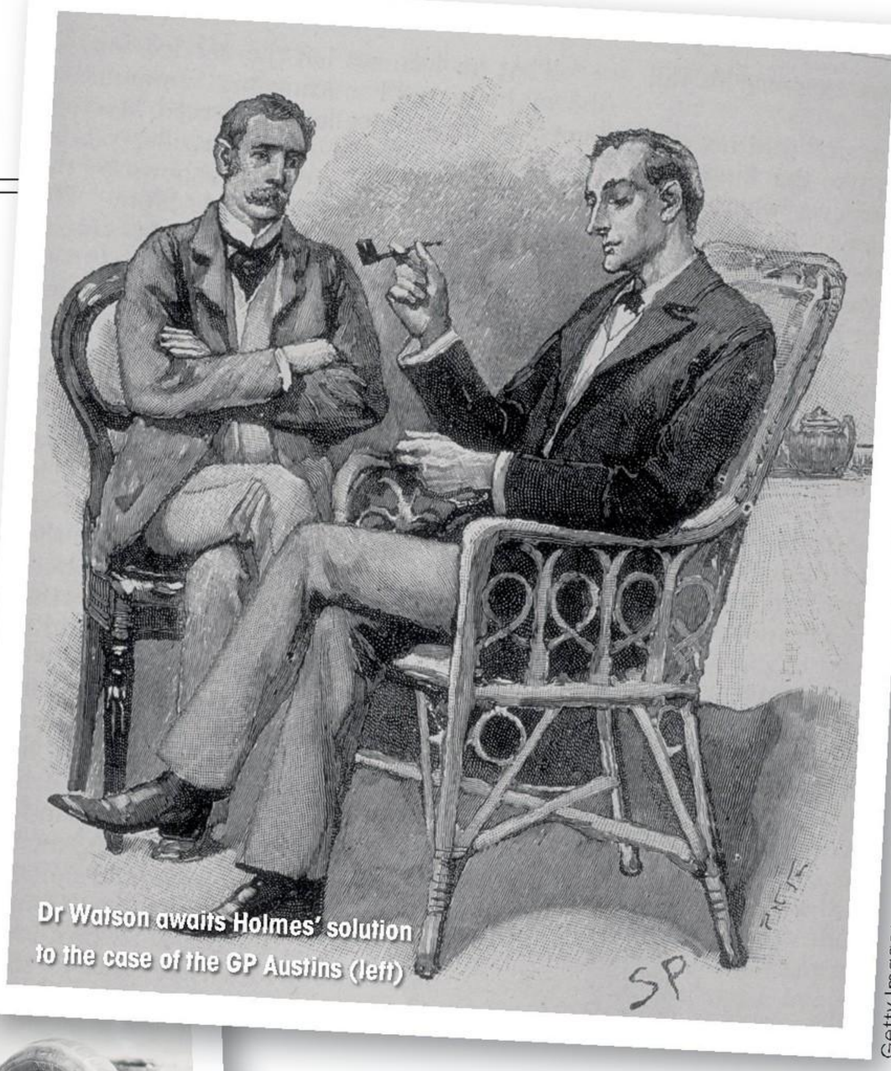
The greatest consulting detective and the Grand Prix Austins

Sherlock Holmes remains the greatest fictional detective of them all, quoted frequently, even in a *Times* leader, in spite of the fascinating efforts of that Belgian crime-investigator and those others who flit across the TV screens.

When Holmes's creator Sir Arthur Conan Doyle died, his sons did not want Holmes stories to continue. But this lasted for a short time only and now pastiches appear in books and other media. I am against this, yet I unwittingly wrote the first one for *Motor Sport* in 1950, asking the great detective to help with the identity of Austin's GP cars after their only race. This involved Holmes turning up at Kings Cross Station in a shabby raincoat and carrying trade-plates, so that Dr Watson did not at first recognise him. He was going to investigate where one of the cars was, while Watson visited the Tax Office to check ownerships.



LAT



Dr Watson awaits Holmes' solution to the case of the GP Austins (left)

Getty Images

Austin had built two chain-drive and two shaft-drive cars for the 477-mile 1908 French GP, the drivers being the Italian ace Dario Resta, Wright, Moore-Brabazon and Hands. With six-cylinder 9635cc engines they were not impressive among the 48 entries, the bulk of these having power-units of between 12 and 13 litres, and including Benz, Mercedes (the winner), Fiat and Itala etc.

In practice Resta hit a cart and then had another accident for which he was imprisoned, Austin bailing him out just in time for scrutineering. His shaft-drive car could not be repaired in time to race so he drove a chain-drive one. Hands was a non-starter through no fault of his own. In the punishing 477-mile race Warwick Wright's engine lasted for only four of the 10 laps, but Moore-Brabazon was 19th in spite of his Austin misfiring and Resta 20th after two stops for medical attention to his eyes. The winner from 48 starters was Lautenschlager for Mercedes, at 69.05mph after nearly seven hours driving. The Brooklands spectators were able to see three of the GP Austins at the May 1909 meeting when a tyre-changing contest was staged, which Resta won, as they were probably not thought fit for a fast race.

After this the Austins were sold; the problem for motoring historians was to whom and which car was which. For instance, Mr Evans in Worcester had one until his death in 1929 and Sir Francis Hickman Bacon, Bt, had another. Austins kept another, which was driven by Lord Brabazon to the unveiling of Vickers-Armstrong's Memorial to Brooklands from 1907 to 1939. His speech was expected to praise, but he described the memorial as a tombstone, Brooklands having been ruined by the aviation industry! (I obtained a copy of this brave announcement for *Motor Sport*.)

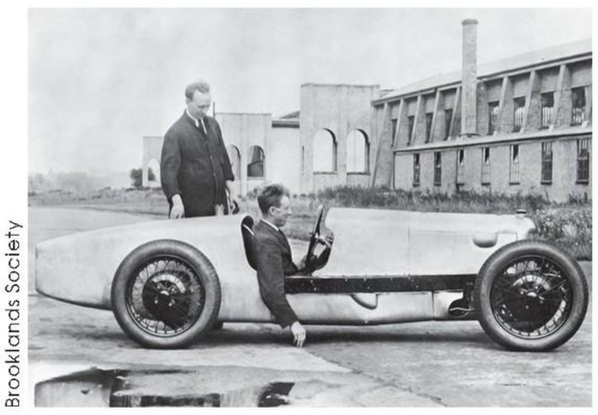
When Watson got back to 221b Baker Street Holmes told him that although not very interested, as he had never owned a car (although Watson had a Model-T Ford), he had solved the problem. Watson, meanwhile, had had no help from the Tax Office…

Auspicious debut for the 'Speed Model' Riley Nine

Years ago I was given an impressive ride in a schoolmaster's 1½-litre side-valve sports two-seater Riley Redwing, made in Coventry up to 1920.

But in 1927 the remarkable 1074cc Riley Nine with push-rod-operated inclined overhead valves and four-speed gearbox was announced and was immediately popular, so much so that the famous John Godfrey Parry Thomas and the celebrated engineer Reid A Railton set about producing the 'Speed Model' or 'Brooklands' version, so low that the driver could touch the road with his or her right hand. The engine developed 50bhp at 5000rpm. Thomson and Taylor made these desirable cars until the Riley company took over.

To publicise the new version Parry Thomas was to have raced one at Brooklands in 1927 but his fatal accident at Pendine Sands put this responsibility on Railton. Entered by Victor Riley he came first, with a best lap at 98.62mph, winning "by a mile". Railton's standing-lap was only just over 1mph slower (83.42mph) than that of the scratch-start 1½-litre Bugatti. Railton had started before two Austin 7s and a Morris-Cowley and was set, with a handicap of 48sec, to overtake nine other cars, all with larger engines. The autumnal spectators must have been impressed!



Brooklands Society

Reid Railton illustrates just how low the driver sits in the Brooklands model Riley Nine

Reid Railton's race was the start of Riley's very effective racing history, with ordinary enthusiasts able to buy a 'Brooklands' Nine for £395 when a Monaco saloon sold for £285. This was the last time Reid Railton drove at Brooklands, though he remained a regular character there while engaged in designing the successful LSR cars.

Three wheels on The Track

A letter from the grandson of E H Ware reminds me of Ware's Brooklands racing with Morgan three-wheelers, and the accident he had in the 1924 JCC 200-mile race. During a pitstop Parry Thomas remarked that when he overtook the Morgan he could smell burning rubber. Whether this was reported to Ware's pit I do not know, but if it was a difficult situation might arise if Ware stopped and found nothing wrong with the car – one competitor stopped by another competitor.

Anyway, it was too late. The Morgan came fast off the Byfleet banking and crashed into the Vickers shed bordering the Track. Ware and his mechanic Allchin were both very badly injured. Apparently the low-speed chain had become entangled in the rear wheel. Soon afterwards Francis Beart came in and chopped wood away close to his back wheel – maybe the seat had dropped dangerously. The race was not stopped, nor an ambulance brought onto the Track, so presumably stretchers were used to take them to the nearby Fork entrance where the ambulance would be waiting (could it have been a Model-T Ford?).

A ban was imposed on Morgans but when the New Cyclecar Club was formed in 1928 they were reinstated. A car did overturn in a 1928 race, but it was an Austin 7, not one of the Morgans.



NMM

E H Ware and mechanic Allchin in Morgan before the 1924 200-mile race

Apparently in 1924 Ware was using his 1914 Renault truck to convey his racing Morgan between the JAP engine works at Tottenham and the Brooklands circuit.

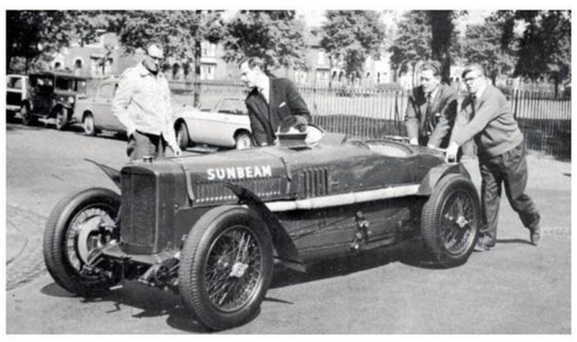
In later years these Morgans constituted an enthralling sight in the Light Car Club's 90-lap Relay races, in which the fastest car was to start first, but if it retired before its 30 laps the second-fastest had to do the missing laps plus its own 30. The same applied to the team's third car.

I always hoped to see a Morgan team win from the many one-make and mixed-make teams in these races, especially in 1937 when Sir Herbert Austin entered a team of works cars, drivers Bert Hadley, Goodacre and Kaye Petre. I was told that the drivers used elastic bands on the steering wheel throttle levers to keep them fully open, so they could have both hands on the steering wheel. They won, at 105.63mph. Alas for me, a Morgan victory was not to be.

When WB did a racing lap of Wolverhampton

Some recent correspondence has reminded me of how we ran the famous 1924 Grand Prix Sunbeam on the public road. The STD Register had been having its annual rally at Wolverhampton, where these cars had been made, and in 1965 I thought it time that a racing car took part.

Rootes then owned the Sunbeam 'The Cub' which had been well known at Brooklands and elsewhere. John Rowe, Rootes' PR man, agreed and brought the car on a trailer. We had a police escort through the town to the park where the rally Sunbeams, Talbots and perhaps a Darracq, all vintage, assembled. While the police were waiting for the rally cavalcade to form up they said to Rowe, "Aren't you going to drive the racing car? We want to hear the noise." So a surprised John took The Cub off the trailer, got it running and set off, the police car following.



Bill Boddy, right, helps John Rowe of Rootes, centre, manoeuvre 'The Cub' before its road trip

It nearly didn't happen, because the police remembered about insurance. "I have a pair of Rootes trade plates in the tow car," Rowe told them. "Fine," they said. We had a good run to the park and made a lap of it, the police car following. This resulted in a rather humorous happening. Employees who had worked on Sunbeams, many of whom lived in side roads leading down to the park and were on their way to enjoy the rally, saw a police car following a stripped racing car and hurried their pace in order to see the anticipated arrest…

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100 EJ	£POA
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GH 1801	£3,250
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GR 1	£POA
85 GS	£6,950
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H

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JET 147	£4,200
JEZ 3	£4,750
JGK 354	£1,850
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R

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2009 Results

FIA WORLD RALLY CHAMPIONSHIP

IRELAND
JANUARY 30-FEBRUARY 1

1	Sébastien Loeb	Citroën
2	Dani Sordo	Citroën
3	Mikko Hirvonen	Ford
4	Henning Solberg	Ford
5	Chris Atkinson	Citroën
6	Sébastien Ogier	Citroën
7	Matthew Wilson	Ford
8	Khalid Al Qassimi	Ford

NORWAY
FEBRUARY 13-15

1	Sébastien Loeb	Citroën
2	Mikko Hirvonen	Ford
3	Jari-Matti Latvala	Ford
4	Henning Solberg	Ford
5	Dani Sordo	Citroën
6	Petter Solberg	Citroën
7	Matthew Wilson	Ford
8	Urmo Aava	Ford

CYPRUS
MARCH 13-15

1	Sébastien Loeb	Citroën
2	Mikko Hirvonen	Ford
3	Petter Solberg	Citroën
4	Dani Sordo	Citroën
5	Matthew Wilson	Ford
6	Conrad Rautenbach	Citroën
7	Federico Villagra	Ford
8	Khalid Al Qassimi	Ford

PORTUGAL
APRIL 2-5

1
2
3
4
5
6
7
8

ARGENTINA
APRIL 24-26

1
2
3
4
5
6
7
8

ITALY
MAY 22-24

1
2
3
4
5
6
7
8

GREECE
JUNE 12-14

1
2
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7
8

POLAND
JUNE 26-28

1
2
3
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5
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7
8

FINLAND
JULY 31-AUGUST 2

1
2
3
4
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6
7
8

AUSTRALIA
SEPTEMBER 4-6

1
2
3
4
5
6
7
8

SPAIN
OCTOBER 2-4

1
2
3
4
5
6
7
8

GREAT BRITAIN
OCTOBER 23-25

1
2
3
4
5
6
7
8

WRC DRIVER STANDINGS

1	Sébastien Loeb	30
2	Mikko Hirvonen	22
3	Dani Sordo	17
4	Henning Solberg	10
5	Petter Solberg	9
6	Matthew Wilson	8
7	Jari-Matti Latvala	6
8	Chris Atkinson	4

MANUFACTURER STANDINGS

1	Citroën Total WRT	48
2	BP-Ford WRT	32
3	Stobart Ford Rally	22
4	Citroën Junior Team	11

PWRC DRIVER STANDINGS

1	Patrik Sandell	20
2	Armindo Araújo	13
3	Eyvind Brynildsen	8

JWRC DRIVER STANDINGS

1	Martin Prokop	18
2	Aaron Burkart	16
3	Michal Kosciuszko	8

FIA WORLD TOURING CAR CHAMPIONSHIP

BRAZIL
CURITIBA – MARCH 8

Race 1

1	Yvan Muller	SEAT
2	Jordi Gené	SEAT
3	Rickard Rydell	SEAT
4	Gabriele Tarquini	SEAT
5	Nicola Larini	Chevrolet
6	Augusto Farfus	BMW

Race 2

1	Gabriele Tarquini	SEAT
2	Rickard Rydell	SEAT
3	Jordi Gené	SEAT
4	Yvan Muller	SEAT
5	Jörg Müller	BMW
6	Augusto Farfus	BMW

MEXICO
PUEBLA – MARCH 22

Race 1

1	Rickard Rydell	SEAT
2	Augusto Farfus	BMW
3	Andy Priaulx	BMW
4	Yvan Muller	SEAT
5	Jörg Müller	BMW
6	Gabriele Tarquini	SEAT

Race 2

1	Yvan Muller	SEAT
2	Andy Priaulx	BMW
3	Rickard Rydell	SEAT
4	Augusto Farfus	BMW
5	Sergio Hernández	BMW
6	Alex Zanardi	BMW

MOROCCO
MARRAKECH – MAY 3

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

FRANCE
PAU – MAY 17

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

SPAIN
VALENCIA – MAY 31

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

CZ REPUBLIC
BRNO – JUNE 21

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

PORTUGAL
PORTO – JULY 5

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

GREAT BRITAIN
BRANDS HATCH – JULY 19

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

GERMANY
OSCHERSLEBEN – SEP 6

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

ITALY
IMOLA – SEPTEMBER 20

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

JAPAN
OKAYAMA – NOV 1

Race 1
1
2
3
4
5
6

Race 2
1
2
3
4
5
6

MACAU
MACAU – NOV 22

Race 1
1
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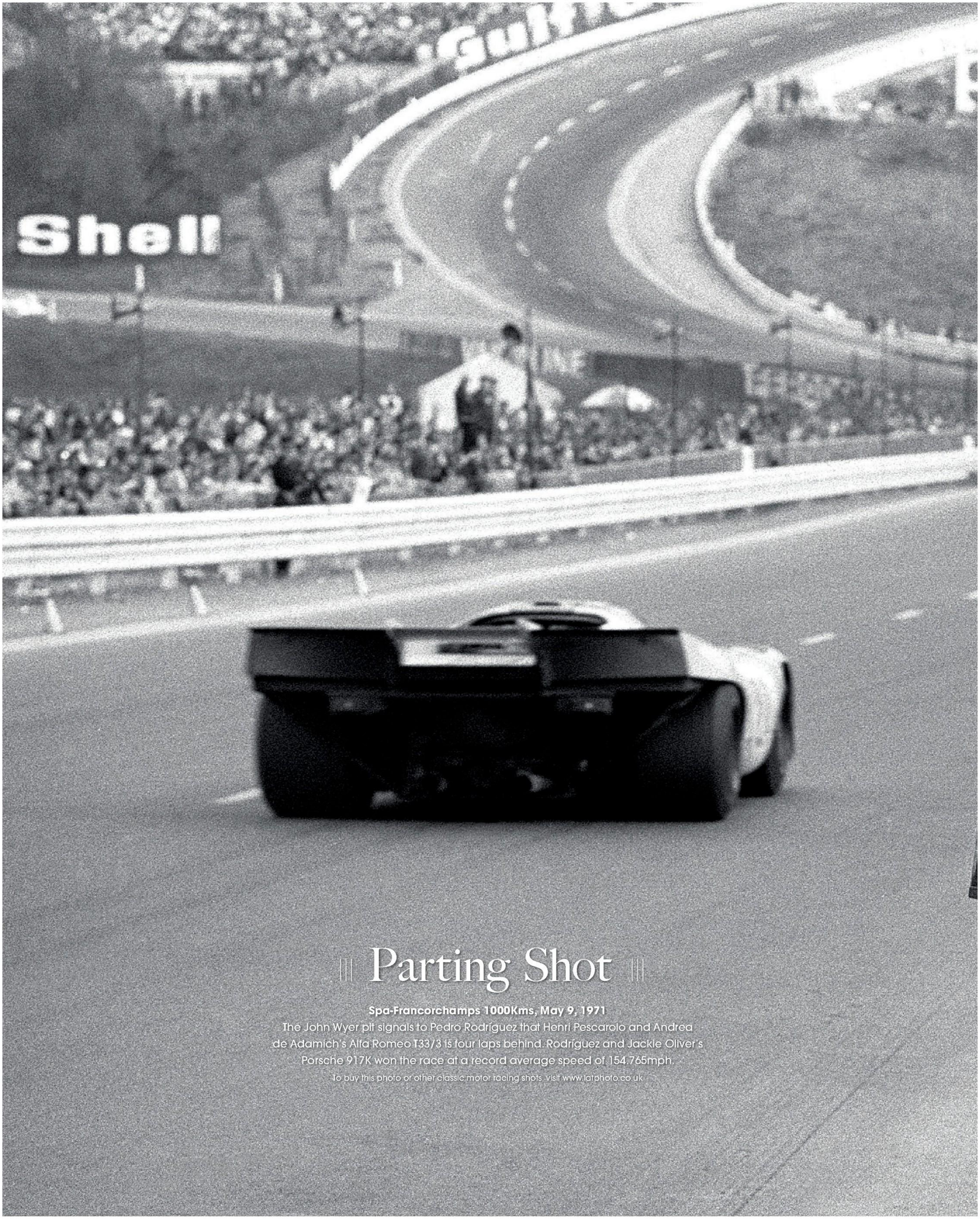
Race 2
1
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5
6

DRIVER STANDINGS

1	Yvan Muller	30
2	Rickard Rydell	30
3	Augusto Farfus	20
4	Gabriele Targuini	19
5	Jordi Gené	18
6	Andy Priaulx	16
7	Jörg Müller	8
8	Sergie Hernández	7
9	Alex Zanardi	3
10	Félix Porteiro	3

MANUFACTURER STANDINGS

1	SEAT	67
2	BMW	49
3	Chevrolet	20
4	Lada	18

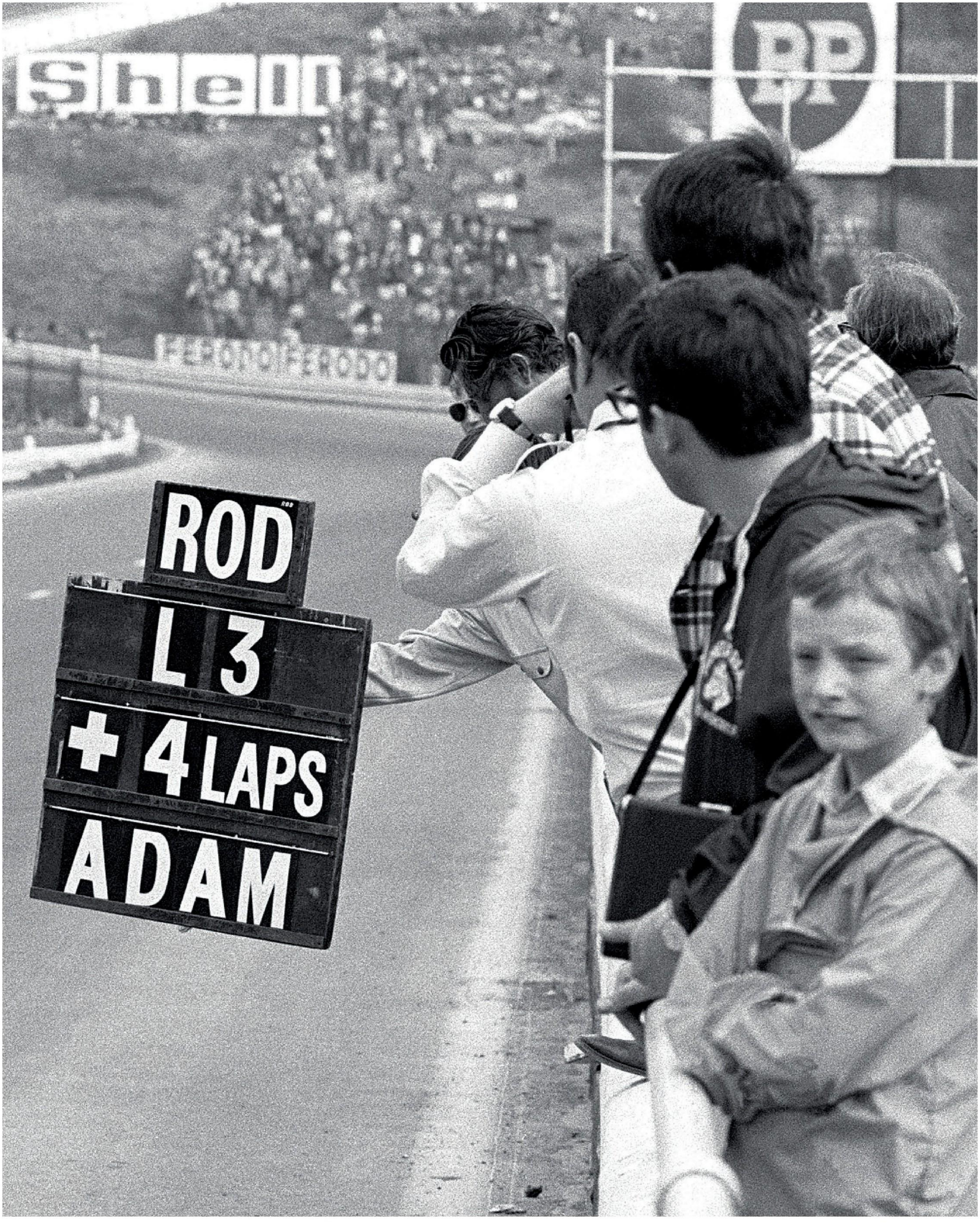


Parting Shot

Spa-Francorchamps 1000Kms, May 9, 1971

The John Wyer pit signals to Pedro Rodríguez that Henri Pescarolo and Andrea de Adamich's Alfa Romeo T33/3 is four laps behind. Rodríguez and Jackie Oliver's Porsche 917K won the race at a record average speed of 154.765mph.

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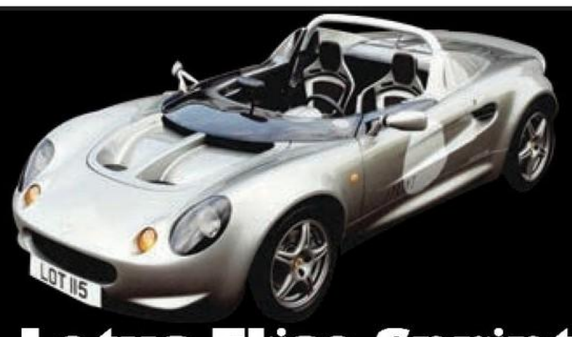
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By order of a retained client re Embassy Racing

TWO EMBASSY 2008 WFO1 LMP2 RACE CARS, RADICAL SR9, PILBEAM MP93 AND CORVETTE C5 RACE CARS, RACE CAR TRANSPORTERS, PIT LANE AND WORKSHOP EQUIPMENT (SUBJECT TO AVAILABILITY)

Cars & Equipment
Two Peter Elleray designed Embassy WF01 LMP2 race cars (2008) with Ricardo transmission (no engines) as raced in 2008 Le Mans series with 4th place at Nurburgring and 6th at Silverstone, also competed at Le Mans, with large quantity of spares and full set of moulds. Radical SR9 LMP2 race car chassis no 005, (no engine). Pilbeam MP93 LMP2 race car chassis no 002, (no engine). Chevrolet Corvette C5 GT race car. Three Ricardo 6 speed sequential gearboxes, and large quantity of BBS 18" alloy wheels
Transporters
Bence two car/workshop 2 axle 14m race trailer (2008), Bence two car/office 2 axle 14m race trailer (2003), Two Renault Magnum 480 4x2 tractor units (2003/2005), Mercedes 1320 LHD box van with tail lift (1996).
Pit Lane Equipment
Two **Brick Kiln Eng FIA Pit lane refuelling rigs**, Two **Milos "Quick Truss" pit gantry** units with power hoods, Two **Pit Perches** with electronic pit board and 3 monitors, **Telemetry station with 8 monitors**, servers, and flight case, **RML X-Pro infra red tyre heating unit**, Four twin and two single **air bottles**, trollies and regulators, **8 Paoli DP2000S pit stop guns** LH & RH, tyre racks, two quad bikes, Peugeot Speedfight sports scooter.
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Intercomp Quick weigh SW650-R1 scales, two sectional iron set up floor plates, Hydraulic garage presses, portable power tools, **Teng** mobile multi drawer tool cabinets, and hand tools.

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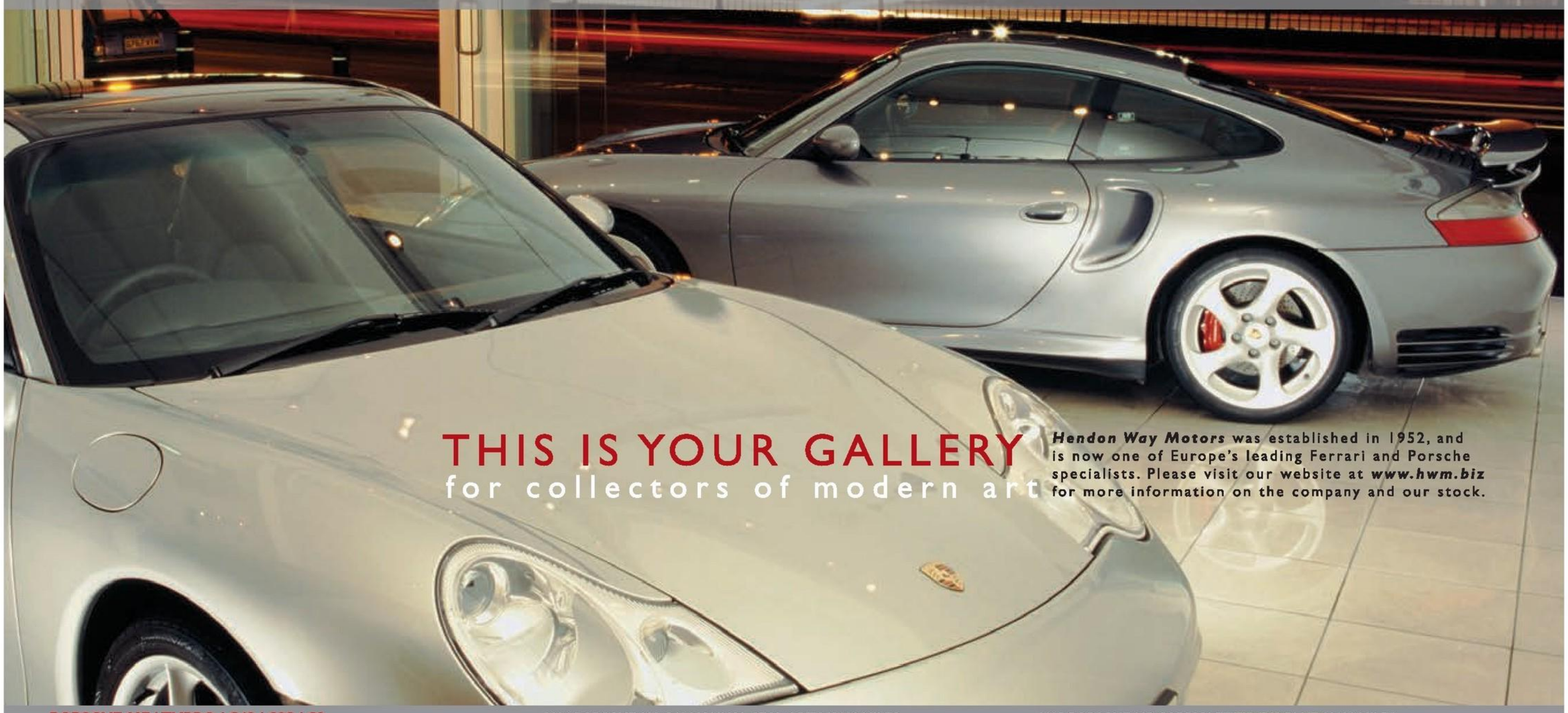
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PORSCHE 997 / TURBO / C4S / C2S / C2

2008 PORSCHE 997 TURBO TIP GRAND PRIX WHITE 7000 MILES
Black Leather interior, Porsche Stability Management System, Porsche Communication Module, Telephone module, Cruise control, Electric memory seats, Chrono pack, White dials, Bose, Sports seats, Multi-function steering wheel, Sunroof, Park assist. Full Porsche Service History

2007 PORSCHE 997 TURBO TIP GT SILVER 8000 MILES
Full Black leather interior, Porsche Stability Management System, Porsche Communication Module, Telephone module, Ceramic brakes, Cruise control, Electric memory seats, Chrono pack, White dials, Bose, Sports seats, Multi-function steering wheel, Bi-xenons, Sunroof, Park assist, Rear wiper. Full Porsche Service History

2006 PORSCHE 997 TURBO TIP ARCTIC SILVER 14000 MILES
Metropole Blue Leather Interior, Porsche Stability Management System, Porsche Communication Module, Electric heated memory seats, BOSE sound system, Park assist, Sunroof, 19" Alloy Wheels, Full Porsche Service History.

2007/57 PORSCHE 997 C4S COUPE MANUAL GT SILVER 1000 MILES
Full Black leather interior, Porsche Communication Module, Porsche Stability Management System, Cruise control, White dials, Chrono pack, BOSE sound system, CD Changer, Electric heated memory seats, Sunroof, Bi-xenon lights, Park assist, 19" Sport Design alloy wheels, Rear Wiper, Sports mode, Tracker, Full Porsche Service History

2007 PORSCHE 997 C4S (POWERKIT) MANUAL ARCTIC SILVER 19000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Sport Chrono pack, Sport shift, Power kit, 19" Sport design wheels, Electric heated memory seats, Embossed seats, White dials, Bi-xenon lights, Full Porsche Service History.

2006 PORSCHE 997 C2S MANUAL CABRIOLET BASALT BLACK 18000 MILES
Full Black leather interior, Porsche Communications Module, Porsche Stability Management System, CD Changer, Electric heated sports seats, Cruise control, 19" alloys, Park assist, Full Porsche Service History

2005 PORSCHE 997 C2S MANUAL SEAL GREY 28000 MILES
Full Metropole Blue leather interior, Porsche Stability Management System, White dials, Bi-Xenon Lights, 19" alloy wheels, Full Porsche Service History

2007 PORSCHE 997 C2 MANUAL COUPE ARCTIC SILVER 14000 MILES
Metropole Blue leather interior, Porsche Communication Module, Porsche Stability Management System, Multi Function steering wheel, Electric heated seats, Cruise control, Climate control, Sports exhaust, Park assist, 19" alloy wheels.

PORSCHE 996 / GT3 / GT2 / TURBO / C4S / C2 / C4

2004 PORSCHE 996 GT2 MKII COUPE GRAND PRIX WHITE 28000 MILES
Black Leather interior, Comfort model, Climate control, Porsche Communication Module, Electric heated seats, Full Porsche Service History

2004 PORSCHE 996 GT3 RS MANUAL WHITE 32000 MILES
Black alcantara finish, Satellite navigation, DVD, MP3, WMA Player, Dolby Digital Sound, Bluetooth, Climate Control, Cruise Control, Roll Cage, Red brake Calipers, Full Porsche Service History

2003 PORSCHE 996 GT3 COUPE BASALT BLCK 49000 MILES
Black leather interior, Climate control, Comprehensive Porsche Service History with invoices, Trackstar, Red Calipers, Red Seat Belts.

2005 PORSCHE 996 TURBO S COUPE BASALT BLACK 19000 MILES
Black leather interior, Porsche Stability Management System, Porsche Communication Module, Telephone module, Computer, Cruise control, Bose sound system, CD changer, Electric heated memory Seats, Sunroof, Xenon lights, Park assist, Yellow dials, Carbon Pack, Small Aluminum pack, 18" Alloy Wheels, Ceramic brakes, Yellow seat belts, Full Porsche Service History

2003 PORSCHE 996 TURBO TIP BASALT BLACK 10000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Sports exhaust, Small aluminium pack, BOSE sound system, Electric heated memory seats, White dials, 18" Turbo alloy wheels. Full Porsche Service History.

2003 PORSCHE 996 TURBO TIP MIDNIGHT BLUE 28000 MILES
Black leather interior, Porsche Stability Management System, Sunroof, Telephone module, Sports seats, Aluminium pack, Xenon lights, Turbo Aero Kit, Up rated CD Player, Full Porsche Service History

2001 PORSCHE 996 TURBO TIP ARCTIC SILVER 35000 MILES
Grey leather Interior, Porsche Communication Module, Porsche Stability Management System, Park Assist, Cruise control. Recent double page review in classic car magazine, Full Porsche Service History

2004 PORSCHE 996 C4S MANUAL SEAL GREY 23000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Cruise control, Electric heated and memory seats, Park assist, Xenon lights, Sports exhaust, Small aluminium pack, Rear Wiper, 18" turbo alloy wheels, CD Changer, Full Porsche Service History

2002 PORSCHE 996 C4S COUPE TIP BASALT BLACK 33000 MILES
Graphite Grey leather interior, Porsche Stability Management System, Sunroof, Electric heated memory seats, Xenon lights, Cruise control, Full Porsche Service History.

2003 PORSCHE 996 C2 COUPE MANUAL SILVER 20000 MILES
Black leather interior, Porsche Stability Management System, Computer, Up rated CD Changer, Sports exhaust, Sunroof, Rear Wiper, 18" alloy wheels, Full Porsche Service History.

2003 PORSCHE 996 C2 COUPE TIPTRONIC DARK METALLIC BLUE 34000 MILES
Black leather interior, Porsche Communication Module, Porsche Stability Management System, Bluetooth sound package, Heated seats, Rear wiper, 18" turbo alloys.

2003 PORSCHE 996 C4 COUPE MANUAL LAPIS BLUE 27000 MILES
Grey leather interior, Porsche Stability Management System, Computer, Original stereo with CD changer, Heated seats, Sports seats, GT3 Turbo Kit, 18" Alloy wheels.

2002 PORSCHE 996 C2 CABRIOLET TIPTRONIC MIDNIGHT BLUE 50000 MILES
Full Black leather Interior, Porsche Stability Management System, 18" Alloy wheels, Porsche sound package, Full Porsche Service History

2002/51 PORSCHE 996 C4 CABRIOLET MANUAL CHAMPAGNE 26000 MILES
Metropole blue leather interior, Porsche Stability Management System, Porsche Communication Module, Cruise Control, Aluminium central console, Xenon lights, Heated seats, 18" GT3 Alloy wheels, Full Porsche Service History

2002/51 PORSCHE 996 C2 CABRIOLET MANUAL ARCTIC SILVER 24000 MILES
Full Metropole Blue leather interior, Porsche Stability Management System, Cruise control, Sports steering wheel, Wind deflector, Chrome exhaust tailpipes, Porsche coloured centre crests, Full Porsche Service History, 1 owner car.

PORSCHE 993 / TURBO / C2S / C4S / C2 / C4 / TARGA

1998 PORSCHE 993 TURBO 4 S SPEC OCEAN BLUE 40000 MILES
Marble grey leather interior, Porsche Communication Module, Turbo S 430 BHP factory engine and coachwork upgrade, White dials, Sunroof, Full Porsche Service History.

1997 PORSCHE 993 TURBO 4 S SPEC PURPLE 39000 MILES
Marble Grey leather interior, Turbo S 430 BHP engine and coachwork factory upgrade, Computer, Climate control, CD Changer, Sunroof, Sports exhaust, 18" alloy wheels, Full Porsche Service History

1995 PORSCHE 993 TURBO 4 S SPEC MIDNIGHT BLUE 42000 MILES
Marble Grey leather interior, Cruise control, White dials, Sunroof, Sport seats, Sports exhaust, Full Porsche Service History.

1997 PORSCHE 993 TARGA MANUAL OCEAN BLUE 84000 MILES
Natural hide leather interior, Electric sports seats, Manual, Climate control, 6 CD Changer, 17" 993 Targa alloy wheels, Full Porsche Service History

1997 PORSCHE 993 C2S COUPE MANUAL ARCTIC SILVER 60000 MILES
Black leather interior, Sport seats, Full Turbo Aero Kit, 18" Alloy wheels, Full Porsche Service History.

1995 PORSCHE 993 C2S COUPE MANUAL, OCEAN BLUE 69000 MILES
Marble Grey leather, Climate control, Sports seats, Sports exhaust, Sony Stereo, Rear wiper, 17" Alloys, Sunroof, Full Porsche Service History

1997/8 PORSCHE 993 C4 MANUAL OCEAN BLUE 46000 MILES
Dark Grey leather interior, Climate control, Sunroof, Xenon, Sports exhaust Full Porsche Service History.

1995 PORSCHE 993 C2 COUPE MANUAL SLATE GREY 39000 MILES
Dark Grey Leather, Sports seats, Sunroof, Becker Stereo, Radio/CD, Full Porsche Service History

1995 PORSCHE 993 C2 COUPE MANUAL BLACK 82000 MILES
Black leather interior, Climate control, Electric sports Seats, Rear wiper, 17" Alloys, Sunroof, Full Porsche Service History

1995 PORSCHE 993 C2 COUPE TIP AVENTURA GREEN 69000 MILES
Beige Leather Interior, 17" Alloys Climate, Previously owned by Porsche Club member, the condition is immaculate, Full Porsche Service History

1995 PORSCHE 993 CABRIOLET TIP IRIS BLUE 81000 MILES
Black leather interior, Sports Seats, 17" Alloys Climate, Full Porsche Service History

1994 PORCHE 993 CABRIOLET MANUAL AVENTURA GREEN 57000 MILES
Marble grey leather interior, Wind deflector, Stereo, Heated mirrors, CD Changer, Full Porsche Service History

PORSCHE BOXSTER
Model Types 2.5 / 2.7 / 3.2 S

2007 PORSCHE BOXESTER S MANUAL BASALT BLACK 14000 MILES
Black leather, Porsche Communication Module, Porsche Stability Management System, White dials, BOSE, Heated seats, Bi-xenon lights, Park Assist, 19" Carrera S alloy wheels, Full Porsche Service History

CAYMAN

2006 PORSCHE CAYMAN S ARCTIC SILVER 10000 MILES
Grey Leather, PSM/PCM, Tel Module, Cruise, White Dials, Chrono Ceramic Breaks, 19" Alloys

PORSCHE 968

1992 PORSCHE 968 CABRIOLET TIPTRONIC LIGHT METALLIC BLUE
Dark Leather Interior, Radio/CD Player.

FERRARI
Models from 1970 +

2007 FERRARI F430 SPIDER F1 SCUDERIA RED 3000 MILES
Chrono Carbon Fibre Electric Seats, Bluetooth, Xenon Shields.

2001/02 FERRARI 360 SPIDER F1 METALLIC DARK GREY 15000 MILES
Black Leather Sport Seats, Challenge Grill, 19" Alloy wheels, Xenon lights.

2002 FERRARI 360 MODENA METALLIC SILVER 12000 MILES
Black Leather, Sport Seats, Challenge Grill, 19" Alloy Wheels, Xenon lights.

1998 FERRARI 550 MARANELLO METALLIC SILVER 39000 MILES
Black Leather, Up rated CD, FSH.

1998 FERRARI 355 SPIDER F1 YELLOW 15000 MILES
Black Leather, ASR Challenge Grill, Just Serviced.

1992/3 FERRARI 348 TS BLACK 32000 MILES
Black Leather Interior, Immobiliser, Kenwood Radio & CD Changer, 18" Alloy Wheels. Full Service History.

1981 FERRARI 308 GTS RED 40000 MILES
Full Leather, Climate Fog Lights, First Class History, 3 Owners.

1972 FERRARI DINO 246GT WHITE 39000 MILES
Black Leather, Excellent Original Condition, 1 Original Owner, Concourse Winner.

1967 FERRARI 275 GTB/4 LHD LIGHT SILVER 65000 MILES
Black Leather, Full History, Original Tool Kit, Concourse Winner.

Other Models

2006/07 MINI COOPER S GP LIMITED EDITION DARK GREY 800 MILES
Full Specification.

1991 AC COBRA LIGHTWEIGHT METALLIC BLACK 5000 MILES
Black Leather, 1 of 26, RHD, Lightweights.

1991 AC COBRA LIGHTWEIGHT SPEEDYELLOW 9000 MILES
Black Leather, 1 of 26, RHD, Lightweight's, Ex- Rod Stewart.

1967 JAGUAR E-TYPE 4.2 SERIES 11/2 METALLIC SILVER 55000 MILES
Black Leather, Fully Restored To Concourse Condition, Works Factory Hardtop.

1963 JAGUAR E-TYPE 3.8 ROADSTER LHD CARMEN RED 61000 MILES
Black Leather, Fully Restored To Concourse, Standard.

1936 BENTLEY 41/4 PILLARLESS COUPE DARK BLUE 98000 MILES
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Car of The Month
DB4 Series III



Photography Tim Wallace www.astonart.com

Recently reduced in price to sell, this car represents stunning value for money. Given a very comprehensive restoration 10 years ago by recognised marque restorers, the car has been lightly used since and remains in excellent unblemished order. Dark Pacific Blue with a delightfully patinated light grey original interior, Manual 4 speed with overdrive, she comes with a full health check report and comprehensive evidence of meticulous maintenance and can be used with complete confidence. She is perfectly set up for regular use and touring and this makes her a delightful example for the owner who prefers to use their Aston on a regular basis. RHD presently, it can be quickly changed to LHD, should the new owner require. This car will not be around for long. **£119,950**

CONNOISSEURS CHOICE



67 DB6 MKI Vantage
'Silver Birch', Manual Undergoing full AW Restoration
£POA



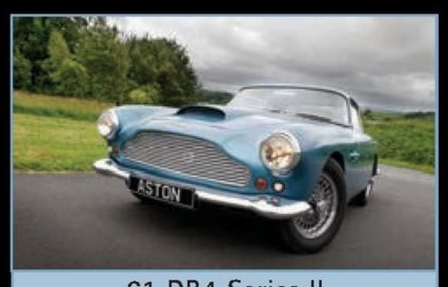
DB5
Fully Restored by AW.
Silver Birch / Black Hide
£POA



97 550 Vantage
LHD / Manual
Torro Red / Blue Hide + red pipe
£POA



'54 DB2/4 Vignale Manual
Choice of colour and specification. A truly unique bodied Aston Martin. **£POA**



61 DB4 Series II
RHD, Manual
Caribbean Pearl / Navy Hide
£POA



73 DBS V8
RHD Rare 5 speed manual
Caribbean Pearl / Black Hide
£POA



85 V8 Volante
RHD, Auto.
Autmn Gold / Magnolia Hide
£POA



53 DB2 Mkl
Aston Workshop Restoration Almond Green and Saddle Hide
£POA

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1954 DB 2/4 Mk1 **£140,000**
Finished Rosso Red with red leather.
One of the most famous DB 2/4's to come onto the market in recent times. Originally a family car converted by Barry Weir for the rally 'around the world in 80 days'. The cars history can be traced in the book 'Driving Ambition'. In recent times the car has been restored by the AMC Service department and more recently by the marque specialist Trinity Engineering. Over £130,000 of restoration and development work has been spent on this car.



1966 DB6 Vantage **£87,000**
Finished in Fiesta Red with black leather.
This car has covered 77,000 miles in its 42 year life and has been in the ownership of only 2 previous keepers, the last owner having cherished the car for the last 40 years. It is now offered on the market in its time warp condition. A rare and totally original Vantage car requiring some cosmetic work.



1959 DB MK3 Convertible **£190,000**
Manual. Finished in Cardinal Grey with red leather trim.
A rare drophead example with a comprehensive history file. In 1987 the car underwent restoration work to the tune of c.£97k. The interior was left in its original condition now bearing a lovely patina. The car is a superb example of one of 84 cars fitted with the DBD engine.



1969 DB6MK1 **£88,500**
Manual Finished in Caribbean Pearl with blue leather this car has just undergone a major restoration both mechanically and bodily. The paintwork being undertaken by marque specialist 'Spray Tec'. The car has been re-trimmed by ex-factory trimmer J McGuire. The car now drives superbly and has just been through our workshops for a major service and check over.



1982 V8 Vantage Volante **£45,000**
One owner. Manual. Finished in Windsor Red and Magnolia trim.
This is the Vantage Volante built for the 1st owner whose family still own the car. There is a full and comprehensive history file showing the owner on the production line choosing his options. The car is now in need of some cosmetic surgery to bring back to its former glory. An original car with outstanding history.



1988 V8 Vantage Volante **£110,000**
Manual. The car is currently undergoing light restoration work and can be repainted and retrimmed in the colour scheme of your choice. Just 3 previous owners and 36,000 miles from new.



1988 V8 Vantage Volante **£125,000**
Auto. Finished in Chichester Blue and parchment piped dark blue.
Having covered only 19,000 miles. The car has just released from a private collection, where it has been in since the early nineties. The car is in excellent condition and has just been through our workshops for gentle re-commissioning and servicing. A rare chance to purchase one of 100 cars built between 1987- 1990.



1999 DB7 Vantage Volante **£38,000**
Auto. Finished in Mendip Blue with Parchment interior.
This car is in excellent condition and has the added bonus of upper and lower mesh grills and sports exhaust. The car has covered 27,000 miles with a full service history. 3 previous owners.



1951 Jaguar XK120 **£75,000**
Manual 5 speed. Left hand drive.
Finished in Silver with Black interior.
Rebodied in Los Angeles by the "Kustom King" George Barris. It was claimed that it was previously owned by Elizabeth Taylor. Note particularly the lowered body, front headlight treatment, curved sides, de-seamed rear wings, revised boot lid and rear lights. The engine has been blue-printed and the head gas-flowed. Twin 12v batteries and alternator have been added and halogen headlights.



1963 DB4 built in the style of Zagato **P.O.A**
This car has undergone a full ground up restoration and build to the exact specification of an original Zagato. Chassis and body by Bodylines. Paint by Michael Hughes, Crossthwaite and Gardener crossbolt block, new twin plug factory cylinder head etc... Car built in our own workshops to the highest and correct standards.

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1965 Ferrari 275 GTB 6 Carb Long Nose Alloy
One of 18 special competition equipped cars. Special ordered for the Monte Carlo Rally. Rebuilt motor, comp wheels & skid plate



1962 Ferrari 250 SWB
Outside filler. Completely Restored, 1984. Outstanding throughout.



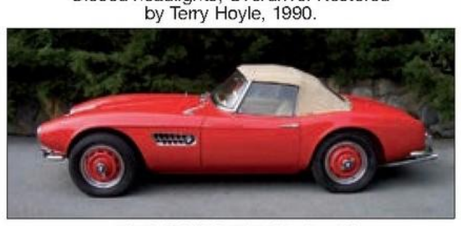
1967 Ferrari 275 GTB/4
Blue/Tan, two owners from new, books & tools, looks and drives as new. Perfect!



1962 Ferrari 400 SA Aerodynamica
Closed headlights, Overdrive. Restored by Terry Hoyle, 1990.



Ferrari 1958 250 GT Elena Coupe
Black/Charcoal, Rebuilt drive line and suspension, Excellent body and interior, as quick as a TDF, MUST SEE



1958 BMW 507 Series II
Knock offs, disc brakes, 2 tops. Excellent older restoration in Germany.



Porsche 1988 930 Turbo Cabriolet
Triple Black, 49K careful miles, 2 owners, superb original car.



1967 Porsche 911 Sunroof Coupe
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Ferrari 330 GTC LHD

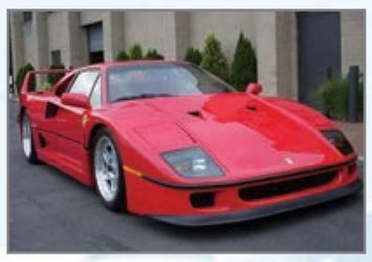
Originally built for the Italian market it has covered 69,000 miles. Supplied new in Italy by Ferrari dealer Crepaldi in Blu Scuro with Pelle beige hide. This 330GTC spent some time in the US before arriving in the UK via John Starkey in 1989 when it was purchased by the current owner who has owned it to date. A regular Ferrari Owners Club entrant and cup winner in 1993. The engine was rebuilt by Terry Hoyle in 1990. An extensive history file, original tool kits, handbook, keys and previous MOTs testify to the quality of this example. Only 600 were produced worldwide by Ferrari SPA **£149,990**

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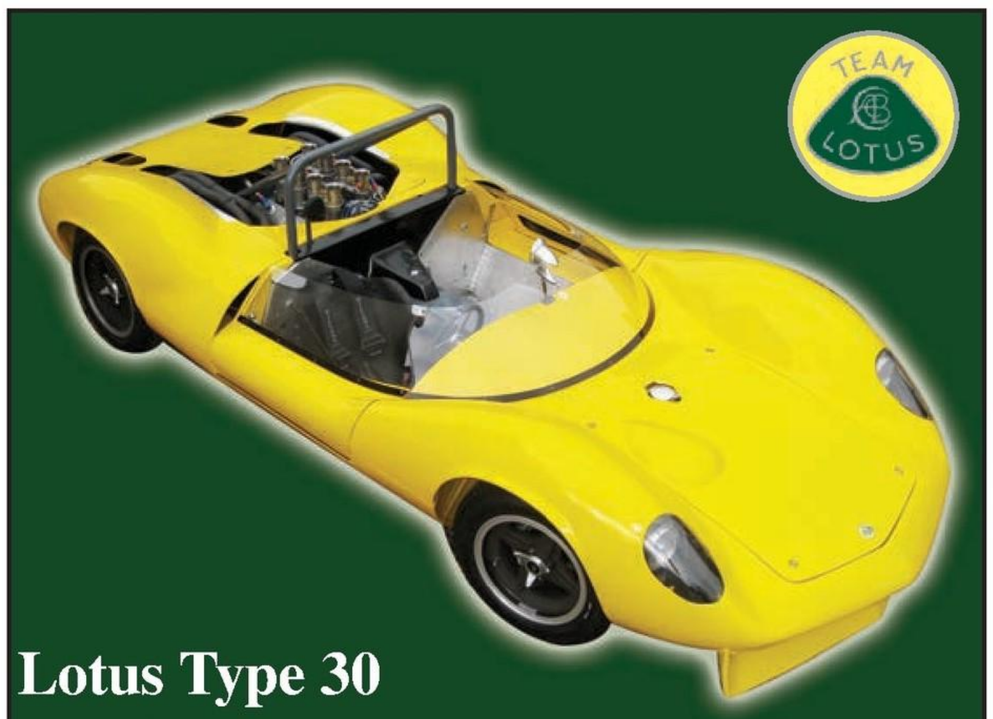
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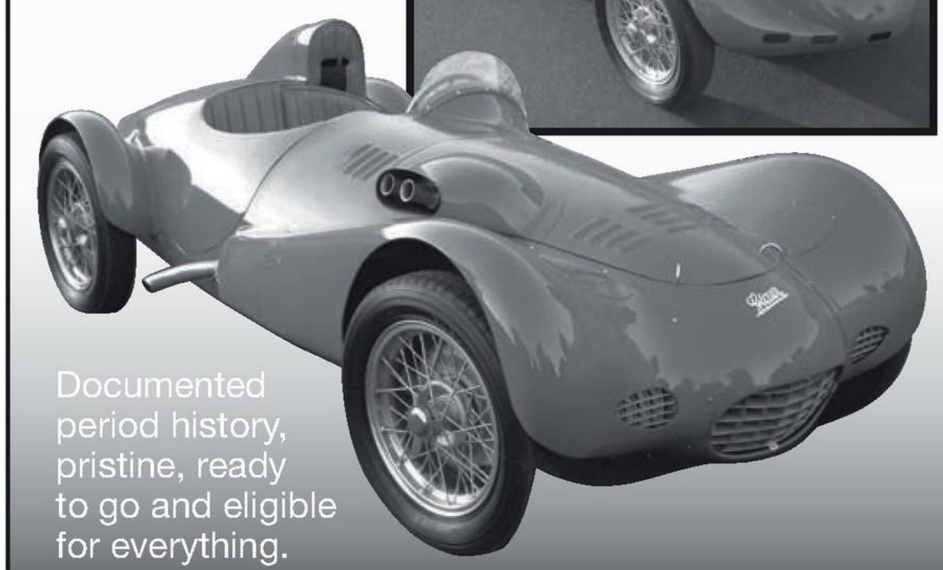

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Jaguar E-type Serie 1 - 4.2 - LHD – 1966 Chassis nr. 1E14413, engine nr. 7E11672-9. Colour Opalascent Dark Green with black leather interior. All matching numbers. The car is in part-restored condition. . . . . **POA**



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Jensen interceptor III convertible - 1975 – LHD Colour Burgundy red, Burgundy red conolly leather interior, black hood. Restored a few years ago, still in perfect condition. For sale for a fraction of the restoration costs . . . . . **Price: 68,000.00 Euro**

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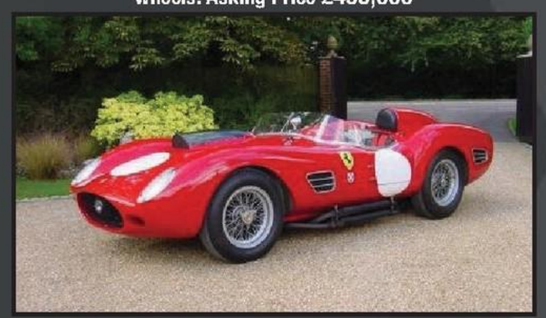
Mercedes Benz 300SL Gullwing
This 1954 example was restored a number of years ago for an international VIP, it is in exceptional condition throughout, unusually finished in Burgundy with beige trim it benefits from still being fitted with its "Rudge" knock on wheels. Asking Price £495,000



Ford Sierra RS500
1987 RHD Hatchback. Black/Grey with Roma Cloth seats.
5,181 miles. 3 owners. Opportunity to own a piece of Automotive History.
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Ford GT40
Sold 1990 to Rene Harsog, one of two Sbarro chassis he bought at the time. This car was built for him by Brian Wingfield. Rene raced it over the next couple of years. FIA homologation papers were issued later 1990. £235,995



Ferrari 250 TR Recreation #5333 LHD
Commissioned in the early 1990's for the famous Ferrari racing driver Innes Ireland. It was built by Jim Rouse with body work by Les Monk & Son.
£255,000



Lister Storm Race Car
Chassis No 108. This Lister Storm competed in the 1998 F.I.A. and British GT Championship. Offered today in LHD.
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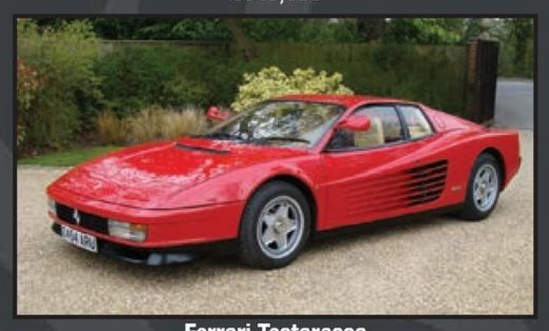
Jaguar XJ220
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Ford works Escort MK1
Zakspeed Twin Cam 1968
Built by Broadspeed and raced by Cologne Germany Driven by Dieter Glemser
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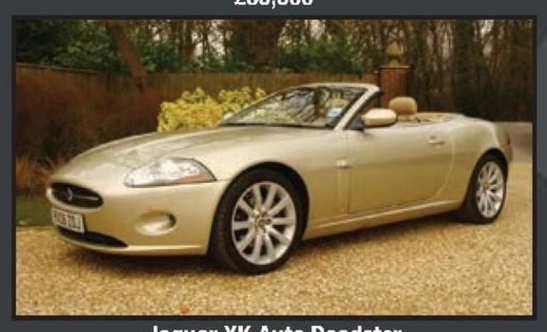
Lotus Cortina "FIA" MK I
1964. White RHD. Appendix K period F 1962-65
The start of the Lotus Cortina story begins around 1961, for full details please call
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Ferrari Testarossa
1986 early RHD 6000 miles High mirror car one private collector from new, recent major service.
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2007 LHD White/Black. Built by Euro racing team in 2007. Enduro GT races possible. Engine 390 HP and GTR Body Kit
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Jaguar XK Auto Roadster
2006. RHD. Gold/Tan leather. 26,135 miles.
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VW Fun Cup Race Car #022
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1984 RHD 18,213 miles. Grey/Cream leather.
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1988	Ford RS 500 GRP (A)	Being Restored		RHD	P.O.A.
1987	Ford Sierra 3 dr	White	5000 kms	LHD	£15,995
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1965	Jagaur MK II	Burgundy Metallic	41000 miles	RHD	£29,995
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1983	Lancia LC2	Martin Racing Car		LHD	£289,995
1993	Lancia Hyena (1 of 24 built)	Red	3,000 kms	LHD	£105,995
1988	Lancia Delta Integrale	Group A Repsol Rally Car		LHD	£106,995
2005	Land Rover Defender	Blue	21000 miles	RHD	£11,450
1965	Lototus Elan 26ER Rep	Red	125529 kms	LHD	£99,995
1996	Maserati Quattroport	Blue Metallic	91000 kms	LHD	£8,495
2001	Mercedes CLK 55 AMG	Silver	107000 kms	LHD	£12,995
2005	Mercedes Sprinter Van 311 Cdi	White	51000 miles	RHD	£9,487
1980	MG Roadste	Black	18,685 miles	RHD	£10,995
2008	MG SV 5.0 Ltr V8	Metallic Grey	00857 miles	RHD	£49,995
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1974 Ferrari Dino 246 GTS
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1973 Ferrari 365 GTS/4 Daytona Spyder
Roso Chiaro Red / Black w/ red inserts. U.S. version w/air-conditioning. Meticulously maintained by 2nd California owner from 1974 to 2008 Beautiful repaint in late '90s, original interior and excellent mechanicals. Books, tools and receipts from new.(s/n:15171) $995K



1963 Lincoln Continental Convertible
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1959 Porsche 356A Carrera 1600GT Coupe
One of only 114 built (of those only 3 were RHD).Completely restored, matching numbers with continous history and current Porsche registry records. (s/n:108630) $495K



1972 Porsche 911S
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1964 Shelby Cobra 289 MkII
Black/Black, Chrome wire wheels with period Goodyear tires. Soft top with bows, side curtains, and a knock-off hammer. This fully restored Cobra is well-documented in the Shelby Registry and comes with a clean history. (s/n: CSX2444) $595K

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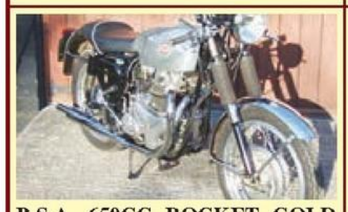
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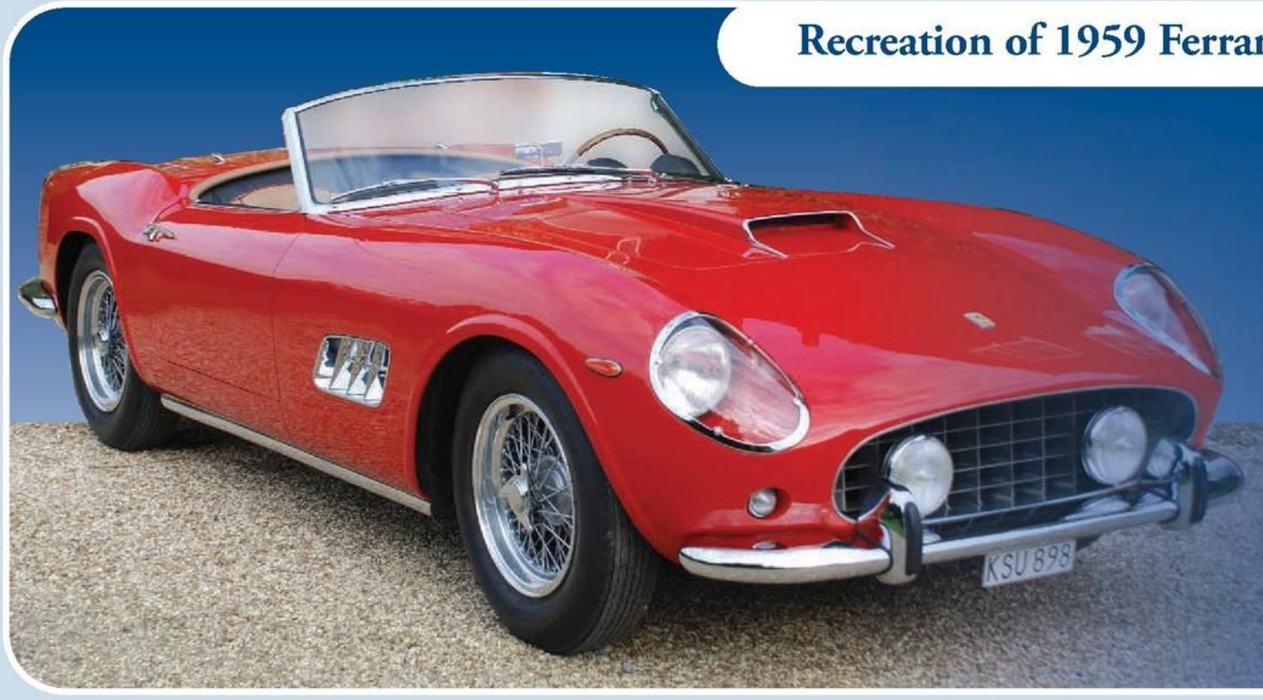
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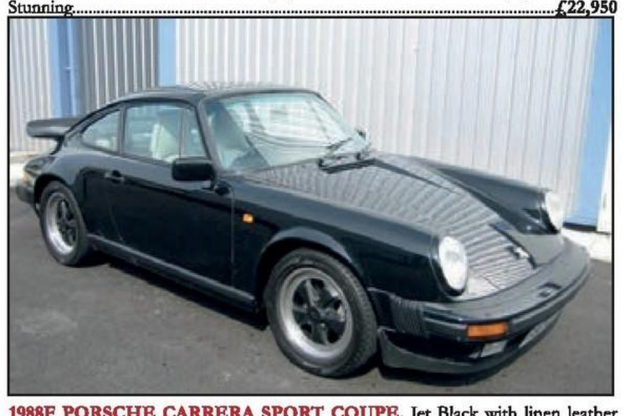
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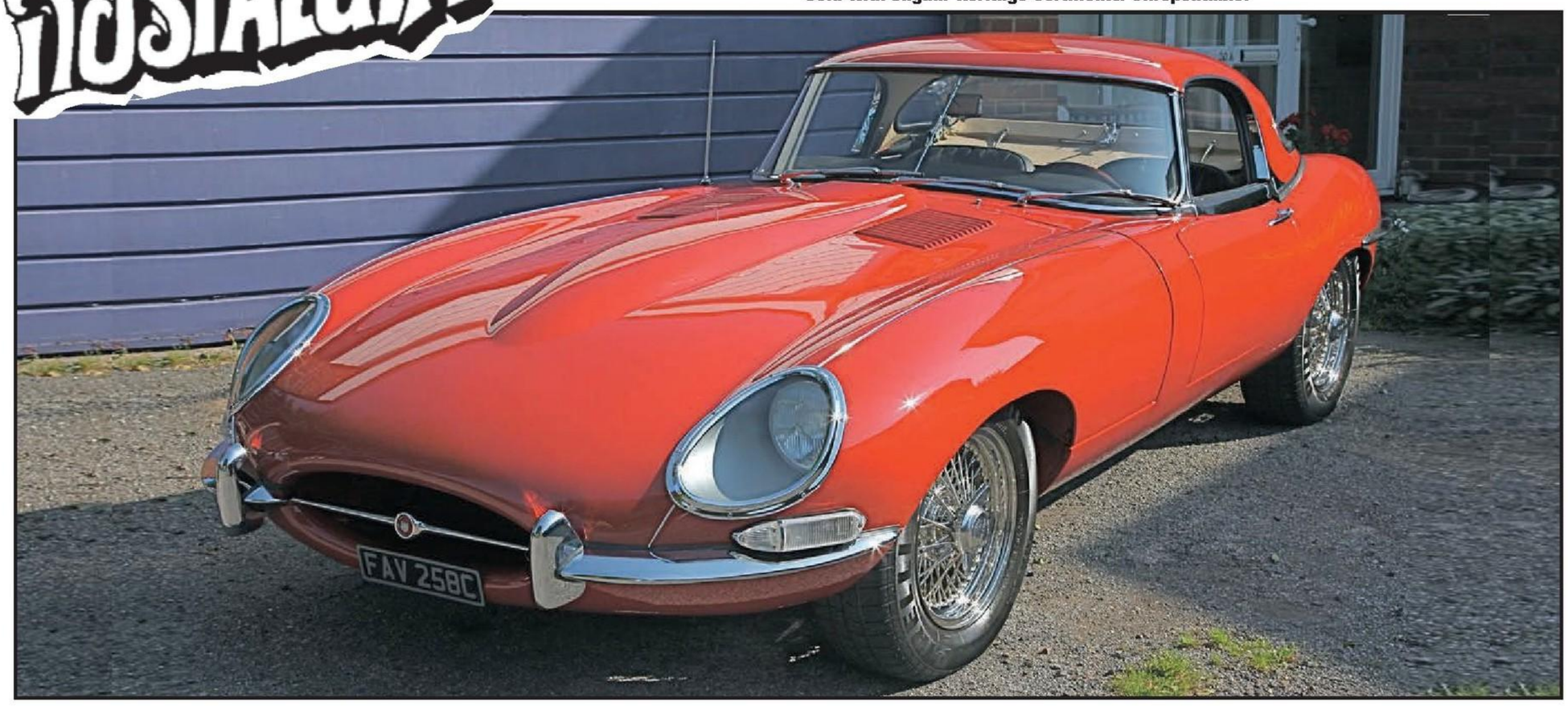
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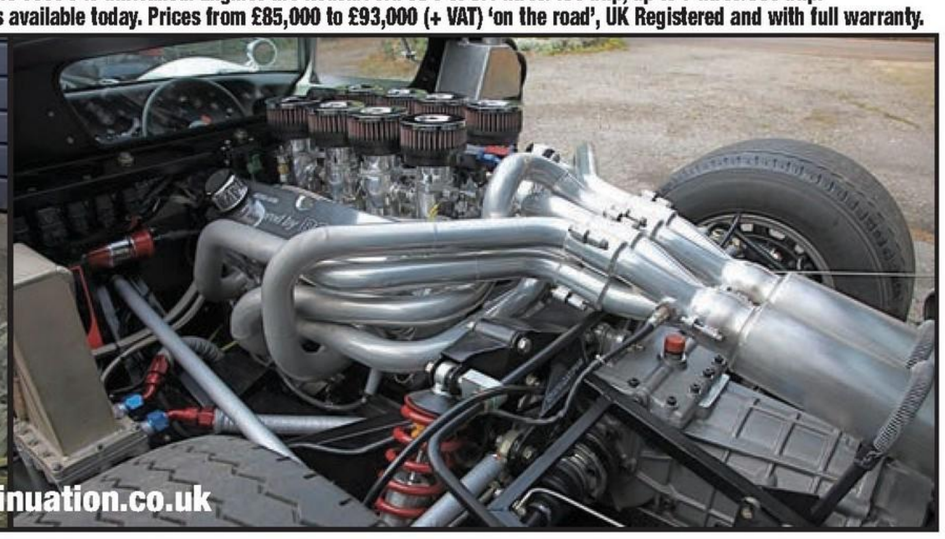




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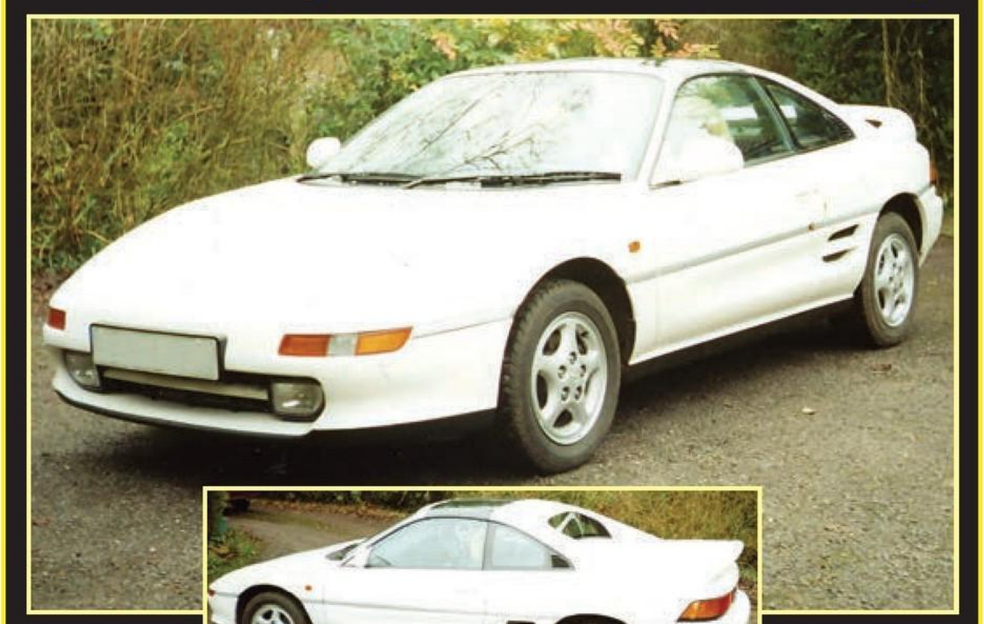
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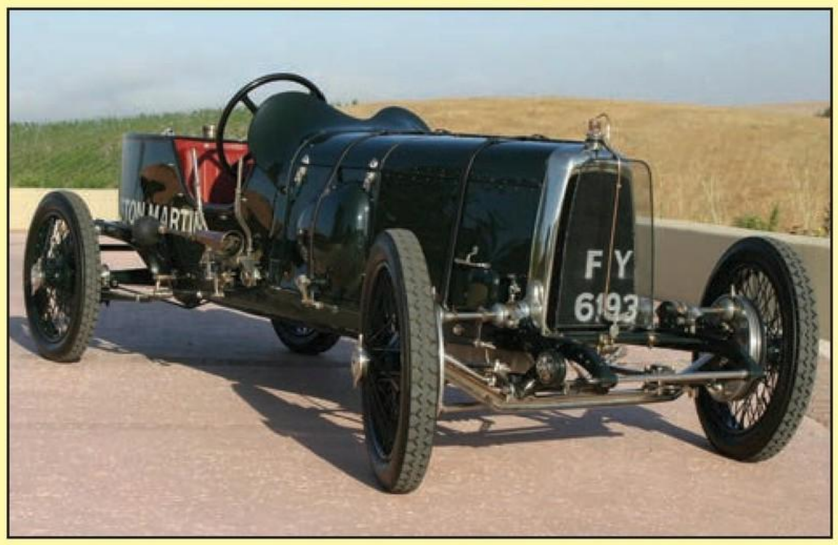
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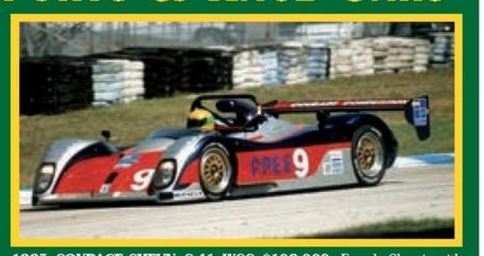
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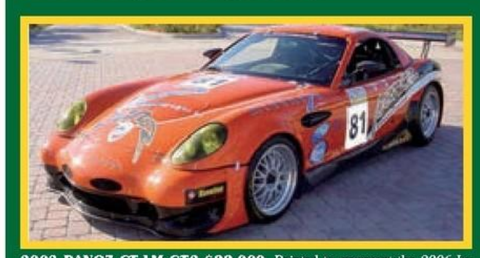
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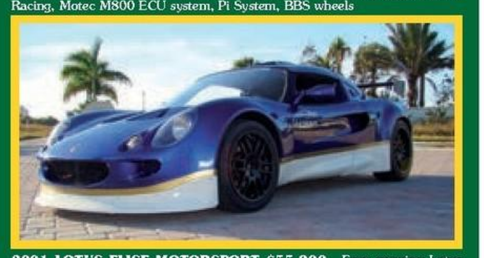
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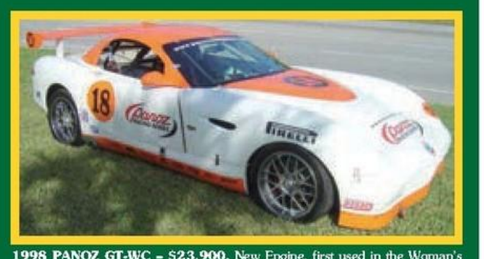
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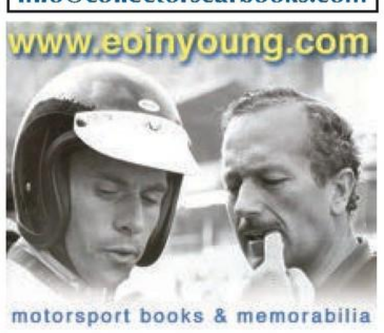
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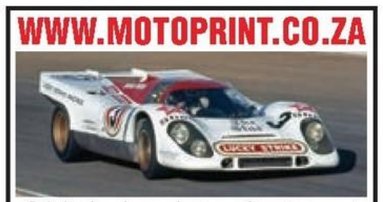
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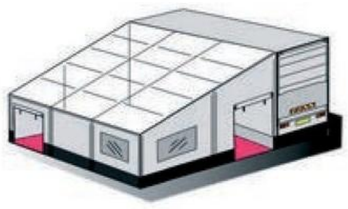
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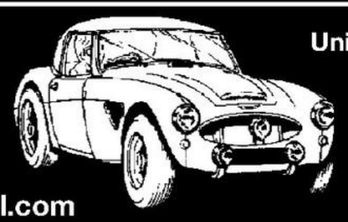
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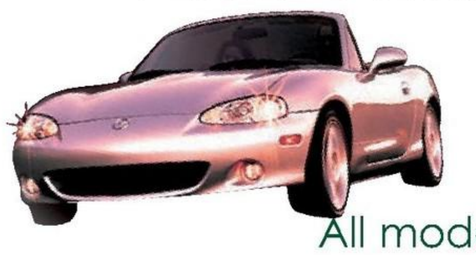


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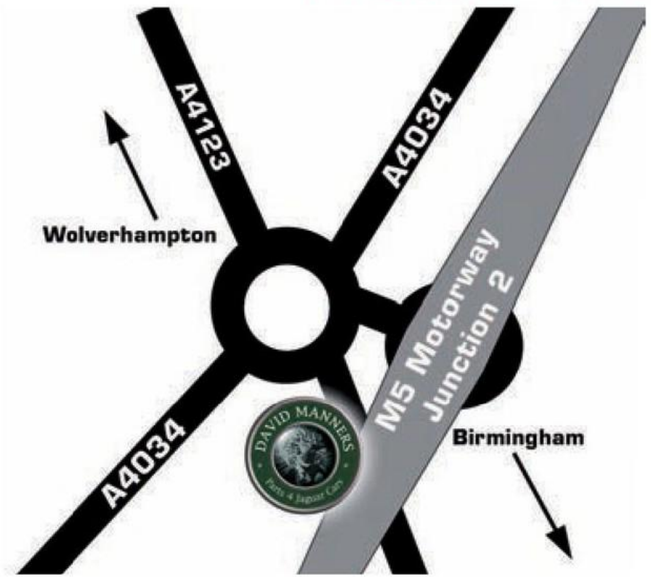
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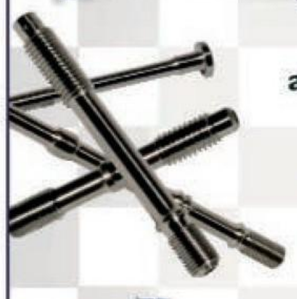
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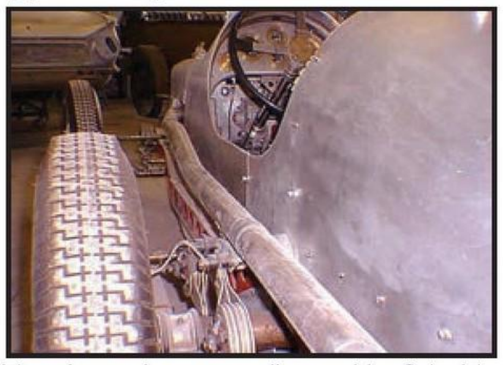
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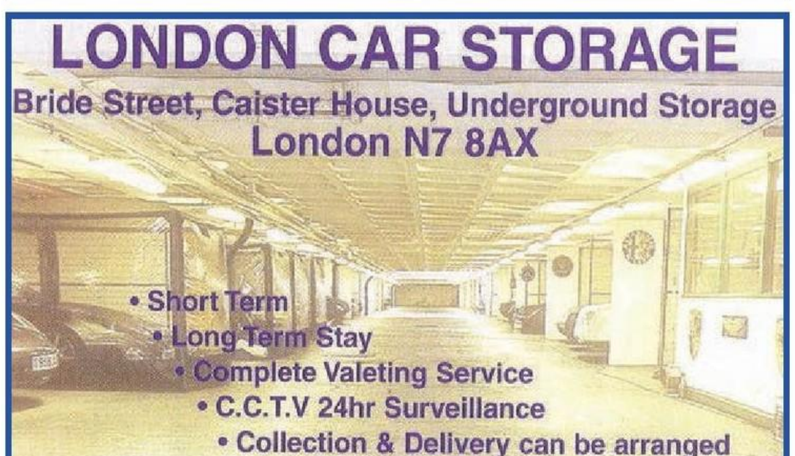


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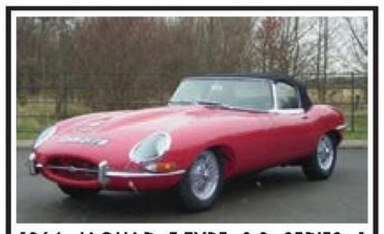
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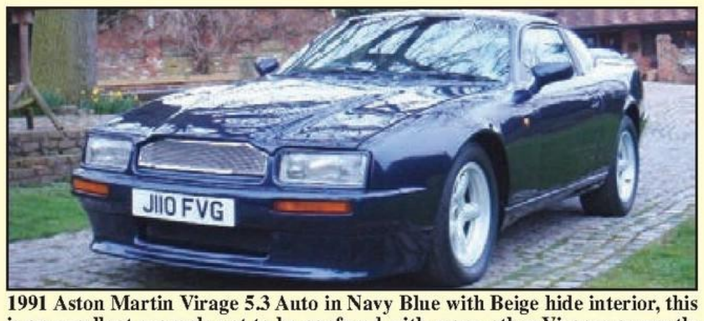
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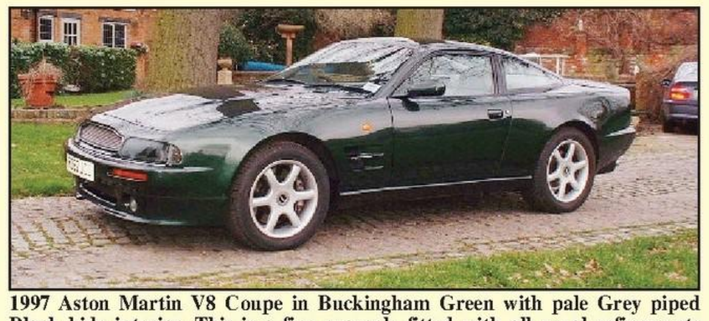
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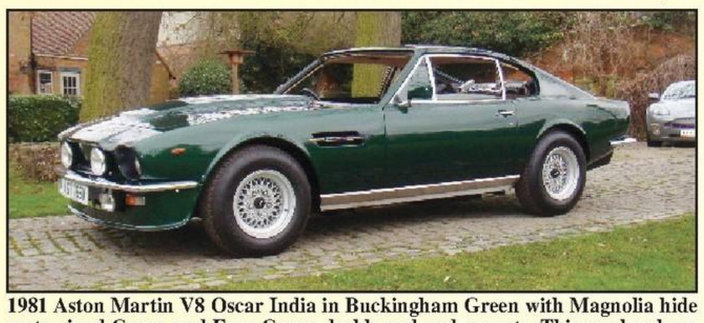
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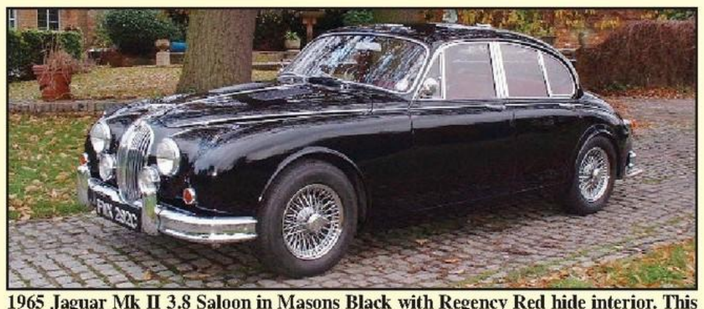
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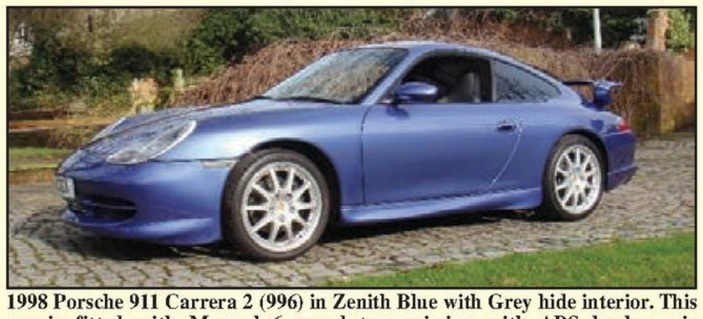
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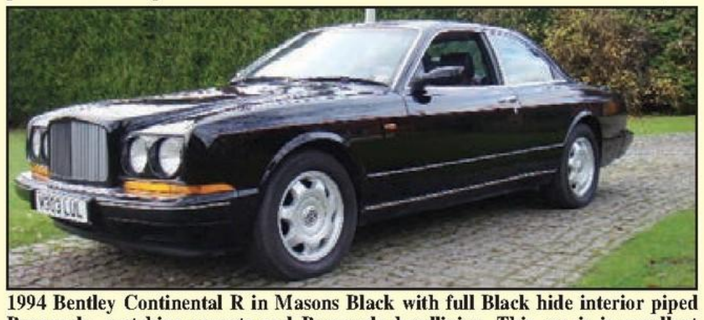
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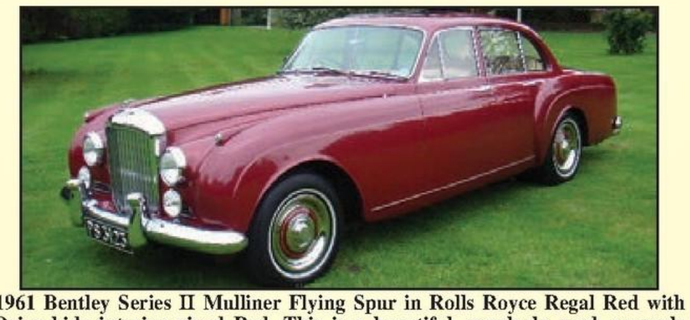
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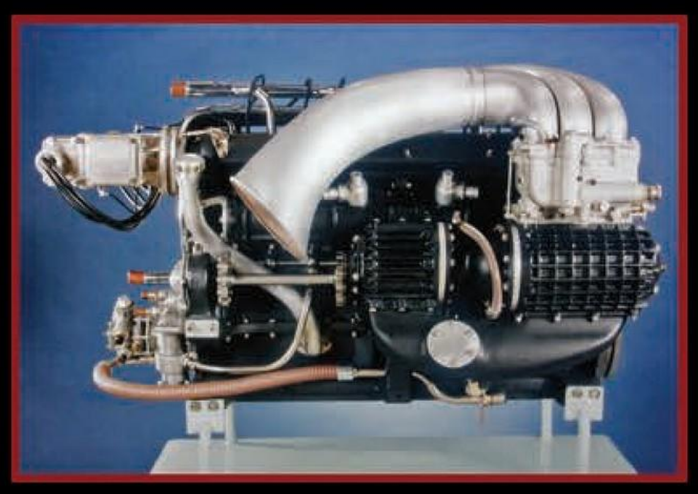


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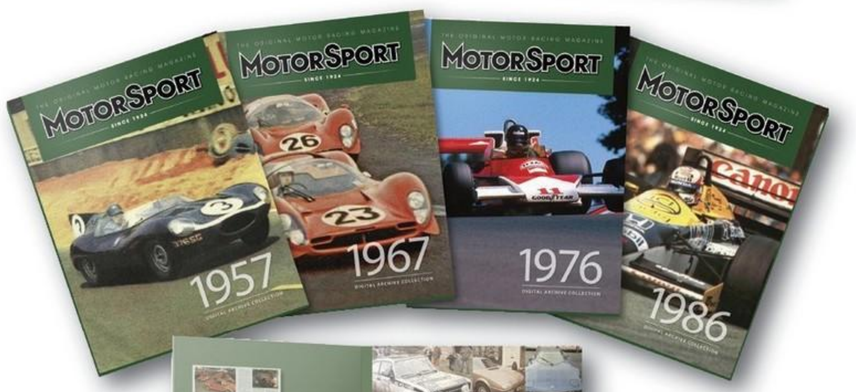
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Bank sort code ☐☐-☐☐-☐☐

Originator's Identification Number 5 5 6 9 6 5

Reference (for office use only) ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Banks and Building Societies may not accept Direct Debit instructions for some types of account.

Instruction to your Bank or Building Society
Please pay Stratfield Ltd trading as Motor Sport Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may stay with Motor Sport and, if so, details will be passed electronically to my Bank/Building Society.

Signature Date

Motor Sport may send you details of our products and services which we think would be of interest to you. Please tick if you do not wish to receive such offers by post or telephone ☐.
Please tick if you wish to receive such offers by e-mail ☐. Occasionally we may pass your details to selected companies. If you do not wish to receive their products or offers, please tick this box ☐.

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