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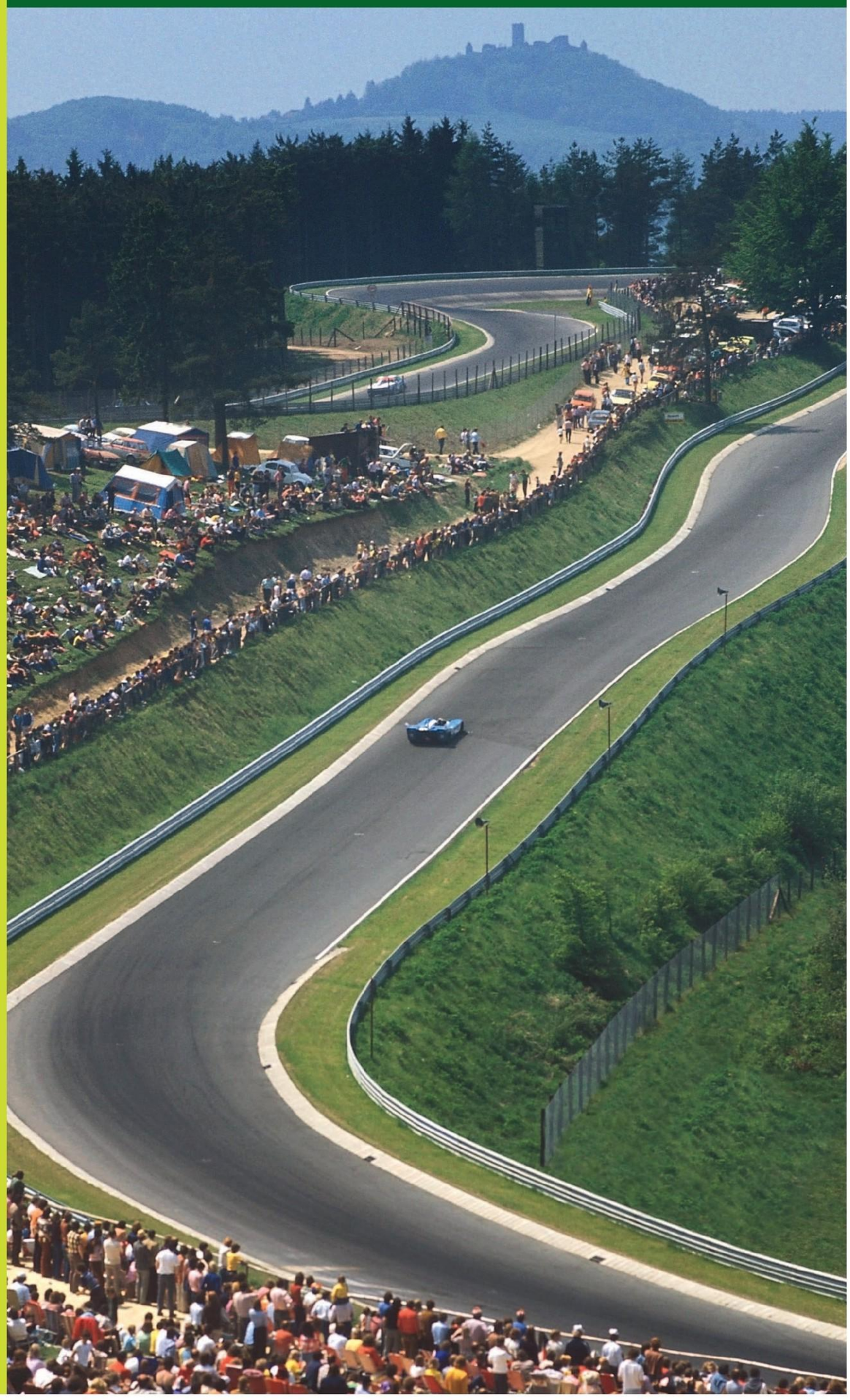
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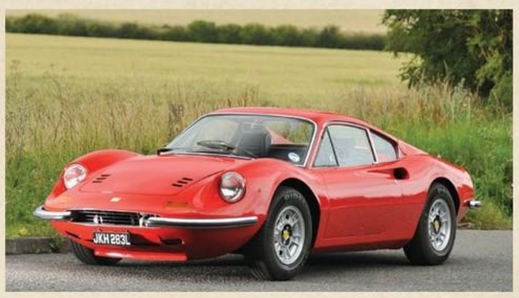
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Estimate: £110,000 – 130,000



1976 Lamborghini Countach
LP400 'Periscopo'
£160,000 – 200,000

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Volume 87 Number 10 Since 1924
THE ORIGINAL MOTOR RACING MAGAZINE

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Sutton Images

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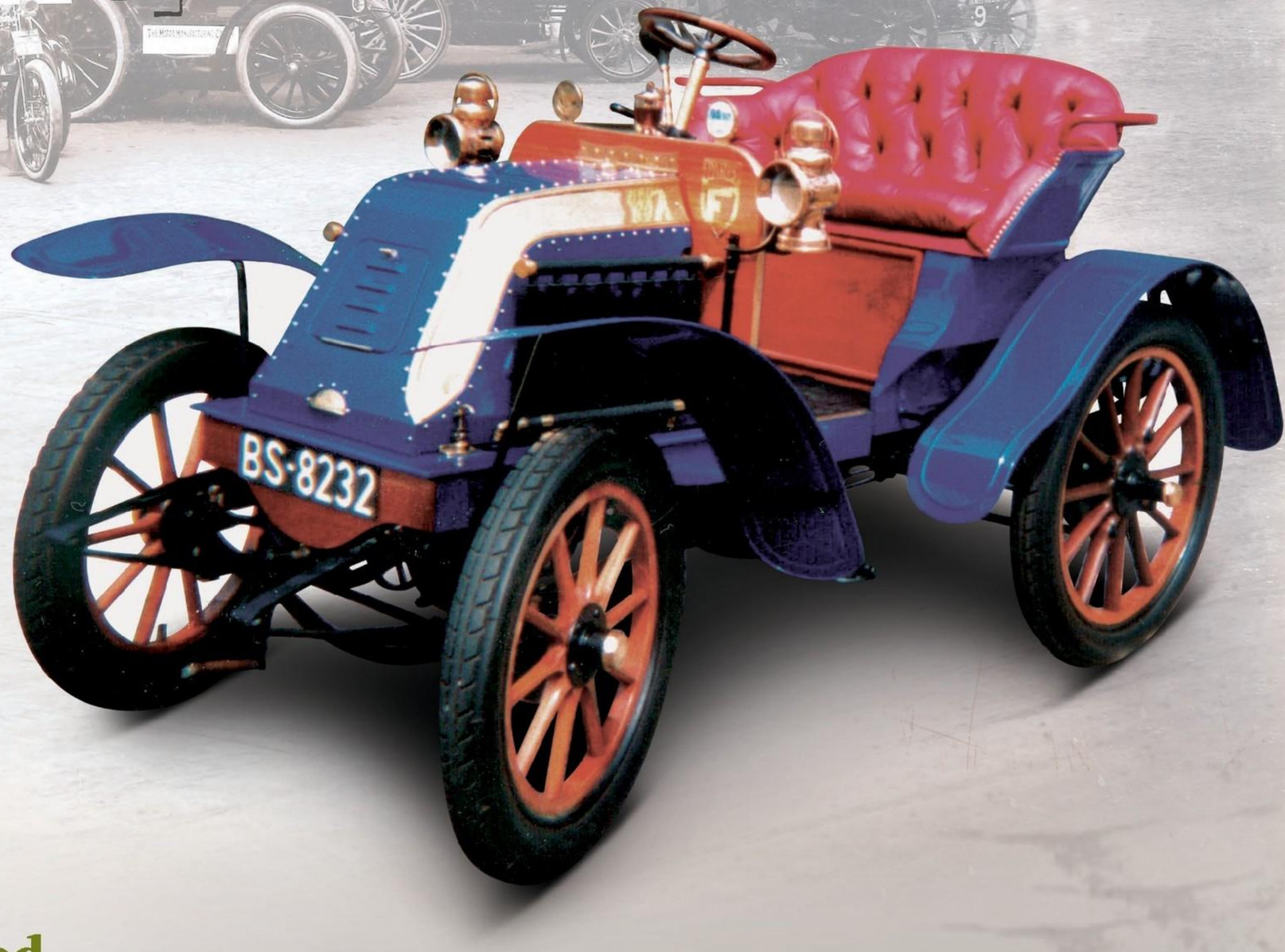
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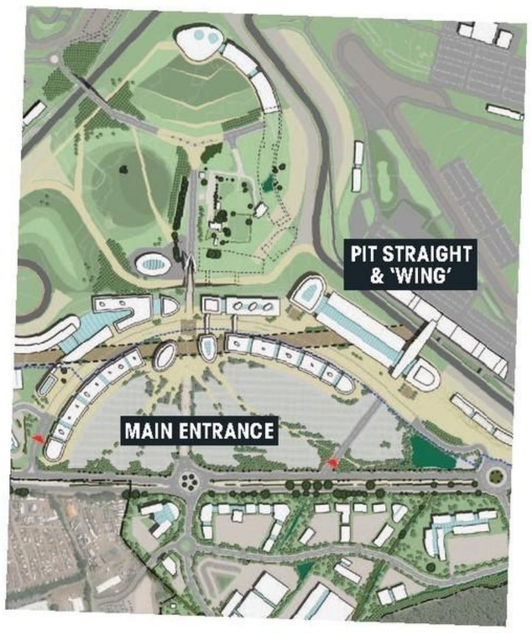
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They've only just begun

A work in progress is how I described Silverstone last month, in the wake of a British Grand Prix that left some of our readers less than enthused by their 'fan experience' (see letters, page 40). The same goes for the Classic, it seems, which can stake a claim to the title of biggest race meeting ever at a circuit. In terms of the quality and quantity of cars on track and on display, this event, held two weeks after the GP, was an astounding achievement. But the traffic, the car parks and the split paddocks tested our patience, as Andrew Frankel writes on page 115. Silverstone world-class? Not yet.

But you can't say they're not trying. Hot on the heels of the big summer events comes news of more development. The 'Masterplan', as it's been dubbed, has only just begun.



If you find Silverstone unrecognisable now, go back in five years time. An ambitious planning application has been lodged with the district councils of Aylesbury Vale and Northants that would further transform the old airfield. They need to raise the money to build it, of course, but the crescent-shaped main entrance with its 'welcome centre', museum, hotels and so on looks impressive.

That's all very well, but what about the basics for the fans? Well, a massive permanent grandstand opposite the 'Wing', and a bridge and tunnel to improve pedestrian access should be good news for the paying spectator. The catchword for sports venues these days is to make them 'destinations'. That was the aim of the major developments at the Nürburgring, a circuit whose heritage we celebrate in this issue. A roller-coaster that we've never seen run and a cavernous (and often empty) shopping mall are soulless warnings to Silverstone of how not to do it.

Intentions are sound at the home of British motor racing. The task is daunting, but the potential – for us all – should make it worth the mammoth effort and budget it will take.

When Nigel Roebuck and I saw *Truth in 24* for the first time earlier this year, we were amazed. How had we missed this? As motor racing films go, this fly-on-the-wall documentary which follows Audi on its quest to win Le Mans in 2008 is up there with the very best. For me, it's at least a match for *Senna*, which has inspired so many people this year. *Truth in 24* has never been released commercially in the UK. Now we've seen it, we feel compelled to champion it – which is why we've organised a very special viewing of the film in London on October 8. Tom Kristensen, Allan McNish and their engineer Howden Haynes – who totally steals the show, incidentally – will join us for what will be a terrific forum after the film. For more details, turn to page 46. The film made a huge impact on us all, and I hope you'll join us to discover it for yourselves.

A week earlier, on October 1, we also invite you to join us at Brooklands for a special Bill Boddy Tribute Day. What better place to celebrate the life of our founder editor? A collection of suitable cars and special guests promise to make it a day to remember. For a special reader discount on admission, e-mail us at info@motorsportmagazine.co.uk, labelling your message 'WB Tribute Day'. We look forward to seeing you there.

Damien Smith, Editor

CONTRIBUTORS



Vic Elford

As if the Nürburgring wasn't hard enough… Vic Elford in his Porsche 911 was leading halfway through one race – and that was *two days* in – when fog shrouded the tortuous track. Yet his mental circuit map saw him to victory at the end of 84 gruelling hours. That was 1967, and as his colourful description of a lap of the demanding German venue proves, his corner-by-corner recall hasn't faded since.



Andrew Frankel

With his day job as road-tester on A Certain Weekly, Andrew drives more cars every month than most folk do in a decade. But the two monsters he caned round Brands for our Can-Am duel have pushed his monthly mpg through the roof, so in an attempt to win back a few Green brownie points, next month's Road Cars will include a nice clean hybrid. Mind you, it is a 125mph high-performance coupé…



Richard Heseltine

Heseltine brings a unique viewpoint to our Nürburgring special – he is one of the few people to have lapped the historic circuit in a Volvo 850. And an estate at that. Well, if it's good enough for Tom Walkinshaw… His selection of the very finest performances at the fabled track is inevitably a personal one, so we've cleared our inbox ready for the volley of readers' replies…



Paul Fearnley

Cricket is one of Paul's other passions, and recently he helped the English test team to victory by contributing to their official programmes. But he also found time to interview Britain's saloon racing supremo. As Fearnley was reporting on British tin-tops in the great days of the mid-90s, he was well placed to ask Alan Gow how he has managed a second dose of CPR on BTCC.

FORMULA 1

Fury at hiring of FIA man

Formula 1 teams and engine suppliers are furious that the FIA allowed engine expert Gilles Simon to walk straight into a new job with Craig Pollock's PURE concern.

As the FIA's technical and power train director, Simon was key to the formulation of the 2014 V6 turbo rules. Over the past 18 months he has had privileged access to detailed commercial and technical information from Ferrari, Mercedes, Renault and Cosworth.

But on August 1 – five days after a public announcement – he joined prospective F1 engine supplier PURE as its new technical director, to in effect help set up a direct rival to the four companies he had been dealing with. Pollock said Simon had been hired some months earlier while still regarded by the engine makes as a trusted FIA man.

Simon made the move with the blessing of long-time colleague and mentor Jean Todt, with whom he worked at Peugeot and Ferrari before being headhunted for the FIA job. Todt even provided a supportive quote for the PURE press announcement.

Simon's predecessor as FIA technical consultant, former Jaguar Racing boss Tony Purnell, had a contract which specified he could not work in F1 on leaving the FIA. He was hired by Max Mosley.

Privately, teams and engine manufacturers are seething, although they have been diplomatic in public, saying that measures should be put in place to stop a repeat.

"I know Gilles will behave in the proper way," said Ferrari's Stefano Domenicali. "But we have asked [the FIA] to consider this situation, because right or wrong, it's better to avoid speculation."



LAT

FORMULA 1

Teams and fans split over BBC/Sky deal

The BBC and Sky chose the Friday of the Hungarian Grand Prix to release the first details of their deal to jointly cover Formula 1 in the UK from 2012.

Negotiations had been kept so quiet that the news came as a surprise to the paddock, and even team bosses first learned about it from the media as they arrived at the track.

It was a clumsy piece of PR management, and that was demonstrated by the reaction of the British public. The internet was soon lit up with fans who were angry either with the BBC for letting them down, or with Bernie Ecclestone for taking the Sky dollar. The timing, with the *News of the World* hacking scandal having done little for the reputation of Rupert Murdoch and his organisation, could hardly have been worse.

The essentials of the deal are thus. From next season the BBC will show 10 out of 20 GPs as it does now, with full live coverage of the race and qualifying and practice sessions shown on the Red Button service. Silverstone and Monaco will be among that group of races, but it's not yet clear how the others will be chosen. The remaining 10 races will only be available on the BBC in a highlights package, to be shown early on Sunday evening.

Meanwhile all 20 race weekends will be covered in full by Sky Sports, and that will be the only place to see live coverage of the 10 events that the BBC won't be screening as they happen. Fans who want to see those races will have to pay for a full Sky Sports subscription, as they won't be available on a pay-per-view basis.

For those who already have access to Sky, the question is one of the cost of getting those 10 races – not a trivial amount, especially if they have no interest in football or other sports. Equally there are many people who are simply unable to subscribe because they can't get the Sky service where they live.

The BBC has been getting great numbers for F1 this year, with six million people regularly tuning in. It's clear that Sky's live coverage will attract only a fraction of that audience, and yet Ecclestone insists that overall the sport will gain, because it will be available on two networks.

The sponsors who pay to get their names in front of those six million clearly have doubts about that. The UK may be only one market for a global sport, but it's still an important one, and the fear is that other countries could take a similar path.

A few hours after hearing the news in Hungary, team bosses met with Ecclestone, who appeared to dazzle them with the potential numbers. Even for the biggest and best-financed teams, TV income is important, and they have clearly been told that they will benefit. Publicly they have supported the move.

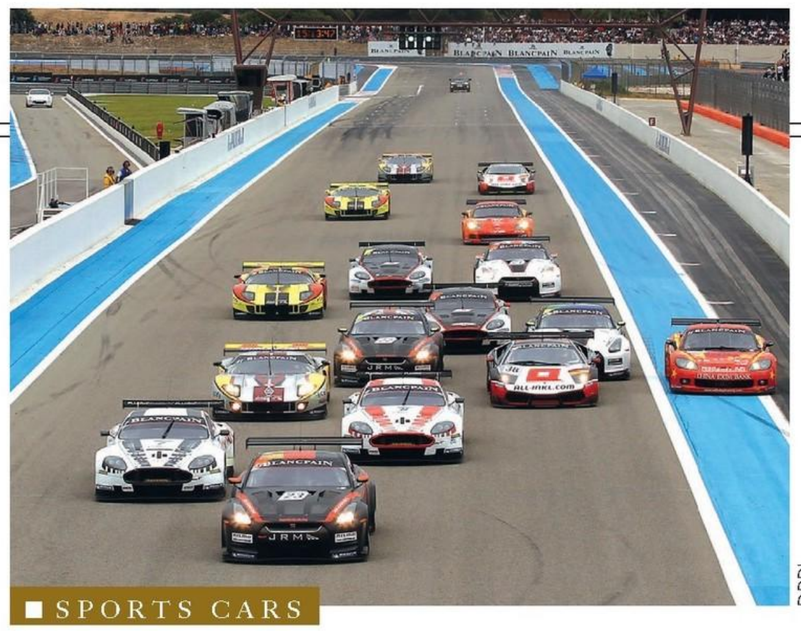
The bottom line is that the BBC was unwilling to continue with its current deal, but its insistence that it has somehow 'saved' the sport for the general viewer by retaining half the races sounds a little hollow. The real concern is that the dilution of live coverage will do little for the popularity of a sport that, helped by Lewis Hamilton and Jenson Button, has enjoyed a boom period in the UK. *Adam Cooper*

For more, see Nigel Roebuck's Reflections, page 22



Getty Images

"A FEW HOURS AFTER HEARING THE NEWS, TEAM BOSSES MET WITH ECCLESTONE, WHO APPEARED TO DAZZLE THEM WITH POTENTIAL NUMBERS"



DPPI

■ SPORTS CARS

GT1 goes on as makes sign up

Stephane Ratel, the boss of the of the FIA GT1 World Championship, has given the green light to next year's series after securing entries for seven of the 10 teams he wants for 2012.

Ratel had vowed that he would not continue the championship unless he had 10 teams each representing one manufacturer by the end of July. He explained that reaching nearly three-quarters of his target was enough for him to commit to the series into 2012.

"We haven't got 10 brands at this point, but what we have got has made us decide to push ahead," he said. "We are 70 per cent of the way there and we have three more possible brands [AMG Mercedes, Chevrolet and Alpina] who could join us."

The seven teams signed up so far are JR Motorsports (Nissan), All-Inkl.com (Lamborghini), Marc VDS (BMW), Belgian Racing (Ford), Young Driver AMR (Aston Martin), Vita4One (Ferrari) and WRT (Audi).

MG wants motor sport future

The historic MG brand and its Chinese owners have pledged a long-term commitment to motor sport.

MG, which has just put its MG6 saloon and coupé into production at its Longbridge plant in Birmingham, has made a low-key return to motor sport with a deal to sponsor the British RLR team's MG EX265 LMP2 contender (right) in the remaining two rounds of this year's Le Mans Series. This is the first step in what MG sales and marketing director Guy Jones said would be a long-term involvement in international and grass-roots motor racing.

"We have been tasked with revitalising a historic brand which has a long involvement in motor sport," said Jones. "We are looking to back club-level racing and also to have a presence in



The Inside Line

top-level motor sport. This is the first step, which is appropriate for where our business is at the moment."

Jones would not be drawn on MG's future plans, but said the hope was to extend the deal with Team RLR, which could expand into a technical partnership. He added that MG would back competitors wanting to race its products at club level and said there was significant interest in racing next year's MG3 hatchback in the MG Car Club's MG Trophy.

■ HISTORICS

Six-wheeler races at last

Thirty-five years after it was created by the March Grand Prix team, the six-wheeled March 2-4-0 had its debut race at the Silverstone Classic.

After two tests in 1976 the project was abandoned, but the car has been rebuilt over two years by Tony Smith, who unearthed the four-wheel-drive system for the back end. His son Jeremy raced the car (below).



The March completed nine laps in the opening race before being halted by an electrical problem, but Smith Jr believes it has potential.

"The balance was fantastic and it's got loads of grip," he said. "The times would have put us midfield on the grid and I was just driving around the outside of people."

In the same race Nathan Kinch (top) had a debut run in the McLaren MP4/1 that John Watson took to victory in the 1982 Detroit Grand Prix. The car was last raced by Aaron Hsu.

The ex-Alan Jones Williams FW07 also raced with new owner Richard Meins (above). Jones won the 1981 US GP in the car that has more recently been raced by American Roy Walzer.



Jakob Ebrey

■ FORMULA 1

Draft calendar a work in progress for Bernie

The 2012 F1 calendar announced by the FIA World Motor Sport Council in June has been thrown away after Bernie Ecclestone made major changes in a new version which has been circulated to the teams.

Ecclestone told *Motor Sport* that the June schedule was "a draft calendar that wasn't really for publishing".

He has moved both the Bahrain and US Grands Prix to November, and nearly every race has had to shuffle around to make the revised version work. However, at the time of writing it was not yet official, and Ecclestone stressed that it is still a work in progress.

Turkey is now absent from the schedule, trimming it to 20 races from the provisional 21. Ecclestone insists that there is no way back for the Istanbul race, although the organisers say they have not given up.

Bahrain, originally slated to open the season prior to Australia, has been moved to November 4. The event will form a Middle Eastern double-header, running a week after Abu Dhabi.

Ecclestone has confirmed that he moved Bahrain at the request of the hosts, in order to allow more time for the country to sort out its problems. If it does run on that date it will be some 32 months since the previous race in the country, held in March 2010.

In the wake of concerns about hot weather in June, the US GP in Austin has been moved from its position alongside Canada to November 18. Austin City Council had made it clear that it did not want the June date in a debate about granting support to the race because of pollution concerns.

Austin will now form a double-header with the Brazilian Grand Prix a week later, even though the two venues are a considerable distance apart, making for logistical problems.

Meanwhile Korea has gone back to October, having provisionally been given an April slot.

Having moved three flyaway races to the end of the year Ecclestone has tried to create space by switching India from October to April, so the country will host its second GP just six months after the first. However, there are concerns that it will be too hot at that time of year.

PROVISIONAL 2012 F1 CALENDAR

MAR 18	AUSTRALIA	JUN 24	EUROPE	OCT 7	JAPAN
MAR 25	MALAYSIA	JUL 8	BRITAIN	OCT 14	KOREA
APR 8	CHINA	JUL 22	GERMANY	OCT 28	ABU DHABI
APR 22	INDIA	JUL 29	HUNGARY	NOV 4	BAHRAIN
MAY 13	SPAIN	SEP 2	BELGIUM	NOV 18	UNITED STATES
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The Hordern Ghost
1913 Rolls-Royce
40/50hp Silver Ghost
Roi-des-Belges Tourer

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The August break may be music to the ears of F1 personnel, but for the fans it remains a long stretch without any racing. Thankfully the *Motor Sport* site provided somewhere to discuss the season so far.

NIGEL ROEBUCK'S Q&As

This month Nigel wrote about a new FIA plan regarding Formula 1 cars running in the pitlane from 2014. "The proposal is that when the new environmentally-friendly V6 turbo engines arrive," he wrote, "cars should run on 'electric power' only in the pits."

Nigel recalled the time he was almost hit by the silent Lightning-Cosworth of Gary Bettenhausen as it rolled into the Indy pits in 1981 without its engine running, and is understandably dubious about 'silent' F1 cars. Mike Cogman agreed: "Having marshalled for more years than I care to remember, the most dangerous time in the pits is when a car enters with a dead motor. This is a dangerous idea at odds with the experience of motor racing."

However, Rob A was not totally against the proposal. "Surely there's a trivial solution, namely to install some sort of device which makes a noise when the car is travelling under electric power only?" he said. "Make it a distinctive noise, and it will be as unmistakable as the rasp of an engine."

THE SKY DEAL

The big talking point on the website this month has been the news that Sky will take over live British TV coverage of F1 from 2012 to 2018. In our 'Week in Motor Sport' video features editor Rob Widdows and associate editor Ed Foster discussed the move, which will see the BBC air only half the races live next season. Not surprisingly, the vast majority of you are against the deal.

"We can't have a Sky dish as we're in a reception black spot," said GH. "So this deal has excluded me from half the races. We all know F1 is a business, but it only exists because of the sport. That means the fans do count, and there are a lot in the UK. Let's hope enough of them think their interest in the sport is worth £480 a year..."

But Hamfan suggested that Sky will do a better job than the Beeb: "(This is) super news. Sky do sports so much better, it's a pity they can't start right now."

Cue a long debate...

AUDIO PODCASTS

On August 24, after *Motor Sport* closed for press, the podcast team were due to sit down with Murray Walker to mull over the F1 season as well as the ex-commentator's long career. Hopefully you've discovered the podcasts on the website, but if not this is a great one to start with. Murray and Nigel Roebuck chatting about F1 for an hour... It's not to be missed.

BMW has offered a glimpse of its 2012 DTM contender with the unveiling of this M3 Concept Car. The German manufacturer, which is returning to the DTM for the first time since 1992, is testing the car designed in secret to next year's new rulebook. Andy Priaulx and Augusto Farfus Jr, the only drivers confirmed for its six-car assault, are leading the test programme by the Belgian RBM team.





LAT

INDYCAR

Wheldon tests new Dallara

The all-new 2012 Dallara Indycar has finally hit the track. The one-make racer, known at Dallara as the IR12, was given a shakedown by the Italian constructor at the Vairano test circuit at the end of July before being shipped to the US.

The car, powered by Honda's new 2.2-litre turbocharged Indycar engine, then began testing in earnest at Mid-Ohio at the start of August with Dan Wheldon driving (above).

The key design features of the IR12, which ran in road course/street trim at Mid-Ohio, can be seen in the first photographs. Front and rear wings are smaller because the car has ground-effect venturis rather than a flat bottom and the bodywork is designed to make interlocking wheels less likely.

Tony Cotman, who is project manager for the 2012 car said: "It's a great day; it is the start of a new era for the IndyCar Series."

IndyCar will undertake 12 days of testing with the first chassis at a mixture of road courses and ovals. In October the first cars will be handed over to the lead teams of the three engine manufacturers producing new-generation units – Honda, Chevrolet and Lotus – before chassis are delivered to the remainder of the grid in December.

IndyCar has confirmed that it has set back its plan to allow bodykits to be produced for the Dallara chassis until 2013. Series boss Randy Bernhard said that the decision had been made for reasons of "cost containment".

Chevrolet and Lotus have committed to producing their own bodywork for the car, while the French ORECA organisation is evaluating the production of an aero package.

Dan Wheldon interview, page 64

HISTORICS

Prescott pauses to remember and salute WB

That pleasant annual picnic, the VSCC August weekend at Prescott hillclimb, was the appropriate scene of a short commemoration of Bill Boddy's life.

During Sunday's lunch interval several cars with WB connections assembled on the start line, where our late founder editor so often sat with notebook and camera,



Peter McFadyen

while a number of people who knew him spoke about Bill and his huge significance for the old car world.

Accompanying two cars which WB saved from the scrapyard, the 1914 TT Humber (left) and 1912 Zust, Brooklands director Allan Winn had brought the Napier Railton, and after Roger Collings spoke warmly of his good friend and raised three cheers from the crowd, the cars made a parade ascent of the hill – even the Napier, despite its 47ft turning circle.



Mike Caldwell

HISTORICS

Stars out for Revival races

The debuts of former Indy 500 winner Kenny Brack and triple World Touring Car champion Andy Priaulx will top the Goodwood Revival race meeting on September 16-18.



Brack (right), who has been contesting historic rallies this year in a Ford Escort Mk2, will share the ex-Alan Mann Racing Daytona Cobra of Christian Gläsel in the Tourist Trophy as the car returns to racing after a two-year rebuild.

"It was awesome and a privilege to be asked to drive it," said Brack after a shakedown test. "I haven't raced a GT car before."

Priaulx, who will head BMW's return to the DTM in 2012, will race a BMW 1800 TiSA in the St Mary's Trophy, with Brack also scheduled to handle a similar car. Other star names in the race will include Rauno Aaltonen (Mini Cooper), Martin Brundle (Ford Galaxie), Richard Attwood (Lotus Cortina), Darren Turner (Mini Cooper) and Stig Blomqvist (Saab 96).

To mark the 50th anniversary of the model, the Fordwater Trophy will be an all-Jaguar E-type contest featuring many period racers. On the driving strength will be Andy Wallace, Gerhard Berger and Emanuele Pirro. Elsewhere Jochen Mass, Derek Bell, Eddie Cheever and Brian Redman will all be in action.

Significant cars making their debuts include the 1938 Bugatti T59/50B of Tom Dark, the Ferrari 857S of James Cottingham and a brace of Maserati V8RIs in the Goodwood Trophy.



LAT

OBITUARY

Roy Winkelmann

Roy Winkelmann, who has died aged 81, had a big impact in his short career as a team owner. Roy Winkelmann Racing was *the* Formula 2 team in the late 1960s, winning more races than any other either side of the '67 European series and establishing Jochen Rindt as a star of the future.

Winkelmann, who was born in the UK but grew up in the US, raced as an amateur before running Alan Rees in Formula Junior in 1963. The team, based under a bowling alley in Slough, graduated to F2 with Rees in '64 and the next year brought in Rindt – already racing in F1 with Cooper.

Winkelmann and Rindt won their first race together at Reims in 1965 and went on to notch up 23 victories using Brabham and then Lotus machinery during their five years together. The Austrian won more races than eventual champions Jacky Ickx and Jean-Pierre Beltoise in 1967 and '68 respectively but was not eligible for points because he was a so-called graded driver.

The team shut in '69 when its core, including Rees and mechanic Phil Kerr, joined the new March group. Winkelmann was due to reform his team in the mid-80s to run the still-born Lotus Indycar.

Harvey gets Cobra ride for Spa

Former British Touring Car Champion Tim Harvey hopes to contest this year's Spa Classic Six Hours sharing James Shead's AC Cobra. The pair were rivals in the Metro Challenge in the early 1980s before teaming up in Group C. "I tried the car at Donington, and all I can say is it's fabulous," said Harvey.

Over 100 cars have been entered for the September 24 race, with nine Ford GT40s including the open top roadster of Philip Walker and Danny Wright. Former winners Jon and Jason Minshaw and Martin Stretton head the 11-strong Jaguar E-type squad. Other front-running AC Cobras are entered for Chris Chiles/Paul Ingram and David Hart/Hans Hugenholtz.

The three-day festival has races for Grand Prix Masters, HGPCA and the Sir Stirling Moss Trophy for Pre-60 sports cars.

WB Tribute at The Track

To celebrate the life of our founder editor Bill Boddy, Motor Sport and Brooklands Museum plan a Tribute Day at Brooklands on October 1.

Vehicles associated directly with WB will be on display, plus racing and sports cars from clubs and marques he supported, from cycle cars through A7s and Edwardian racers to Grand Prix cars he reported on in the Sixties. Special guests will include Tony Brooks. *Motor Sport* readers can claim an entry discount by emailing info@motorsportmagazine.co.uk

Winter joy for Buffum?

Former American Rally Champion Jon Buffum is among the entries for the 18th Winter Challenge, which returns in November after a five-year absence.

Buffum will again team up with former RAC Rally-winning co-driver Neil Wilson in a Porsche 356 for the event in a bid to take the victory that eluded them three times in the mid-90s.

From start points in Holland on November 20, the pre-63 cars will tackle famous Monte Carlo passes before finishing in the city.



Eric Sawyer

Masters major at Oldtimer

The first Grand Prix Masters race delivered a close finish during the 39th Oldtimer GP at the Nürburgring.

Roland Kinch (Arrows A4) pipped Joaquin Folch (Brabham BT49C) by just 0.3 seconds, but in Sunday's wet race Steve Hartley was on top in his A4 with Kinch second and Folch down the order.

Simon Hadfield won a wet World Sportscar Masters race when he took over Folch's Ford GT40 to head the similar car of David Forsbrey by a second. In Saturday's dry race, Manfredo Rossi de Montelera won at a canter in his Abarth Osella PA1.

Tony Smith (Ferrari 246 Dino) and Paul Grant (Cooper-Bristol) shared the spoils in the Pre-61 GP races, marked by the appearance of Josef Rettenmaier's very rare Maserati V8RI.

Gary Pearson took an E-type Challenge double, and the four-hour AvD Marathon on the Nordschleife fell to the E-type of Frank Stippler and Marcus Oeynhausen (above).



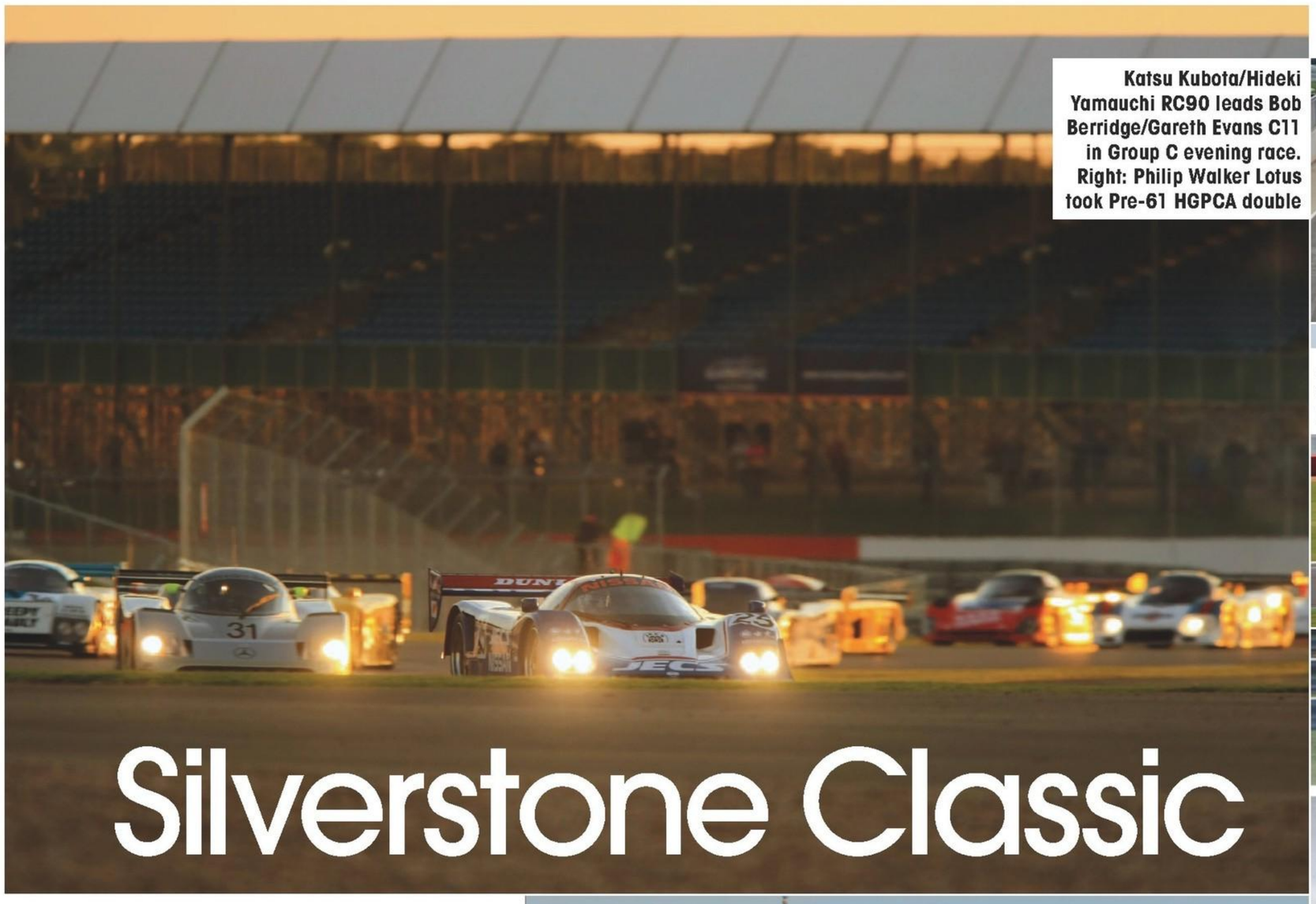
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Silverstone Classic

Katsu Kubota/Hideki Yamauchi RC90 leads Bob Berridge/Gareth Evans C11 in Group C evening race. Right: Philip Walker Lotus took Pre-61 HGPCA double



Jon Minshaw was big E-type winner. Below: John Fitzpatrick/ Roger Wills Mercury Cyclone spins





Silverstone, Northants

BY ANY MEASURE, THE 2011 SILVERSTONE Classic was huge. Billed as the biggest historic racing festival of all and, quite probably, the biggest race meeting ever staged, it had over 1100 entries and a crowd of 80,000 across the weekend. Grids of up to 58 cars on the Grand Prix circuit delivered bags of action in 22 races, with Saturday alone offering a daunting 12 hours of racing.

The infield was crammed with a vast array of attractions, including over 7000 classic cars. But it was the Jaguar E-type that took pride of place as the biggest of the year's 50th birthday celebrations brought 1000 road-going E-types to Silverstone and put a Guinness World Record-breaking 767 of them into a track parade.

Continuing the theme, two races for the E-type Challenge had star billing and, in a weekend of records, another was set when 52 E-types were unleashed towards the new Abbey Corner on Saturday evening. No one has more passion for racing E-types than **Jon Minshaw** and he duly won both races, the first by a modest margin over **Alex Buncombe** and the second by a much bigger gap. While



Stuart Graham/Richard Attwood DB4 (Tourist Trophy) and, below, Sam Wilson T59 (FJunior) were both winners

Desiré Wilson raced, and shunted, the Buncombe car, former F3 winner **Martin O'Connell** went into second from 22nd on the grid, having taken over the car he preps for **Sandy Watson**.

"The 50th anniversary only happens once and to win in front of another 1000 E-type owners was very special," said Minshaw. But it was not as easy as it sounds for a gearbox failure when leading the Gentleman Drivers' race left his crew just three hours to take the engine out and change the 'box. They did it with an hour to spare.

Some of the weekend's most exciting racing came early on Saturday with



Jakob Ebrey

barnstormers from the Formula Junior and U2TC packs. Even with monster grid capacity for the 3.6-mile track, both races were oversubscribed and it proved an epic weekend for **Sam Wilson** who twice beat pacesetter **Jon Milicevic** in a pitch battle of the Cooper T59s. "I'm speechless," said Wilson after the races of his life. "Jon is such a good guy to race against."

The 50-minute U2TC thrash came to a glorious finish as **Simon Hadfield** and **Mike Jordan** went head-to-head in a battle of the Lotus Cortinas, with **Richard Shaw's** BMW chasing hard despite a failing damper. "It was like riding a horse," said **Jackie Oliver** after taking the first stint in the Beemer. Hadfield tigered ahead, but with a cracked manifold costing Jordan revs, it was a close call.

The year's best Historic F1 grid had no answer to the prodigious pace of Le Mans racer **Andy Meyrick** in his father's March 761 and he swept to a brace of wins. **Bill Coombs** (Tyrrell 009) and **Steve Hartley** (Arrows A4) led the chase.

The HGPCA turned out 80 cars in Pre-61 and Pre-66 grids, and **Philip Walker** (Lotus 16) won both Pre-61 encounters. **Roger Wills** (Cooper T51) won the first Pre-66 race, but the second fell to **Enrico Spaggiari's** T53 after Wills tripped over a backmarker on the final lap.

Stuart Graham took another Tourist Trophy win, this time in the Aston Martin

DB4 GT he shared with 1970 Le Mans victor **Richard Attwood.** Other notable winners included **Ewan McIntyre,** who kept his Lotus 15 ahead of the big bangers in the Sir Stirling Moss Trophy, and the **Gary Pearson/Carlos Monteverde** Jag D-type, which went nine seconds clear of the Woodcote Trophy pack on lap one alone.

The choice of category for the coveted Saturday evening race slot has been the subject of much debate, and the 2010 Italian Historic race was a disappointment. The decision to put Group C back into the limelight this year was a calculated gamble, but one that paid off in spades as the cars delivered the finest of spectacles.

As if pre-ordained, the clouds cleared to reveal a beautiful sunset as the 8.30pm start approached and the 25-car grid looked and sounded sensational as they raced while the sun went down. It could have been Le Mans in the '80s as a Suzi Quatro concert battled against Jaguar V12s and V8s from Mercedes and Cosworth.

However, it was Nissan power that claimed the day, with Japanese ace **Katsu Kubota** winning in his RC90 from **Alex Buncombe's** Jaguar XJR9 and **Gareth Evans** in the Mercedes C11 of **Bob Berridge. Calum Lockie** starred in **John Pearson's** C2 ADA, firing the Cosworth DFV car from 14th on the grid to fourth with a blistering opening salvo. Eventually power told and Lockie was elbowed back, but still took a C2 win.

In Sunday's race, Berridge took over the Mercedes to head home young Japanese F3 racer **Hideki Yamauchi** in Kubota's Nissan. *Paul Lawrence*

FORTHCOMING EVENTS

SEP 2-3 ALMS Baltimore Grand Prix
SEP 4 INDYCAR Baltimore Grand Prix
SEP 3-4 MASTERS FESTIVAL Donington Park
SEP 4 MOTOGP San Marino, Misano
SEP 8-11 WRC Rally Australia
SEP 9-11 ILMC Silverstone, Six Hours
SEP 9-11 F1 Monza, Italy
SEP 15-17 ALMS Monterey
SEP 16-18 GOODWOOD Revival
SEP 17 INDYCAR SERIES Motegi, Japan
SEP 23-25 F1 Singapore
SEP 23-25 HISTORICS Spa, Six Hours
SEP 23-25 ILMC Estoril, Six Hours
SEP 28-OCT 1 ALMS Petit Le Mans
SEP 29-OCT 2 WRC Rallye de France

Audi

Spa 24 Hours

Spa-Francorchamps, Belgium

THE TOPSY-TURVY HISTORY OF THE Spa 24 Hours has almost certainly taken an upward turn with the decision to make it effectively an event for GT3 cars only. The success of this year's race was that there were more than 50 cars, from 10 manufacturers, shooting for outright honours. That compares with poor turnouts in the top class in 2009 and 2010.

FIA GT boss Stephane Ratel, the architect of the GT3 division, was magnanimous enough to admit that it wasn't his idea to change the format.

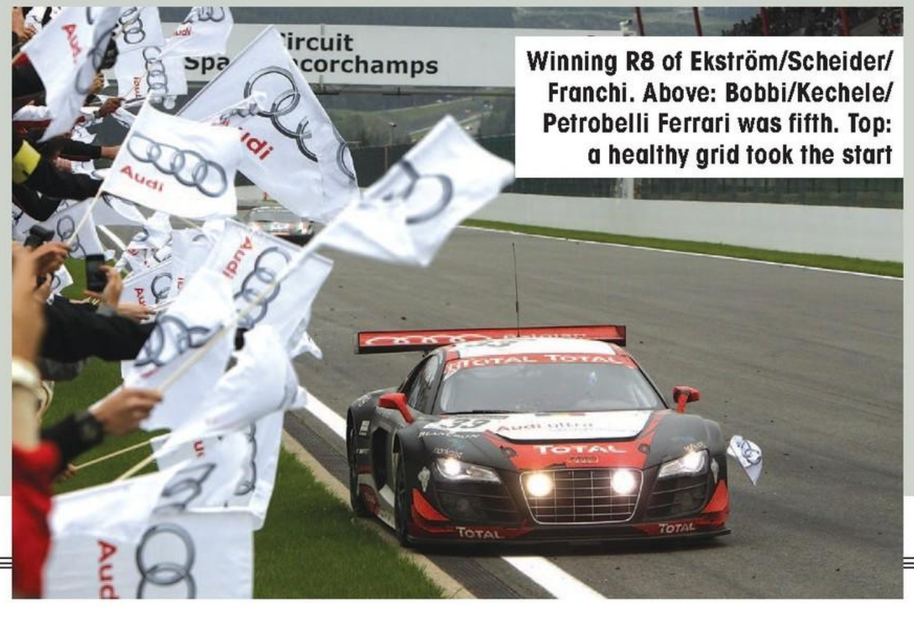
"I have to be grateful to the Royal Automobile Club of Belgium (the national sporting authority)," he explained. "They said (it) after last year when we had just 10 GT2s, so it was the right time to have GT3."

Entries in the top division had been on the slide at Spa. In the last year of the FIA GT Championship in 2009, just nine GT1 cars were entered. Last year, with the advent of the FIA GT1 World Championship, those cars disappeared, leaving the battle at the top of the field to eight FIA-rules GT2 cars and two BMW M3s built to Le Mans regulations.

The historic 24 Hours at Spa isn't as prestigious as its Le Mans counterpart, an event only one year older, but it remains a race worth winning, at least according to Audi. It mounted a concerted campaign at the 63rd running of the event, putting its support behind two pairs of R8 LMS GT3s entered by the German Phoenix and Belgian WRT teams.

This quartet of machines were prepared by Audi and a roster of factory drivers, including DTM champions **Mattias Ekström** and **Timo Scheider,** were on hand to race them. So it was no surprise that Audi dominated, the car driven by Ekström, Scheider and **Greg Franchi** coming through to victory in the best of WRT's entries. *Gary Watkins*


Ferrari


Winning R8 of Ekström/Scheider/ Franchi. Above: Bobbi/Kechele/ Petrobelli Ferrari was fifth. Top: a healthy grid took the start

ECOSSE NAME BACK IN ACTION

DEPENDING ON YOUR AGE, ECURIE Ecosse will spark memories of Le Mans-winning D-types, World Championship-winning C2s or BTCC Vauxhalls. Since the 1990s the team has lain dormant, Hugh McCaig wanting any international return to have the 'right' elements.

In January Andrew Smith, Oliver Bryant and I decided it would be fantastic to do the Spa 24 Hours. We called Hugh and Alasdair McCaig to agree the basics and never looked back.

The best package was Barwell Motorsport and the Aston Martin



DBRS9. Armed with the Ecosse name we became an Aston 'partner team' with works support. We then set about the huge task of getting Ecosse back on track.

As well as sourcing the £170,000 budget, we also looked after the media/PR, livery, team wear – as well as our own health and fitness.

Sheer determination saw the project through. We had support from many historic racing friends and *Motor Sport*, but also brought in a number of sponsors.

By race week we felt confident. A positive test had shown we were capable of quick lap times.

We qualified 30th out of 62 cars and were happy to be ahead of all three 'works' McLarens.

We knew that for the future of Ecosse a race finish was essential. Despite various issues with the ECU (costing us over an hour in the pits) we brought the car home 20th overall and ninth in class.

It was so satisfying, and our focus is now on 2012. We're sourcing the budget for a full season, our long-term goal being to take Ecosse back to Le Mans. *Joe Twyman*

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POWER OUTPUT 165BHP (121KW) AT 5,500RPM
PEAK TORQUE 250NM AT 2,250RPM
ACCELERATION 0 – 62 MPH 7.9 SEC
TOP SPEED 133MPH

Nigel Roebuck



REFLECTIONS
– Formula 1 awaits the fallout over BBC/Sky deal
– Lethal Langhorne – the US track feared by drivers

There's more than one way to skin a McLaren, and we saw that again in Hungary. A week earlier, at the Nürburgring, Lewis Hamilton was at his best and scored an emphatic victory, while Jenson Button had one of those unaccountable weekends when he was never a factor.

At Budapest, though, the mixed conditions were made for an intelligent driver, and in these circumstances Jenson invariably shines. No one is better at blending pace and tyre wear, and neither is anyone better at not making mistakes. As Hamilton's childhood hero was Ayrton Senna, so Button's was Alain Prost. There are indeed similarities between the McLaren teams of then and now.

Strange now to think of the atmosphere at McLaren at Silverstone, where Hamilton was sullen, Button frustrated and Whitmarsh beleaguered. Martin came out with the usual stuff about the team fighting back, as he was bound to do, but the fact is that McLaren is one of those teams, like Ferrari, which *always* fights back. And perhaps, as he won – brilliantly – at the Nürburgring, Lewis may have felt a touch embarrassed by his behaviour a fortnight before.

Two on the trot for McLaren then, but if you were British the main talking point at the Hungaroring lay elsewhere. As the clans gathered in the paddock on Friday morning, they were met by the news – announced at 7am – that, as of the end of this season, the BBC would provide live coverage of only half the Grands Prix, while Sky would do the lot. The day of free-to-air coverage of the entire World Championship, in other words, was done.

It had been clear for a while that change – of some sort – was coming. In these austere times virtually everyone and everything in



The BBC's F1 coverage has been a hit, thanks to the efforts of Jake Humphrey, Eddie Jordan and David Coulthard

the world needs to save money, and the BBC is no exception. For some little time there had been suggestions that the corporation was looking to end its Formula 1 contract early – to find a way out.

At Silverstone the word was that only the details of the exit plan remained to be sorted out. At the Nürburgring insiders were murmuring that the Gribkowsky bribery saga would provide the ideal justification for withdrawal. Can't be seen to be mixed up in a sport where *that* sort of thing goes on…

As it turned out, though, the BBC did not sever its ties with F1, but merely loosened them. The new deal is similar to that introduced this year for coverage of The Masters, in which all four days were covered by Sky, only the last two by the BBC. I have to say that, as I watched in April, I could not wait for the Saturday and Sunday, when I could listen to Peter Alliss. Choice of F1 commentary teams in this new era is going to be crucial.

When I heard the announcement regarding coverage of the 2012 World Championship and beyond, my first thought was that, given the recent 'phone hacking' scandal, only Bernie Ecclestone could do a big deal with Rupert Murdoch at a time like this.

> "Only Bernie could do a deal with Rupert Murdoch at a time like this"

My second was that we had long been led to believe that the Concorde Agreement positively *required* live coverage of F1 to be free-to-air, this giving sponsors the confidence to invest in the knowledge that their names and logos would be seen by the largest possible audience. It turns out, though, that while Ecclestone himself had long stressed that free-to-air live coverage was sacrosanct, and would remain so, the clause in the masonically-secret Concorde Agreement states that, 'The Commercial Rights Holder may not permit F1 events to be shown *only* by pay television in a country with a significant audience…'

Thinking about it, there was also a time when Bernie was adamant about a maximum of 16 Grands Prix per season. I thought – not for the first time – of something he said to me years ago: ›››

LAT

Nigel Roebuck

"These days the world changes so bloody fast that anyone who talks about what's going to be happening in four years is an idiot. A complete idiot. Long-term planning is a nonsense…"

The world does indeed change so bloody fast. Who knew, after all, when the BBC signed its contract to replace ITV as the broadcaster of F1 in the UK that all those darling bankers were stripping the lead from the roof of financial stability, thereby imposing a fiscal austerity on the world from which only they – of course – would be exempt?

Fifty million pounds a year (£45m in fees, plus another £5m on production and talent costs) is what it has been costing the Beeb to cover the World Championship. If that sounds like a lot, it is – but when you understand that it equates to 14 pence per viewer per race, it doesn't seem too outrageous, does it?

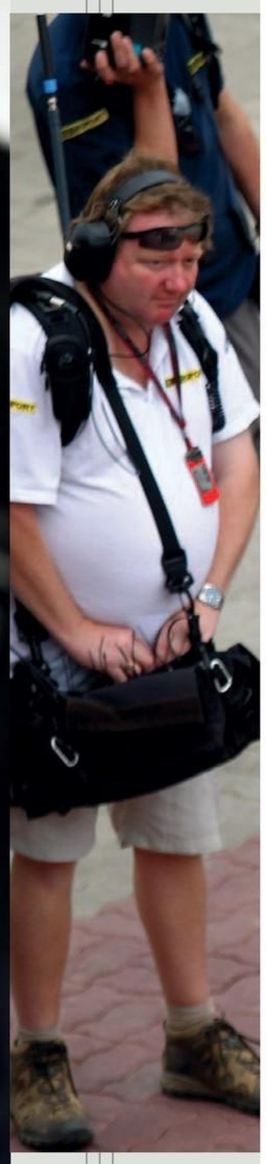
Nonetheless, F1 is by far the BBC's biggest single outlay on anything, so obviously it was going to be at the top of any list when it came to cost-cutting, and that was only exacerbated by the government's refusal to allow the corporation to increase its licensing fee. Bernie, came the message, we need to talk…

Under the terms of the new agreement, the BBC will pay about £15m a year, and Sky about £35m, so the total income has increased, and these figures will of course rise, based on Ecclestone's always imaginative interpretation of inflation, year on year.

When news of the BBC/Sky deal broke, it was greeted – not surprisingly – by outrage from F1 fans up and down the land. I personally can't remember so vociferous a response to any other racing-related matter, and it was no more than inevitable that it should be almost entirely condemnatory. People, after all, don't care to be asked to pay for something they had hitherto had for free. Next time you fly anywhere, check how much of the ticket price is tax: time was – until G Brown thought it up – there was no such thing. Welcome to the 21st century.



Sutton



Sky already has a presence in F1. Right: the Beeb has been spending £5m a year on F1 production/talent costs

Not a few folk have suggested – rather sweetly, I thought – that Ecclestone, in acknowledgement of the sheer excellence of the BBC's coverage and also of its financial predicament, might have swallowed hard and simply agreed to a lowering of the tariff. Yes, it would have cost CVC a few million, but on the plus side it would have pleased F1's public – and at the same time maintained the high free-to-air viewing figures so crucial to companies as they contemplate sponsorship of a team or event. Kept the paddock happy, in other words, as well as the fans.

Dream on. Sometimes it seems to me that F1 continues to live in a world that time forgot. Yes, the teams have cut their own costs, but the sport as a whole – in terms of race and TV fees – appears not to have noticed that there's been a bit of a financial downturn over the last few years, and most everyone else has been obliged to cut their cloth accordingly. Don't imagine that CVC give a damn about anything but their investors. As soon as the time – and the offer – are right, they'll be gone, lamented by no one. Rupert is standing by.

Would it have been impossible quietly to make an exception for the BBC, simply to reduce the fee and carry on as before? Well,



LAT

in Bernie's eyes it would be inconceivable, for apart from losing some income – a concept which has always made Ecclestone fretful – there would also have been the risk of word getting out, of others seeking to cut a similar deal.

It was whispered a while ago that the powers-that-be of the Chinese Grand Prix, mindful of the fact that not many go to watch their race because not many in China give a damn about F1, were able advantageously to renegotiate the race fee with Bernie, who famously said many years ago that the future lay with the Far East, that soon Europe would be 'Third World'.

Given China's burgeoning financial power, and the lamentable state of virtually all EU economies, he wasn't far wide of the mark, was he? For all that, though, because the Chinese people have signally failed to embrace F1, the authorities there began to make public noises about not renewing the Grand Prix contract unless a different financial accommodation were reached.

Although the Shanghai race would struggle to make anyone's list of favourites, the presence of the country in the World Championship is considered symbolically important, and it was for this reason, I'm told, that Bernie was willing to cut them some slack on the race fee. Doubtless the folks at Indianapolis – where they do quite like motor racing, actually – will wonder why the USA wasn't considered in the same way, and why the tariff could not have been adjusted for them. No government subsidies available there, after all.

To a degree, I suppose, we have become spoiled in this country by the TV coverage of our sport. It is only people of a certain age, after all, who can remember a time when very few Grands Prix were televised, when we relied on Denis Jenkinson's reports in *Motor Sport* as the definitive record of what had happened at Zandvoort or Oporto: he was there, and we were not.

A while ago I bought at auction some items from the estate of Raymond Baxter, including all his programmes and notes from the races he had covered for the BBC, and what struck me was how rarely he had been sent abroad. All the British non-championship F1 races (of which there many in the 1950s and '60s) were there, but Baxter's yearly trips out of the country usually amounted to Monaco, Monza, occasionally Reims and the Nürburgring, plus Le Mans.

More to the point, as I remember well, the races were by no means covered in their entirety. You'd get the start and the opening laps, and then you'd go to cricket or show-jumping or whatever, once in a while going back to the race for an update, then returning for the finish and a summary of events. And that was it.

In 1976, I recall, it was a *very* big deal when the BBC announced it would be transmitting live the Hunt/Lauda World Championship decider from Fuji. Apropos nothing, that same year there was considerable debate at the Beeb as to whether F1 should be televised at all, given that Alan Jones's Surtees – sponsored by Durex – might offend viewers' sensibilities…

For a very long time the British F1 fan has been extremely well served by the television companies, and now that the era of free-to-air coverage of the entire season is over, it's hardly surprising that the news has been greeted with fury. Many have said they're not prepared to fork out for something previously free, others that they *might* have done so – albeit unwillingly – but no way were they going to give a cent to anything connected with Murdoch.

> "People don't care to pay for something they hitherto had for free"

Given the revised structure of the F1 coverage in 2012 and beyond – all the races televised live on Sky, half of them on the BBC – it seems highly unlikely, to say the least, that audiences over the season will be a match for those we have at the moment. Routinely four million people watch qualifying, and six million the race. Perhaps more impressively, the 'share' of the total TV audience – more significant to the companies these days than actual numbers – is around 40 per cent for F1, which is extraordinary when one considers how many channels are available now. ›››

Nigel Roebuck

Interestingly, too, in 2011 the F1 viewing audience is far less inclined to peak (at the start and through the early laps), then fall away as it used to do, when people went off to the garden centre or whatever, and then returned to catch the finish. Presumably because the races have been more exciting, viewers have tended to stay with them throughout the broadcast.

So will the audiences fall away next year? I would be *amazed* if they did not. Assuredly there will be some who have never subscribed to Sky, and never will, be it because of distaste for Murdoch and all his works or because it costs money. Of course – particularly at a time like this, when cash is short – there will be some who cannot afford a subscription. And there will be others, too, who simply bridle at the idea of paying for something they have been accustomed to getting for nothing – save payment of the BBC licence fee, anyway.

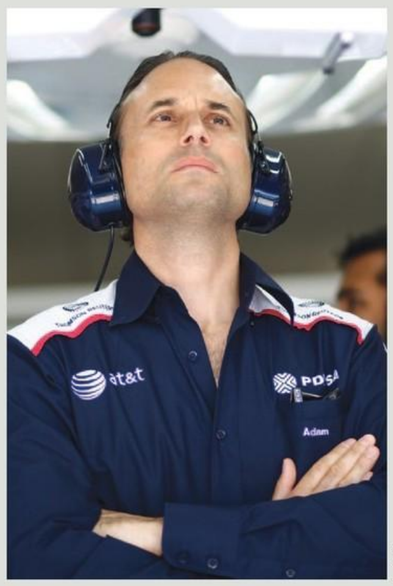
I think in the end that priorities always assert themselves. For the vast majority money is not in unlimited supply, and – beyond mortgages and electricity bills and the like – we tend to spend what's left on what matters most to us. For some it's holidays, for others clothes, eating out, cigarettes, you name it.

In the coming years we are going to find out how many people are casually interested in F1, and how many are devoted to it. I do have Sky Sports – not for football, which I strive to avoid – but for Indycar racing and for speedway, which I have loved all my life. For that matter, I also subscribe to Premier Sports, simply for NASCAR. That's me – obsessed with racing, if you like – but I appreciate that not everyone is like that.

Therefore I have nothing but sympathy for those thousands who have penned livid letters and e-mails since the BBC/Sky deal was confirmed, suggesting that the only people to benefit from it are Ecclestone, CVC and – down the road – Murdoch, whose ambitions regarding F1 extend way beyond merely televising it.

I must admit to being amazed by the response of some of those within F1, who – mindful of the effect it might have on their sponsors – might have been expected to be at best lukewarm about it. Williams chairman Adam Parr arrived in motor racing only recently, but on what seems like a daily basis he expresses opinions about anything and everything, most of which seem to chime with those of Mr E.

"Of course," said Parr, "I am sympathetic to the fans. I understand it will be difficult, but English Premiership fans have had that for a while, haven't they? People have to bear in mind what it costs to put on this show. It's not two blokes with a tennis racquet and a pair of trainers, at zero cost.


LAT

"Parr's opinions seem to chime with those of Mr E"

"What I do know is that Bernie is a very passionate believer in getting the broadest audience possible, and I think he has almost certainly done this in order to do that."

Not simply to rake in more money, then?

The great pity of it is that, since taking the place of ITV (whose ad-strewn coverage so got on people's nerves), the BBC has raised the quality of F1 coverage to a level never seen before, and now that is to be chopped in half.

When I was talking at Silverstone with Niki Lauda, who has himself worked in TV for many years, he brought the subject up.

"Some of the people who direct coverage of the races need to get better," he said. "There are things happening at the front of the race, with the leaders – but the camera stays on something going on at the back. I hate that, because it becomes impossible for the viewer to follow what's going on…

"Now we have so many pitstops, the TV director has to be aware of what's going on, to concentrate on the cars that might win this bloody race! The people running the show at the moment have no idea about this – they don't even *think* about it.

"Because of all the pitstops this year," Lauda went on, "the critical tyre choices, the artificial overtaking from DRS and so on, commentating is much more complicated than before. But I must tell you, I think the British – the BBC – do a perfect job. Martin [Brundle] and David [Coulthard] – I think they're the best of the lot, and they also have so many others working with them. They see so many different things, which a lot of the commentators don't even recognise.

"I can't believe," Niki said, "what I hear – that maybe the BBC is going to stop doing Formula 1. They must be nuts – they do it perfectly, the audience is big, so…"

So. If you can only agree with what Lauda said, so you can only accept that the BBC felt it had no option other than to 'downsize'. I confess I have the impression that the new BBC/Sky deal was done relatively quickly, that the headline story was rushed out – and that very little of the detail has been worked out. Which commentators will work for which companies, and that sort of thing? It could even be that there will be some overlap.

In many respects, I think one can expect the Sky coverage to be excellent, and I've heard suggestions that it may be angled more towards the serious racing enthusiast than to a 'lifestyle' audience. Beyond doubt, it will be more comprehensive than at any time in the past, with, for example, every practice session being broadcast live, as well as qualifying and the race. And though it may be a commercial channel, Sky has already undertaken not to interrupt races – ITV-style – with ads. All of that sounds promising – but will people pay for it?

Come to that, given the BBC's predicament, was a joint venture with Sky the only way forward? Maybe not. I'm told that Channel 4 put in a bid – and a strong bid – for the rights to televise F1 in the UK, but that it was from 2013 onwards, rather than next year.

There are those, I should point out, who murmur that the whole thing is about much more than merely the question of TV rights in Britain. Negotiations for a new Concorde



Langhorne's dirt oval – more like a circle in nature to the drivers – claimed many a life

Getty Images

Agreement, which will come into effect in 2013, have of course been going on for a long time, and while Ecclestone routinely scoffs at FOTA, rumours of a possible 'breakaway championship' continue to bubble away.

Bernie is said to be unusually pleased with his latest coup, for not only does it increase 'the revenue stream' into F1, it also demonstrates that he is very much still in charge. QED on all fronts, you might say.

Elsewhere in this issue of *Motor Sport*, in a feature about the Nürburgring (p44), I quote Karl Kling as saying that, whenever he raced there, he would wonder as he left his hotel room each morning whether he would ever see it again.

The 'Ring had that effect on some drivers, and so – perhaps even more so – did the old Spa-Francorchamps, nearly nine miles of ultra-fast corners in the most unforgiving terrain. Brian Redman always excelled there, and he loved the circuit like no other – but admitted that it frightened him like no other, too. "Every time I went there I'd lie in bed, perspiration pouring off me – because I thought I was going to die the next day. I had a fairly religious upbringing, and the words of the 23rd Psalm kept going through my mind: 'Yea, though I walk through the valley of the shadow of death…' I used to fall asleep repeating it."

Redman also had great respect for the Nürburgring, but didn't fear it as he did Spa, whereas the late Phil Hill – always outstanding at both circuits – was the very opposite: "You certainly didn't mess around at Spa, but – I don't know why – I was never intimidated by it like some people were. I didn't mind fast turns. I loved both places, but I was always more… leaping out of control at the Nürburgring than at Spa."

I have always savoured conversation with retired racing drivers, and it's not too difficult to understand why – by and large – they are infinitely more rewarding to interview than their current counterparts. Not only were they born before political correctness was thought of, and perhaps fundamentally are more open than the drivers of today, but they also have the great luxury of no longer having to worry about upsetting team owners or sponsors or FIA presidents. Very occasionally there may be repercussions, in the sense that flames of feuds past can be reignited, but more usually water under the bridge takes care of it.

Like retired generals, they love to fight their battles again, not infrequently with suitable embellishment. As the old saying goes, 'The older he gets, the faster he was…'

Every year the Goodwood Festival of Speed affords a priceless opportunity to get these guys reminiscing, and this time around there was considerable focus on the Indianapolis 500 in this, its centenary year. I was very much in my element, chatting with such as Bobby Unser, Parnelli Jones and Johnny Rutherford.

In Europe, as I said, the circuits most feared by the drivers in times gone by were Spa and the Nürburgring, both of which disappeared from the F1 schedule in the 1970s. In the US the track with the most lethal reputation was undoubtedly Langhorne, a one-mile oval not far from Mario Andretti's home town of Nazareth in Pennsylvania.

My fascination with Langhorne began back in 1978, when I wrote a book with Andretti in that year of his World Championship. As kids, he told me, he and his brother Aldo would go to watch the races there, always with some trepidation.

"They always called the place 'an oval', but in fact it wasn't an oval at all – it was a circle, which meant that a car was sideways, held there on the throttle, for virtually the whole lap. It also meant, of course, that wherever you were the guard rail was never far away. A fantastic place to watch racing, to see the genius of a guy like Don Branson – but it seemed like every time they ran there someone would buy the farm…"

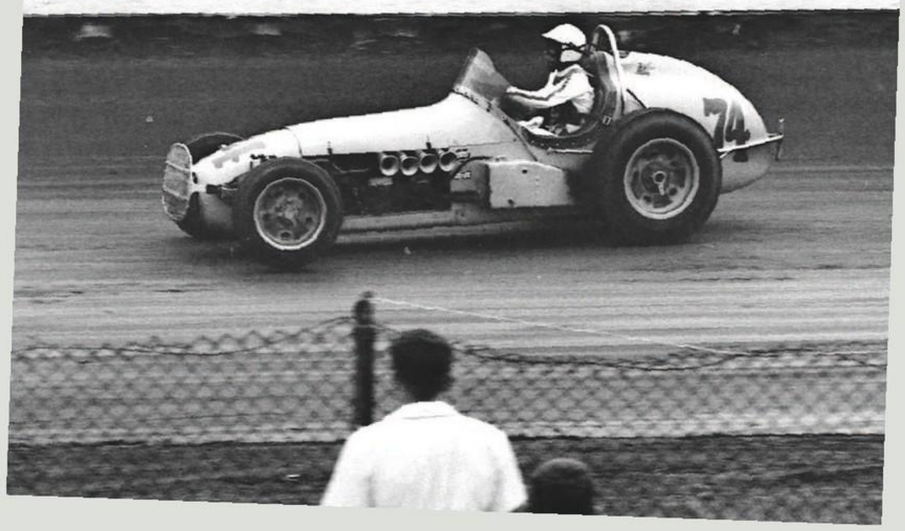
Back in the day the USAC Championship embraced different disciplines, from the traditional paved ovals like Indy and Milwaukee and Phoenix to the dirt 'miles' at such as Springfield, Sacramento – and Langhorne. Andretti, who graduated to the 'Big Cars', as they were known, in 1964, had his first drive at Trenton in April. »»»

Nigel Roebuck



Bob Mathouser leads Rutherford and Unser in the 1964 Langhorne 100. Andretti, below, was ninth in the same race in his Windmill Truckers Special

Mike Calla



A dozen years ago Rodger Ward, one of the all-time Indy greats, came to the Festival of Speed, where I asked him to tell me of his first impressions of Andretti.

"The first time I met Mario," Ward said, "we were doing a tyre test at Trenton, New Jersey. This was early '64, and he was driving a roadster for Clint Brawner. I was there in my new rear-engined car – got a little careless, brushed a wall, and that was the end of my test.

"I'd driven for Brawner and knew him well. He came over to me and he says, 'Rodger, I've got this new kid here, and I don't know if he's going to be any good or not. Will you take a ride in the car, to see how it is?'

"I ran about three laps in it, then came in. I says, 'Well Clint, this kid may be the greatest race driver in the history of the sport. That car is such a shitbox I can't believe it! It rides like a truck – I don't know how he was even able to keep it in line down the straightaway…'

"Anyway, I showed him what he should do, changing the rollbars and all that stuff. The next time I see him it's a race at Phoenix, Arizona, and I'm leading – and who d'you think is trying to pass me? Mario – in that goddam roadster!

"I enjoyed Mario from day one – such a great driver, and such a nice kid. A lot of people thought he was in over his head in his early days, but I never did. If you really watched him closely, he could run faster than anybody, and still be in control. You'd keep saying to yourself, 'Nobody can be that good'. But he was…"

Ward, twice a winner of the Indy 500, was at least as strong on dirt as on paved tracks, but he drew the line at Langhorne and simply would not race there. "In 1960 Brawner told me Jimmy Bryan wanted to drive my car there, and I begged Bryan not to do it. He was one of the best that ever was, had won everything, but now he was semi-retired and only did the 500. I says, 'Jimmy, why do you need this?', but he *loved* Langhorne and had won it several times. He went there, qualified second, took the lead at the start – and went end for end at the first turn, which was always known as 'Puke Hollow'. Dead before the car came to rest."

Not surprisingly Brawner hated the place ever after, and although he entered a car for the 1964 race, and although Andretti was contracted to him for the season, he refused to allow Mario to drive at Langhorne.

"Clint said no way was I ready to run there, and he was smart to say that, no question. If a guy like Ward refused to go there, it had to be one spooky place. But I was just getting started in the big time, full of vinegar: right, if Clint wouldn't let me run there, I'd find a ride someplace else…"

What Andretti found was the Windmill Truckers Special, a car not in the first flush of youth, with a tired Offenhauser engine, and – crucially – devoid of power steering. That said, the car handled well, and Mario soon began enjoying himself.

"At the same time," he said, "I'd never even sat in a championship dirt car before – and it was Langhorne, of all places, for my first race. The year before I'd been there to watch the sprint cars and seen Bobby Marvin burn to death.

"It was the *only* race in my whole life where, the night before, I really was very concerned. Never happened any other time – not going to the Nürburgring for the first time, not anything. Langhorne was the only track I ever felt intimidated by. It was hot as hell, and although I wore gloves, of course, by the end of the race my hands were skinned – literally like raw hamburger – because of fighting it over the ruts with no power steering. No way I wasn't going to make the finish, but honest to God, I was just glad to be alive – almost felt like I'd won a war…"

On pole that June day was Rutherford. "Langhorne was a special animal, you know," he said at Goodwood. "I enjoyed going fast and I enjoyed driving on the dirt – but Langhorne was fast on the dirt! That made it kind of knife-edge – you couldn't force things in the way that you would normally do on a dirt track. It wasn't flat either – you were going downhill towards Puke Hollow, and of course the water drained down there, so the surface was soft and got ploughed up. Then you'd get 100 degrees in the summer and it would bake – you could so easily hook a rut, get onto two wheels and then upside down. That was what happened to Jimmy Bryan.

"It was a track where you got all the way in the throttle on some points, and »»»

Nigel Roebuck

you were never less than half on the throttle anywhere. Langhorne was a challenge, no question – it killed a lot of people. Parnelli never liked it, plenty of people didn't, and I could understand. I thought it was fun, though, and I enjoyed it: it was a special event – and for a new, young driver like I was it was something…

"The track surface was oiled dirt, and who knows how many thousand gallons of crude Pennsylvania motor oil they dumped on it to get it prepared? You know what, one of the hardest things to do at Langhorne was actually to get your car out of the pits! On a hot day, with all that oil glistening on the track surface, you'd release the clutch to pull out of the pits – and the car would start sliding towards the guard rail! You were trying to get it to go forward, to get traction, and sometimes you just barely made it out before touching the fence! I remember that so vividly…"



Rutherford, like Andretti, came through a hard school en route to the big time. "In the '50s and early '60s you paid your own expenses, you drove everywhere from race to race – no interstates then – and you got 40 per cent of whatever your car won. I can remember doing a 200-lap midget race in Toronto one night – and we had Langhorne the next day. The race went way past midnight, and then my wife Betty drove through the night to Langhorne while I napped in the car – we got there just in time for me to suit up, practise, qualify and race! I was very lucky though, wasn't I? I competed in a great era against the best drivers that ever came down the pike.

"I enjoyed Langhorne – but I knew it was very treacherous. It was fun to drive there, but it was certainly a challenge, and you had to be… aware all the time."

> "I did well at Langhorne, but did I *like* it? Hell no!"

By the time they went back to Langhorne in 1965 the track had been paved, a change which appalled the fans, now robbed of the sight of cars being steered on the throttle. Conventional Indy cars were now the thing to have there.

"We thought they were crazy," said Rutherford. "I think they figured that if they paved it, it would be the world's fastest one-mile oval, like it had been the world's fastest dirt track.

"It was awful after they paved it – I didn't like it from the first lap on. It was way too fast for the cars we had at the time – it was easier to get in trouble than when it had been dirt. The *g*-forces were terrible, because there was no let-up – you were in a turn the whole time, after all. It was the first time I put what we called a 'cissy strap' on my helmet, just to be able to hold my head up – otherwise you couldn't do it…"

As JR and his wife went off to get some lunch, Bobby Unser arrived. I was just talking to Johnny, I said, about his memories of Langhorne.

"Did he tell you he liked it?" demanded Unser.

"He did, actually. And A J Foyt once told me the same thing…"

"See, right there you got two liars! *Nobody* liked Langhorne! It was dangerous, but it wasn't just that – all race tracks in the '50s and '60s were dangerous. Langhorne was *extra* dangerous, because the car was *always* sideways, all the way around – and a pretty good amount of sideways, too. In Puke Hollow sometimes you had to lift a little bit, to kind of settle it down, but you had to ease off the throttle – if you backed off suddenly the thing would swap ends so fast you wouldn't believe it, and it would take you straight into the wall. At that place the wall was like a magnet – face it, it isn't normal to have a race track in that shape, like a circle…

"I did fairly well there, I understood it. But did I *like* it? Hell no, I'm not that dumb! It just wasn't a good place for guys trying to live a little longer…

"After they paved it I won the last two Indycar races there, in 1969 and '70, but even when it was paved… if you said you liked it you had to be telling stories, but I sure as hell liked it more than when it had been dirt."

Rutherford, I murmured, told me he thought it was more dangerous after they had paved it…

"Was he drinking when he told you that? See, it's sad what the passing of the years can do…" Ⓜ



At Goodwood, Rutherford said Langhorne was safer as a dirt track. "Was he drinking?" asked Unser (above)

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1965 ISO GRIFO A3 C
Chassis no. B0232



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Chassis no. BHL 110

1955 FERRARI 750 MONZA SCAGLIETTI SPYDER
Chassis no. 0502M; Engine no. 0502M
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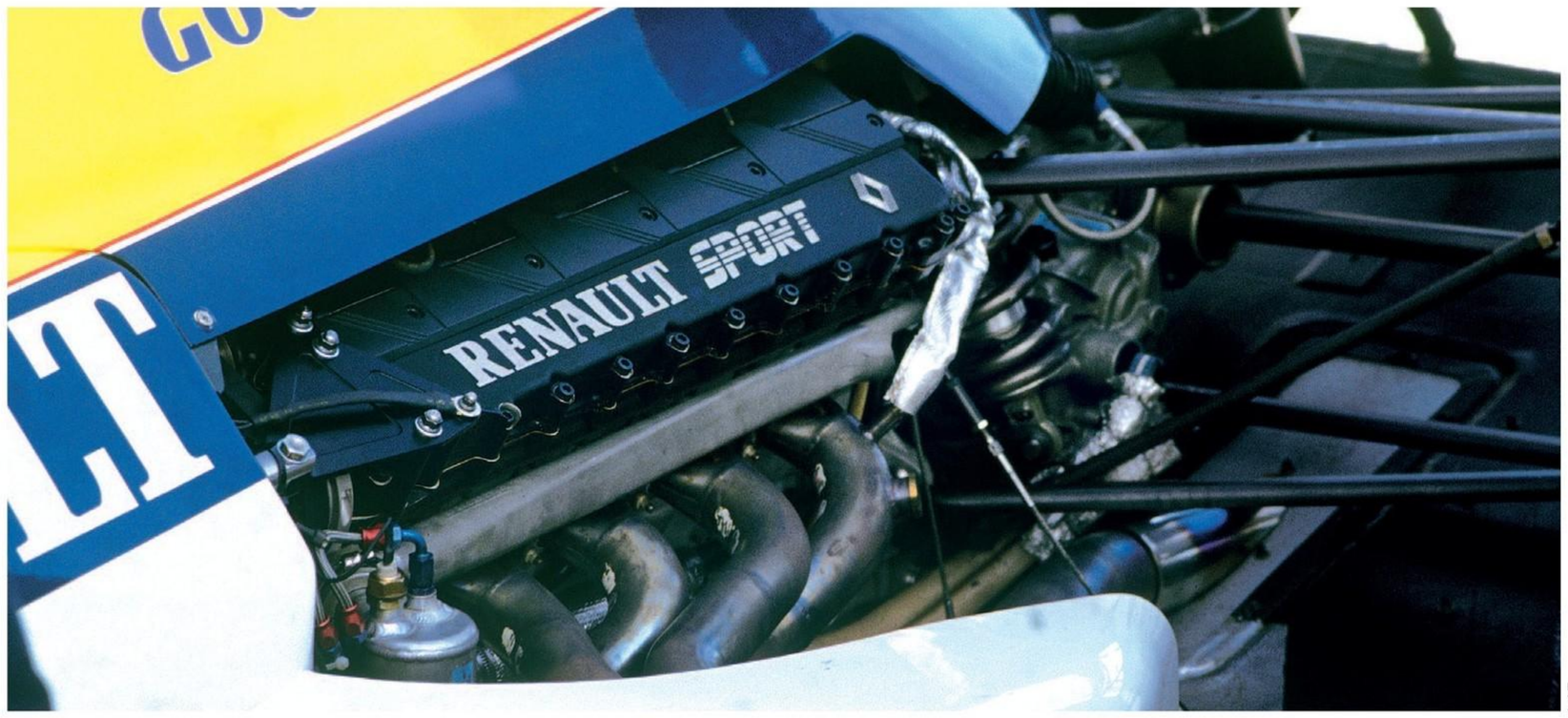
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RACING LIFE



LAT

RACERS – JUST LIKE US

FROM 2012 WILLIAMS IS RENEWING ITS LINKS WITH RENAULT, with whom we had a very successful working relationship between 1989 and '97. The main reason for making the change has been looking towards 2014, when the new V6 turbo engine arrives. I don't expect that the change will have a major influence upon our competitive position in 2012 – that will have to come from a better car from ourselves – but our engineers will know that they have a winning engine in the back! Renault have good people at Viry-Chatillon – they are racers, and their work ethic, their approach to racing, is as good as it always was.

Some were surprised when we first partnered Renault in 1988 for '89, as Williams was always seen as a British team racing against the French. When we were first competing for championships, with Alan Jones driving, it was against Ligier and the Renault turbo cars, and Alan liked to make the battle personal, hoping it might wind them up a bit and destabilise them. He wasn't shy in taking the competition beyond the track, but there was humour in it. Frank himself has always had a very international view, and had mostly run non-UK drivers and been funded from overseas.

After the period with Honda with the 1.5-litre turbo V6, which ended when they offered us a clear number two team position for 1988, we had a year with the 3.5-litre Judd engine – a decent unit, but not a very successful year for us. We were then approached by Renault who were coming back to F1 with the normally aspirated V10. I really liked Bernard Dudot and his engineers – they had run their own team, so had good knowledge of the challenges facing the whole team. It was a very well-balanced partnership with a lot of respect on both sides.

Renault liked the DNA of Williams – minimal politics, total commitment to engineering and results, minimal bullshit – and both of us were competitors wanting titles. There was no feeling of 'them and us', and in all my time in F1 it was the best integration between team and engine supplier. Renault was focused on the engine's driveability and they understood that a useable power curve was more important than top-end power alone. Their quality assurance was good, lots of nice engineering, and the only big problems in 1989 came from the belt-driven camshafts.

At Rio de Janeiro that year, Riccardo Patrese had set his fastest time in practice in FW12C when a bolt on one of the many pulleys at the front of the engine came undone. In he came and we replaced the engine in about 35 minutes. He went out and qualified second to Ayrton Senna and led the first 15 laps of the race. Thierry Boutsen won two races in that first year, with FW12C in Canada and with FW13 in Australia.

The FW13 was not the step forward we needed, and it was clear to me that we had to have a better car if our Renault partnership was to result in championships. At the Mexican GP in June the Leyton House cars had failed to qualify, and their designer found himself tending his garden as result, so I gave him a call. I didn't know him well at all, but it was plain to me that he knew what he was doing in the aero department – their car almost won the next GP – so we had a chat and joined forces. It was Adrian Newey.

Adrian's talent in aero, and general car layout, combined with Williams' internal systems and engineering was just what we needed, and FW14 and the active-ride version for 1992, FW14B, placed Williams back at the front.

Renault were always understanding and supportive when we had the odd weakness, and ready to help out with engineering resources or capability. We worked pretty harmoniously, and took the wins and losses together as a team.

In 1994 they were very supportive when Ayrton was killed in one of our cars, a difficult time for many. I have nothing but good memories of our past relationship with Renault. For 2012 it is a new partnership, but it will have a solid foundation.

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DISPATCHES



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PRESCOTT PLEASURES

I HAVE A CONFESSION TO MAKE. UNTIL THIS LAST MONTH I HAD never had the Prescott experience. Not the swashbuckling bloke who inexplicably became Deputy Prime Minister. No, I mean the country estate belonging to the Bugatti Owners' Club.

How could I have stayed away from such a wonderful experience? I have no idea, except that hillclimbs have never turned me on. I like to see cars racing side by side. I remain lukewarm about cars climbing hills but I loved being at Prescott on a summer's day, surrounded by a sensational collection of pre-war racing cars. In today's tumultuous world, there is little harm in sitting under a Prescott oak, soaking up the scenery. The cars lined up in the sunlit orchard. The smell of Castrol R. The musical throbbing, spitting and popping of so many different engines. And that vaguely drowsy pleasure of just wandering around, watching a few cars on the hill and then returning to the paddock where there's only enough asphalt for a push-start before graunching into gear and heading out.

In early August the faithful make their pilgrimage along the Gloucestershire lanes to worship at the annual Vintage Sports-Car Club meeting. This is a precious piece of old English motor racing, preserved by the passion of the VSCC and the 8000 equally passionate folk who help make this a special occasion. You could spend all day in the car parks. It never ceases to amaze me just how much of our motoring heritage is still rolling along our roads.

For the VSCC, which describes itself as the 'club that sparked a passion', Prescott is the pinnacle of its summer season or, in the words of club secretary Mike Stripe, "a very large jewel in the historic motor sports crown". And there's no arguing with that, the entry hugely oversubscribed, and 260 wonderful cars filling the paddock. A few more could be squeezed in but then there wouldn't be room between the cars for a picnic, or space to stand and stare at the machinery on display. I had never before wanted a Bugatti as much as I did after an hour at Prescott. There is a magic about them. But you already know that, I'm sure.

This year's event included a low-key but touching tribute to Bill Boddy, whose status in the history of our sport is unique and can never be replicated. *Motor Sport*'s Founder Editor was remembered in the only way possible – with a parade of cars on Prescott hill, including a Zust and a TT Humber which WB had found in a garage in Cardiff. I'm sure the man himself was there in spirit, as curious and attentive as ever.

Barrie Williams, without whom no historic meeting is complete, was at Prescott celebrating the day, 54 years ago, when he made his first competitive outing on this very hill. Back then, aged 17, Barrie was at the wheel of a 'special' based on a Singer Le Mans with an Austin A40 engine, a Ford 10 grille and cycle wings. Yes, I know, but this is Barrie. This year he was in a real Singer Le Mans, recently restored and owned by VSCC PR manager Gillian Carr.

"The first time I came here I only went about a foot," said Barrie. "A half-shaft broke on the line and I burst into tears. This time, on my first run, I sent the cones flying because nobody told me we were using the 'short' hill course. But it's a wonderful event, always was and still is today. This is the friendliest form of motor sport, same as it was in the '50s. But I do notice there are more women driving now – just seen a nice young lady in racing overalls climbing into an Austin 7. Great stuff."

What's so good about a VSCC weekend such as Prescott is this: back in 1934 a bunch of young men feared that the golden age of motoring was passing. So they formed a club to preserve their passion for old racing cars. Now, thanks to them, and at a time when the golden age is long gone, we can still revel in the sights, sounds and smells of these thrilling cars.

Who was fast, who was slow? Does it really matter? If you were fastest on the day it does. But being there is what it's all about.



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ON TWO WHEELS



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END OF THE TWO-STROKE?

NOVEMBER'S SEASON-ENDING VALENCIA GRAND PRIX will be a historic event for motorcycle racing – the last two-stroke GP. The racing two-stroke has been legislated out of existence, largely at the whim of the Japanese bike industry.

First of all, the wicked old 500s were replaced by friendlier four-stroke MotoGP bikes, then last year the sublime 250s were axed in favour of Moto2 and finally the little 125s will be replaced by Moto3 four-strokes from 2012. Valencia will thus be an emotional moment for fans (me included) who will miss the spine-tingling crack of two-stroke engines being warmed up in pitlane.

Two-strokes ruled bike racing for several decades, following ex-Nazi rocket scientist Walter Kaaden's groundbreaking work on the engine in the 1950s and '60s. Domination began with the smaller classes – 50, 125 and 250cc – but by the mid-70s the technology had seen off the mighty MV Agustas in the premier 500 class. Until the rules were rewritten in 2002 to allow 990cc four-strokes to compete with the 500s, a four-stroke hadn't won a 500 GP since Giacomo Agostini and his MV ruled at a damp Nürburgring in August '76. A few years later Honda spent a fortune on its oval-piston NR500 four-stroke and never scored a single point.

Two-strokes make a lot of sense – they are light, compact and very powerful, thanks to producing twice as many power strokes. In Grand Prix trim, 400 horsepower per litre is easily attainable.

That performance does come at a price – an unforgiving power delivery that demands skilful throttle control, which is why many of today's top racers, Valentino Rossi included, really miss two-strokes. The 500s were motorcycles that didn't suffer fools. They were at their nastiest in the 1970s and '80s, before advances in technology exorcised their worst excesses.

Perhaps the most vicious 500 was Honda's 1989 NSR500, a 190mph weapon with a habit of hurling its riders into the barriers. Four-time 500 champion Eddie Lawson said, "riding the NSR was like death – every time you flicked into a turn you didn't know if you were going to make it out". Lawson tamed the NSR to win the '89 title (above), surely one of the sport's greatest achievements.

The switch to four-strokes 10 years ago made some sense, since the Japanese were no longer selling two-stroke road bikes. But the move attracted disdain from those hard men who'd mastered the 500s. Asked what he thought of the 990s, Frenchman and former 500 winner Christian Sarron opined: "Zey are okay… for girls."

The primary reason for the two-stroke's demise is that in original form it is a dirty engine. Soichiro Honda always hated the so-called 'stink wheels', which is why his company was the only Japanese manufacturer that made its name with four-strokes. In recent years Honda has led the way in marginalising the two-stroke.

But modern direct-injection technology can make the engine at least as clean as a four-stroke and several companies are still busy with two-stroke R&D, most notably Lotus Cars whose Omnivore two-stroke with variable compression and trapping valve may just be the future for four-wheelers as well.

In motorcycling, Austrian brand KTM (Europe's second-biggest bike maker) is the engine's greatest advocate. "We don't see the end of the two-stroke – scientific research gives no killer argument," says KTM race boss Winfried Kerschhaggl. "The decision to get rid of two-strokes is political, the outcome of a brilliant PR campaign by Honda. I have the impression that Honda are trying to change the industry because of their decision to stop making two-strokes. I don't understand why other Japanese factories follow them."

Neither do I. Two-strokes once made wonderful road bikes – thanks to an outstanding power-to-weight ratio and lively power delivery – and with direct injection there's no reason why they shouldn't again. KTM – fired up by sales of its two-stroke motocross machines – might be the first make in decades to create a high-performance two-stroke road bike. If so, I'll be first in the queue.

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THE US SCENE



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WORLD AWAY FROM THE FIA

MOTOR RACING IN THE UNITED STATES BOTH THRIVES AND struggles because of the sport's immense diversity, which enables it to present so many different forms of sport, identities and brands to the American public. Since the early 20th century American racing has witnessed the comings and goings of many sanctioning bodies, from the ACA and AAA, through the ARCA and SCCA, to NASCAR, USAC, IMSA, ALMS, CART, IRL, NHRA and IHRA, to name just a few…

Each of these organisations presided at different times over various major forms of American motor racing. Some have been consigned to history's trash heap. Others have survived, and in the case of NASCAR and NHRA they've thrived – American stock car racing under NASCAR's leadership and drag racing led by the NHRA are two of the world's most robust forms of motor sport.

For many years NASCAR and the NHRA were run as dictatorships by their respective founders, Bill France Sr and Wally Parks. Over half a century Bill Sr and his oldest son Bill Jr used iron fists to control stock car racing and build the country's most successful series. They also understood the importance of fostering the development of professional drivers, teams and tracks, and constructed a ladder system from what is now the pinnacle Sprint Cup series down to the grass roots.

These days NASCAR sanctions half a dozen second- and third-tier championships, from the Nationwide and Truck series through to Modifieds and Sportsmen. In recent years it has also developed a healthy Canadian stock car championship sponsored by Canadian Tire, the country's largest automotive retailer. And the huge growth of the motor racing industry in North Carolina, which is now very much the centre of America's racing business, is a testament both to NASCAR's good health and the hard work done over five decades by Big Bill France and Bill Jr.

The rest of the vast world of American racing is a shining example of the free market vigorously at work, if not a riot of anarchy. Motor racing thrives in many forms in America from NASCAR and NHRA to sports car and Indycar racing, off-road and desert racing, sprint cars, midgets (above), modifieds, late models, SCCA and NARRA club road racing – you name it, they're out there. As in Europe and elsewhere, vintage and historic racing is particularly healthy in America, if rather fractious with too many sanctioning groups fighting each other rather than working together which tends to be the story of the sport as a whole in the US.

The measure of American racing's thriving diversity is in the number of tracks, sanctioning bodies and race series listed in the National Speedway Directory. Published annually by Tim Frost and Allan Brown (www.speedwaysonline.com) this little treasure of a book lists no fewer than 1330 ovals, drag strips and road courses across the United States, plus another 145 in Canada. In the US, Frost and Brown list 732 dirt ovals, 227 paved ovals, 285 drag strips and 86 road courses. Across Canada there are a further 46 dirt ovals, 42 paved ovals, 41 drag strips and 16 road courses. The directory also lists 212 championships in the US and Canada.

Of course, the vast majority of these races and championships are run independently by one of no fewer than 278 North American sanctioning bodies. At all but a handful of races the FIA wields no power or control. The FIA's American affiliate is ACCUS (Automobile Competition Committee of the United States), run by long-time SCCA man Nick Craw, who is also the FIA's Formula 1 Ambassador. ACCUS issues international competition licences to American drivers but has no real power over any US sanctioning body. Craw is concerned primarily with F1 and is always present at any North American Grand Prix.

So America is and always will be motor racing's true Wild West. For better or worse, it will inevitably go its own many ways without influence from the FIA. It's a separate world.

Letters

Kind thoughts appreciated

Sir,

Due to the overwhelming response to the death of my father, Bill Boddy, I am unable to respond personally to all who kindly wrote, e-mailed, came to the memorial service or gave a generous donation to the Great Ormond Street children's hospital.

Instead I hope that this acknowledgment will be accepted as an expression of my very deep appreciation.

Nondus Banning-Boddy, Nantmel, Powys

Precious words from WB

Sir,

How sad that we will no longer be able to read new articles by Bill Boddy. He leaves us with a huge legacy of beautifully crafted work based on his encyclopaedic knowledge of most things automotive and many things aeronautical; writing that is still a joy to read many years after it first appeared in print.

Until they were lost in a house move, two of my prized mementos were handwritten letters from 'The Bod' and DSJ, which were responses to letters from a teenage schoolboy expressing firm views on subjects upon which he was hardly qualified to comment. I was touched then, as I am still, that they took the trouble to write.

Michael Crawford, Wotton-under-Edge, Gloucs

BBC should stand its ground

Sir,

How disappointing that the BBC has yielded live coverage of 10 Grands Prix a year to BSkyB, part of the highly-respected Murdoch empire. So, a plea to the BBC: the 'developers' might be at the gates, but stand your ground! TV coverage of Formula 1 has never been better than under the BBC, and neither have the viewing figures.

And please retain the services of Martin Brundle and David Coulthard, who are turning into a well-timed and cohesive double act like Morecambe and Wise. They educate, inform and entertain. Thank you, gentlemen.

David Goddard, Hove, Sussex

No value for money in F1

Sir,

I suspect that like many other F1 fans I will not be subscribing to Sky and/or Ecclestone's coffers.

In the past 25 years I have knowingly missed only one televised Grand Prix. At the time I was in the cardiac care unit of the local infirmary recovering from a heart attack.

I will continue my interest in motor racing by attending meetings organised by the HSCC or VSCC, or similar bodies, where value for money is guaranteed. I will also continue to subscribe to *Motor Sport* but can see little reason to renew my subscription to other motoring magazines. Well done Bernie, you've hit the jackpot again.

Peter Dring, Codnor, Derbyshire

Back to the bad old days?

Sir,

Oh dear, what a disappointment last Saturday was at Silverstone for the Classic meeting. My normal journey time from Warwickshire is under an hour; last Saturday it took nearly three hours, two of which were spent travelling from Brackley.

What has happened to this wonderful circuit? Is it back to the bad old days of traffic congestion? We felt sorry for those E-type owners not only trying to get into the circuit for their parade, but also trying to keep moving to avoid the dreaded boiling problems. We lost count of the number of cars we saw parked up on the side of the road.

The problem appeared to be caused by east and west traffic converging in the village, plus the first public car park thereafter was not open.

For heaven's sake Silverstone, sort this out, because there are at least three enthusiasts who will not be going next year, especially at £45 per ticket for effectively half a day.

John Simmons, Henley-in-Arden, Warwickshire

'Facilities better in the '50s'

Sir,

Further to the picture you printed of the spectator area at Silverstone with a stream running through it (Matters of Moment, September issue), I wish I had snapped upwards of 50 males using the wooded area between Village and the car parks as a toilet. This is not a criticism of them but just highlights the lack of facilities for paying customers. The queue for the gents was at least half an hour long. The facilities for the paying public are a disgrace!

I attended my first British Grand Prix in 1959 and the facilities if anything were better then, and we were not paying a fortune to get in.

It might be a work in progress, but Nigel Roebuck was right to imply that Bernie might be happy but the punters aren't.

Dave Sherratt, Rainhill, Merseyside

One last trip... to the TT

Sir,

I read with fascination Ed Foster's article 'This Island Race' (September). For 15 years in the 1960s and '70s I travelled the continent reporting for *Motoring News* and *Autosport*. I covered such amazing circuits as Rouen, Lake Garda, Chimay, Caserta, Barcelona, Vila Real – all real road circuits like the Isle of Man. Formula Junior, F3 and F2 was my speciality. I even hitched the odd ride to circuits; money was tight and my average fee was £20 a race.

I am now 73 and almost never go to a motor race as it all seems rather tame. But reading this article, in spite of it referring to bikes and not cars, brought it all back. I went to F1 races at circuits like the real Spa, Clermont-Ferrand, Nürburgring and Montjuïch, and I cannot help comparing them with what we have today. F1 now seems to me a puerile, technical exercise on mostly dull circuits, employing few real characters. Money has changed everything. I'm off to one last race in 2012 – the Isle of Man TT.

Paul Watson, Halstock, Dorset

Jaguar in safe hands

Sir,

Huge thanks to all concerned for the most tremendous feature I have read in many editions (E-type vs Ferrari 250SWB, September). It really does give one hope for Jaguar to know that the design director is such a car man. What more can I say other than 'where is my local dealer?'. With Ian Callum in charge those cars cannot fail.

David Fisher, Sutton-in-Ashfield, Notts

Other Perfect options

Sir,

As a mature enthusiast and lover of the UK's top left-hand corner, I envied your 'Perfect Day'. While I wait for my Lottery win I considered what modern car would be so much fun. My choice would be either a Ginetta or Nissan 350Z. What would others choose?

Chris Rouse, Guildtown, Perth »»»

LETTERS TO THE EDITOR

Write to: Motor Sport, 38 Chelsea Wharf,
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MOTOR

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Letters

Need for sound and vision

Sir,

On the very day that the disappointing news concerning F1 coverage on the BBC became known, the September edition of *Motor Sport* dropped through the letter box. Two fabulous cars driving on the roads of West Scotland – all thoughts of F1 disappeared. I was not in any way disappointed by an excellent read.

Many thanks to all who contributed to the article, the 'victim' Ian Callum, the author Gordon Cruickshank, the photographer Greg Pajo and the owner of the Ferrari, Clive Beecham, as well as the Ullapool garage mechanics who kept the show on the road.

If ever there was a need for another dimension, that of sound, this article was it – just imagine opening those magnificent photo spreads and being hit by the wall of sound those cars were making as they floated up the Scottish Glens. Still, I am not complaining. I finished the article and straight away read it again. The photos should be made available for purchase as high-quality prints – a guaranteed sell-out.

Among the roads in that area which require honourable mention is the A832 running south from Ullapool to Gairloch – another beauty both in a car or on two wheels, and one that I sincerely hope the crew had the chance to experience. If not, how about a return visit?

Bob Hart, Wakefield, West Yorks

When Lightning struck

Sir,

I enjoyed reading the British Grand Prix edition of *Motor Sport* (August), and was pleased you mentioned the Red Arrows and other air displays that kept the crowds entertained. My father used to take my brothers and I to the GP at Brands Hatch in the late 1960s and early '70s. I remember on one occasion being treated to a flying display by a BAC Lightning. When I saw the programme listing the Lightning I wasn't terribly impressed. Surely a lone aircraft was not going to be very interesting?

As the Lightning flew over the dip between the main straight and the South Bank at a ridiculously low altitude I clasped my hands over my 13-year-old ears but was aware of the unpleasant sensation of all my internal organs vibrating. All thoughts of self-respect disappeared and I flung myself to the ground, curled up in the foetal position, hands still clasped over my ears to prevent my viscera from turning to jelly and to preserve my eardrums.

Finally, the pilot performed a 'tail stand'. This involved flying over the main straight and pulling up into a near-vertical climb. The aircraft disappeared from view, its afterburners glowing orange and being swallowed up by the clouds. It is fair to say we were all left breathless and shattered by the experience. My brothers and I still talk in hushed tones about the Lightning! I have never seen a flying display since that has compared. The race was tame in comparison!

Nigel Foot, Maidenhead, Berkshire

A moment with the W165

Sir,

Reading Andrew Frankel's track test of the Mercedes-Benz W165 (September) brought back memories of my encounter with the car in the early '60s. Alerted by a mention in the *Manchester Evening News*, I was to be found with my nose pressed to the window of the Mercedes-Benz showroom, just off Deansgate in the city. On making my way into the building to have a closer look a salesman appeared from nowhere, but realising he was unlikely to make a sale to a duffle-coated, desert-booted 17-year-old he left me alone to examine the surprisingly small racer. It seemed to have had a recent hasty blow-over with silver paint, with over-spray on parts of the suspension, the tyre walls and even the wooden plugs blocking the exhausts.

A request to try the hot seat was met with "well, I suppose it's OK". I hopped into the faded blue corduroy seat and for a brief moment the grey street outside became the shimmeringly hot and dust-blown Mellaha Autodromo. Meanwhile Manchester got on with its Saturday, seemingly oblivious to this jewel in its midst.

Sadly the photos I took with my Ross Ensign, sans flash, failed to come out so only the memory remains.

Mike Hill, Daventry, Northamptonshire

KEEP IN TOUCH

The *Motor Sport* website is fast becoming one of *the* places to discuss motor racing past, present and future. Don't miss the opportunity to comment on blogs, video and audio podcasts, and read Nigel Roebuck's newsletter and the editor's monthly letter. To get involved in the discussion simply log on to www.motorsportmagazine.com and tell our writers exactly what you think! Also, don't forget that if you have any images which would be suitable for our You Were There feature in the magazine, please send them to the office (address on p40).

Silent cars, noisy boos

Sir,

I agree with Demetris Yiokkas's sentiments about falling in love with motor sport because of the charismatic engine sounds produced by high-performance cars over the past few decades (Letters, July).

At the 2010 Race of Champions, held in Düsseldorf's Esprit Arena, there was a race between two drivers in battery-powered Lotuses. Half a lap into the race, the crowds booed because of the lack of noise and drama!

While I champion the idea of zero emissions, one day I am sure we'll be able to download onto our MP3 players a desired car sound as we drive along, with external loudspeakers so pedestrians can hear us coming. The temporal/auditory part of our brains need stimulation and I hope that F1, at least, will always remain noisy and exciting, unlike the diesel Le Mans cars. Can you imagine a football match without the fans making noise?

Paul Cheung, Knaresborough, North Yorkshire

On the road with Reg

Sir,

I very much enjoyed Lunch with Tim Parnell in the August issue. However, please allow me to make a correction to the Reg Parnell Le Mans/British Empire Trophy story: it was in fact Eric Hind and not Rex Woodgate who travelled along as a mechanic to the Isle of Man.

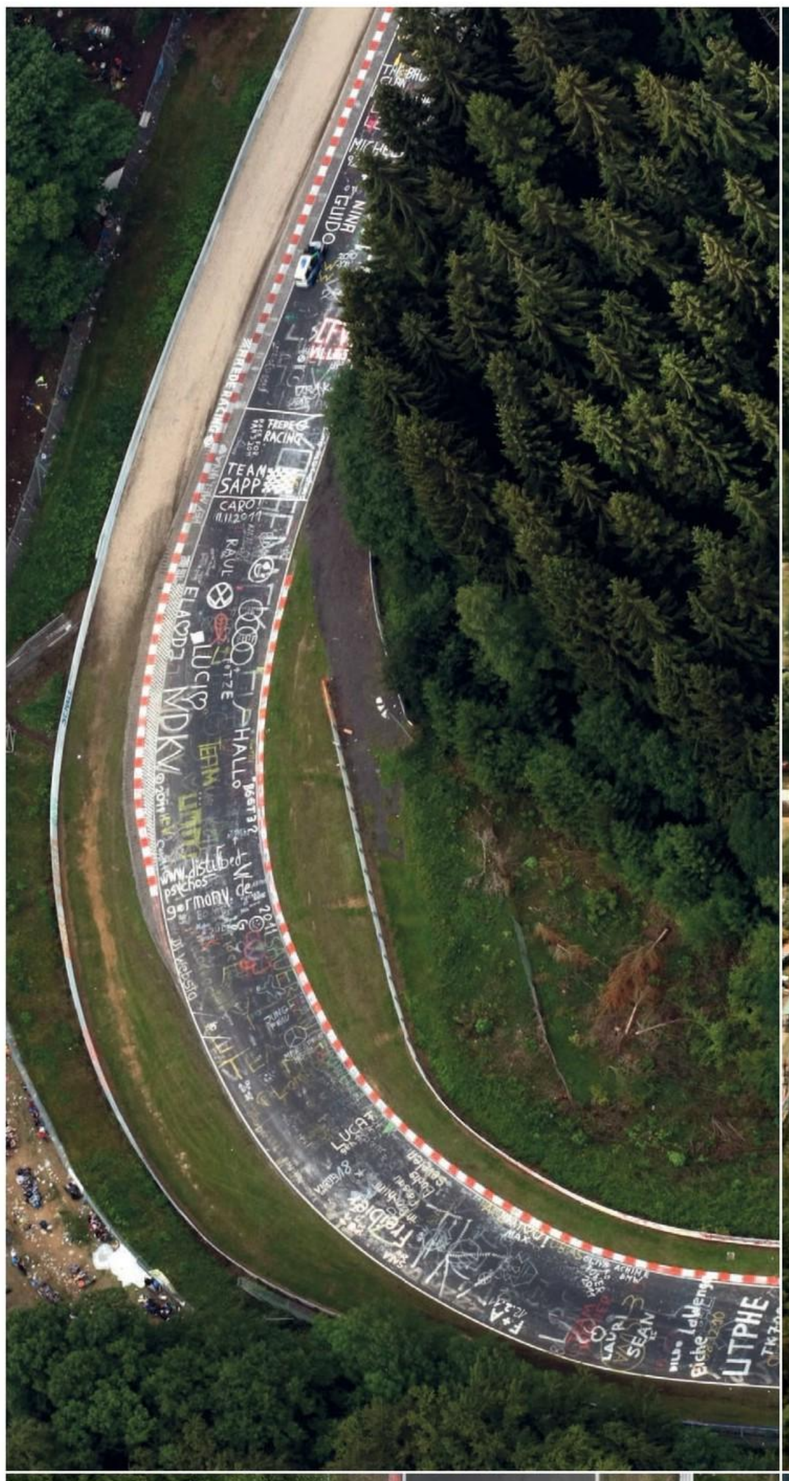
Reg travelled on his own in the Aston Martin DB3S from Le Mans to Feltham, where he picked up Eric before they went on to Derby to stay the night on Reg's farm. Eric would remember in an interview with Chris Nixon that he was frightened to death as there was no space for a passenger in the car, nor was there a windscreen!

Reg did indeed go on to win the race, but he almost didn't even take the start: when driving the car back to the garage after practice, Eric broke a half-shaft. Amusingly, Eric claims he went to find John Wyer in a bar to own up immediately, while Wyer claims he had to go and find Eric in a bar to ask whatever had happened to the car! As the Le Mans cars were back in Feltham by then, a replacement shaft was brought to the Isle of Man overnight to arrive on race morning.

All information above is gathered from Chris Nixon's excellent *Racing with the David Brown Aston Martins, Volumes 1 and 2*.

Karel De Cuyper, Wilsele, Belgium


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STIRLING MOSS

Whether in a Formula 1 or sports car, the challenge of the Nordschleife made it loved and feared in equal measure

BY NIGEL ROEBUCK

'And always keep a-hold of Nurse, for fear of finding something worse'…

It was somewhat after his time, but Hilaire Belloc might have been writing of the *neue* Nürburgring. When first we went there, in 1985, it's fair to say we were appalled, for the place seemed without distinguishing feature of any kind. A fortnight later I saw Bernie Ecclestone in the paddock at the Österreichring, and he seemed to speak for all of us: "Good to be back at a proper circuit, isn't it?" It was indeed.

Perhaps, though, we should have kept a-hold of Nurse, for Hermann Tilke was no more than a twinkle in Bernie's eye back then, and we had no clue as to what was coming down the pike over the next 25 years. »»»

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Perspectives have inevitably changed, so that now I find the circuit still bland, yes, but only one of many – and better than some. And perhaps, if I'm honest, what always most offended me was that, instead of christening it the 'Eifelring' or some such, they had dared to call it the *Nürburgring*, merely because it was adjacent to perhaps the greatest race circuit ever built. Flugplatz, Aremburg, Pflanzgarten, Schwalbenschwanz… the very corner names make you shiver.

It was known in 1983 that the 1000Kms sports car race would be the last major event ever to be run at the Nordschleife, and thus Keke Rosberg, the reigning World Champion, turned up to drive a privately-entered Porsche 956. "Compared with the works cars, we were in a different game," Keke said after finishing third, "but it would have been nice to win the last proper race at my favourite circuit."

Over the generations plenty of drivers said that, and doubtless many meant it, but it's undeniable that the Nürburgring – *the* Nürburgring – instilled in a driver respect and fear in equal measure. "Whenever I raced there," Karl Kling, the '50s Mercedes driver told me, "I always used to wonder, when I left my hotel room in the morning, if I would see it again…"

There was good reason to feel that way, particularly in the era before the 'Ring was – for want of a better word – 'modernised' in 1970. Away you went on more than 14 miles of blind brows and apexes, and if you made a mistake you hit a bank or you hit trees or you went down a drop. Over time a great many drivers didn't see their hotel room again.

"Had I not won a Grand Prix there," said Jackie Stewart, "there would've been something sadly missing from my career – but, really, wasn't it a ridiculous place? Leaping from one bump to another, 187 corners or whatever it was! The number of times I thanked God when I finished a lap – I can't remember doing one more balls-out lap at the 'Ring than I needed to.

"Me, I like that place best when I'm sitting by a log fire on a winter's night! Clear in my mind are all the braking distances and gearchanges, and that's surely the only way I've ever lapped it without a mistake. The 'Ring gave you amazing satisfaction, but anyone who says he loved it is either a liar or he wasn't going fast enough…"

Not strictly true. Down the years many a driver claimed it to be his favourite circuit – and went fast enough around it, too. Juan Manuel Fangio, for one.

By common consent Fangio's victory at the Nürburgring in 1957 belongs in the Grand Prix pantheon, and it is unlikely that any man ever got more out of a Formula 1 car than did he as he hunted down the Ferraris of Mike Hawthorn and Peter Collins, making up over a minute on them after a lengthy pitstop. A year earlier Juan Manuel had left the lap record at 9min 41.6sec; now he went round in 9min 17.4sec.

I remember the intensity in his eyes as he described that day to me: "The Maserati 250F – I loved that car, and I loved the Nürburgring, too. It was always my favourite circuit, and I think that day I conquered it, but on another it might have conquered me, who knows? I took myself and my car to the limit, and perhaps a little bit more – I had never driven like that before, and even now, all these years later, when I think of that race I can feel fear…"


Moss's victory for Lotus in the 1961 German GP was among his very best

LAT

"The first time I ever went to the 'Ring," the late Phil Hill told me, "[Alfonso de] Portago says he'll take me round in a road car. He had a certain reputation, and I wasn't keen, but eventually I said, 'Well… OK'. We get in this Mercedes sedan, set off – and he spins the thing at the Foxhole! 'OK, stop the car right here,' I said. 'I'm getting out.' How did I get back to the pits? I walked…

"Hell of an introduction to the Nürburgring, right? But then I went round with Fangio, also in a Mercedes, and that was just total perfection. Nothing flashy, nothing dangerous – and much faster than Portago."

Twelve months after Fangio's greatest victory, the German Grand Prix was uncannily similar to the one before, save that this time it was Hawthorn and Collins against the Vanwall of Tony Brooks, another devotee of the circuit: "I suppose I loved Spa most of all, and then the 'Ring. To me they were the essence of true Grand Prix circuits, calling for great precision – and with no margin for error at all.

"That day my car was diabolical on full tanks, and by the time it began to handle properly the Ferraris were more than half a minute ahead. Eventually I caught them, but they had me on top speed and could get by again on the long straight at the end of the lap. My only hope was to get ahead early in the lap, and pull out enough that they couldn't slipstream past me again. Eventually that worked out, and the tragedy was that Peter, trying to stay with me, overdid it at Pflanzgarten…

"Obviously I felt pretty bad about it at the time, although I didn't feel responsible or anything like that. I think Peter went into the corner a bit too quickly, perhaps a little off-line – and if you went off at the 'Ring, you were in the lap of the gods, because it was all ditches and trees."

Collins died in hospital that night, just a fortnight after winning the British Grand Prix at Silverstone, the greatest victory of his short life.

The Nürburgring was exacting like no other circuit, which was why Stirling Moss adored it. "I believe the art of driving a car is learning the language the car is speaking. It's that friendship you have with the vehicle that builds up your confidence – and some cars give you that more than others.

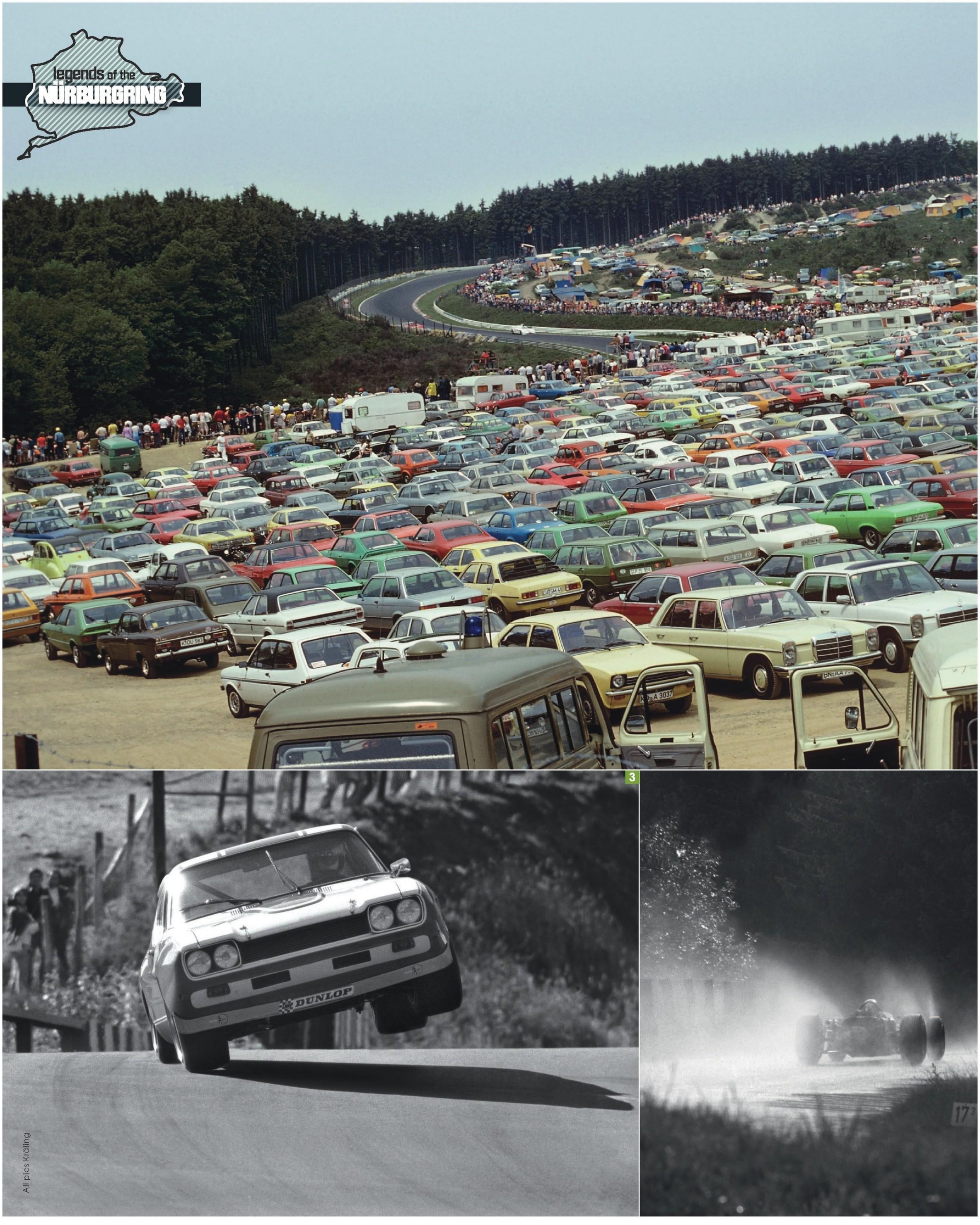
"There are also *days* like that, too. I can remember times going round the Nürburgring, with my adrenalin up, and a car doing what I asked of it, and being able to do things I wouldn't have been able to do the next day. An ordinary sort of circuit would never do that for me – I mean, Silverstone was good, but you'd never get into that state of mind there. The track was so important in that respect – I didn't find anywhere as rewarding as the Nürburgring…"

If the 1961 Monaco Grand Prix is generally regarded, not least by the man himself, as Moss's day of days, his victory at the Nürburgring later that year runs it close. Again it was Stirling's underpowered Lotus-Climax against the Ferraris, and again it was driving virtuosity that won the day.

Interestingly, though, it is the 1000Kms sports car race in 1959 that tops Moss's personal list of

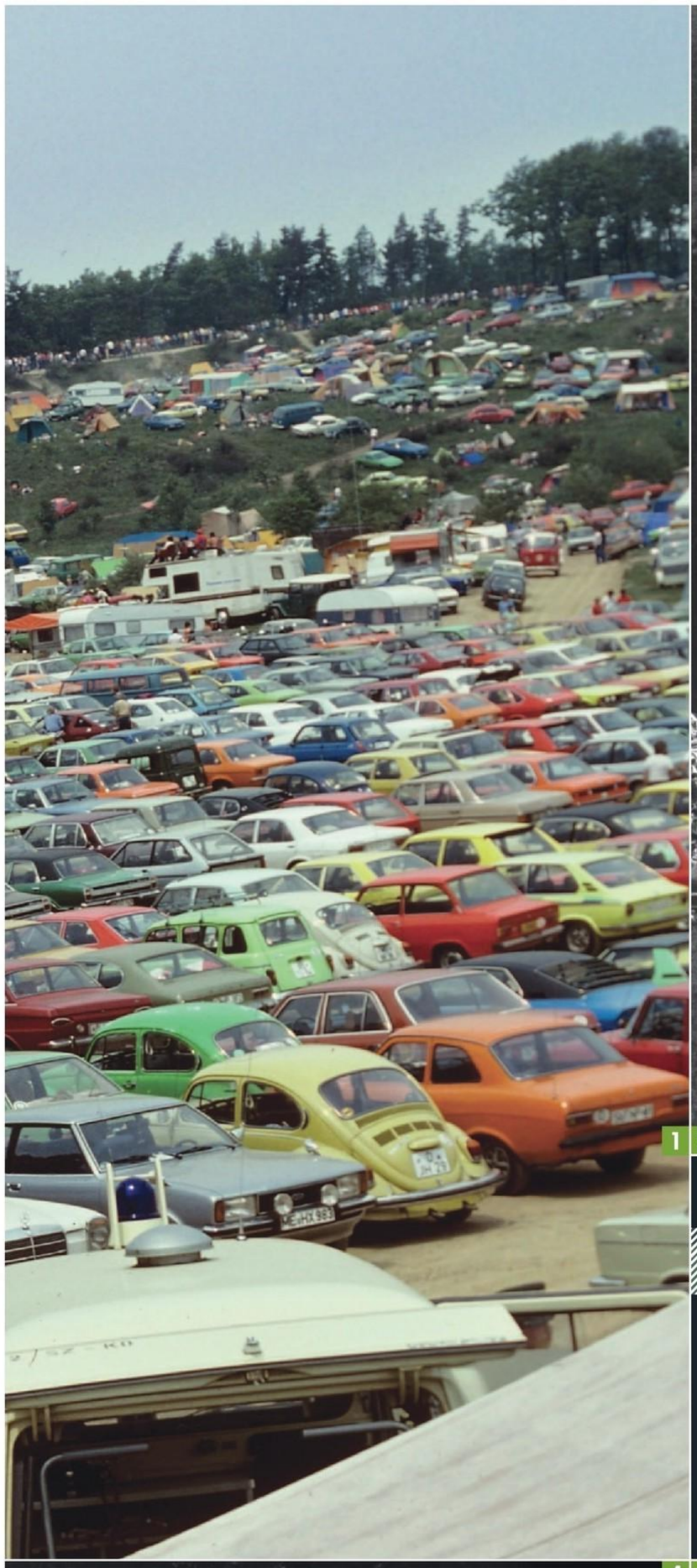
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legends of the NÜRBURGRING



3

All pics Krölling





1 2

SNAPSHOTS OF THE PERFECT RACE TRACK

[1] Packed car park at 1979 Nürburgring 1000Kms. Just visible is Rolf Stommelen/Reinhard Joest Porsche 908/3, which set fastest lap but retired. [2] Family outing at 1972 European Touring Car race, won by John Fitzpatrick/Hans Heyer/Stommelen Schnitzer BMW 2800 CS. [3] Hans-Joachim Stuck's Ford Capri RS 2600 on two wheels in '72 Deutsche Rennsport Meisterschaft round. [4] Bob Bondurant braves the elements in 1966 German GP, but his BRM P261 retired with engine woes. [5] Jackie Stewart's Matra MS80 gets airborne during the 1969 GP; he finished second to Jacky Ickx.



4 5





days at the 'Ring. Paired with journeyman Jack Fairman in the Aston Martin team, he not only had – twice – to make up well over a minute on the Hill/Gendebien and Behra/Brooks Ferraris, but also drove 41 of the 44 laps – a little over 600 miles, and more than twice the length of a German Grand Prix.

"Before that race I couldn't have said, 'I can do 41 laps', but when adrenalin gets hold of you it's like a drug. You don't know how strong you are, you have no idea. I was absolutely shot, more tired than at the end of any other race in my life – and certainly more than at the end of the Mille Miglia."

The Nordschleife was all about feats and legends, and not all of them ended in triumph. As night follows day, Jimmy Clark was inevitably brilliant there, although he won the German Grand Prix only once, in 1965, putting a seal on the World Championship by early August.

When I think of Clark and the 'Ring, though, the first image in my mind is not of F1 but of the 1962 1000Kms, when he drove the new, tiny Lotus 23 powered by the 1.5-litre twin-cam engine that would be seen in the Elan.

On race day it was damp and slippery, conditions made for the genius of the driver and the nimbleness of the car. At the end of the first lap Jimmy swept by the pits alone: 27 seconds later the factory Ferraris and Porsches began to arrive. On lap two the Lotus pulled out another 20sec, and by lap eight it led by two full minutes.

Sadly, the day didn't end well, for Clark's exhaust pipe broke, and fumes blowing into the cockpit made him groggy. Eventually the little 23 went off the road, but Jimmy's drive that day belongs in the legends of the Nürburgring.

Over time there were so many. In 1935 the ageing Alfa Romeo P3 was wholly uncompetitive with Mercedes and Auto Union, but at a circuit like the Nürburgring ability was all, and if Tazio Nuvolari was lucky in anything in his life it was that he competed at a time when a great driver could win in an inferior car.

As René Dreyfus, a team-mate to Nuvolari in the Scuderia Ferrari squad of Alfas put it, "You have to remember that the cars of those times had almost no brakes, almost no grip. Therefore cornering speeds were set much more by the driver than by the car – Tazio would pass me travelling at a different sort of speed…"

Having won the German Grand Prix in 1935 (see page 54), crossing the line to near silence from the stands and leaving an expectant Nazi reception committee stunned, Nuvolari might well have won again the following year at the Eifelrennen (the Nürburgring's 'second' race each season, and a Grand Prix in all but name), had it not been for Bernd Rosemeyer.

Conditions that day were as atrocious as ever racing has known – torrential rain, impenetrable fog – yet Rosemeyer, the Gilles Villeneuve of his time, simply drove away from the rest, and in a 6-litre Auto Union on skinny tyres. Visibility was in places as little as 20 yards, and in the last half of the race Rosemeyer – *Nebelmeister* as they called him – pulled away from Nuvolari at the rate of 30 seconds a lap. A couple of months later he also won the German Grand Prix.


Caracciola won the last pre-war German GP in Mercedes-Benz W154

Mercedes-Benz

It was at the Nürburgring, too, that Dick Seaman scored his only Grand Prix victory in 1938. Mercedes driver he might have been, but he was not the winner desired by *Korpsfuhrer* Adolf Huhnlein – Hitler's resident thug at the races – who was angered by Seaman's understandably half-hearted attempt at the requisite Nazi salute.

More than 30 years on I stood with Denis Jenkinson near the old podium in the pitlane at the Nordschleife, and if he loved the circuit it was all too easy to understand when he murmured something about the faint echo of the jackboot.

Of all the German drivers, none was more anti-Nazi than the immortal Rudolf Caracciola. By 1939, as war approached, Caracciola – considered by Alfred Neubauer to be the greatest driver of all time – was 38 and past his best, but it was no more than fitting that he should win the last German GP of the era.

In more recent times the race that lingers most in the mind is the 1968 Grand Prix, run in conditions perhaps not quite as dire as those confronted by Rosemeyer, but not far removed. It was won – by *four minutes* – by Jackie Stewart's Tyrrell-run Matra MS10 [see p59].

"We had a problem with the car in the only dry session, and I qualified sixth. I made an awful good start, though – I can remember going down the pitlane (no barrier in front of it, of course) which was concrete and gave a hell of a lot of grip! That got me up to third, and on the first lap I passed Chris Amon and Graham Hill, and built quite a lead.

"The rain was one thing, but the fog was ridiculous. Along the main straight visibility was less than 100 yards – and you were doing over 180mph. I was driving with a wrist brace, after my injury at Jarama, and I don't think I'd have won if the race had been dry – I wouldn't have had the strength, because I was mostly steering with my left hand. I remember being *very* tired…"

The previous year Stewart, struggling with the cumbersome BRM H16, set the third-fastest time – of the F1 cars – in qualifying, but was more than a second slower than Tyrrell's F2 Matra, driven by one Jacky Ickx. The young man was more than 20 seconds faster than the next F2 driver – Jackie Oliver – and so concerned was JYS for his safety that he suggested that Ken slow him down. The advice was apparently declined.

The 'Ring was always Ickx's chosen circuit, even above his beloved Spa, and he became one of its consummate masters, winning conclusively for Brabham in 1969, for Ferrari in '72.

By now, though, the Nordschleife was entering its twilight years as a GP circuit. In the summer of 1970, when they were all in London to attend – on consecutive days – the memorial service for Bruce McLaren and the funeral of Piers Courage, the drivers met to discuss safety in general, the Nürburgring in particular. Not surprisingly, in light of recent events, feelings were running high, but it was the least likely man in the room – Jack Brabham – who settled the issue of the 'Ring by quietly saying that, in his opinion, there should be no race there unless or until long-requested circuit changes were made.

For years the Nürburgring authorities had believed themselves above this sort of thing, confident that their race would remain on the calendar because… well, because it was the *Nürburgring*, and sacrosanct. At short notice the Grand Prix was transferred to Hockenheim – and in the Eifel mountains they began felling trees and installing guard rails. ›››



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Safer though the place became some of its inherent challenge was inevitably lost, for now it was 'opened up', in the sense that removing trees greatly improved visibility, and corners once blind were no longer so. "When we went back there, I'll admit I had mixed feelings," said Chris Amon. "Thank God it was safer than before – but at the same time it wasn't as satisfying as it had been…"

When the 1976 race was stopped, though, after Niki Lauda's fiery accident at Bergwerk on the second lap, Amon it was who declined to take the restart. Appalled by the length of time it took for medical help to reach Lauda, and driving a car – the Ensign – which had already broken on him twice that season, Chris decided he had seen enough: "I'd never really thought about it before, but I guess it's impossible to marshal 14 miles properly. [Hans] Stuck and I had to find a field telephone, to let Race Control know what had happened to Niki."

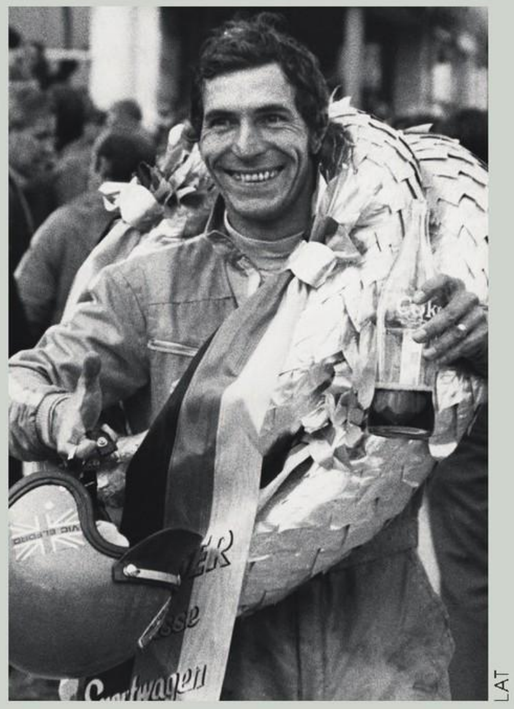
Much later, after the race – won by James Hunt – had been run, a group of us gathered at one of the team caravans, drinking wine and quietly mulling over the events of the day. Lauda, we knew, had been alive when he reached hospital, but the word was that he was unlikely to survive. "Let's raise a glass to him," said Jenks, ever understated on such occasions. "He was the best of this lot…"

Mercifully, though, Niki did survive – indeed miraculously somehow raced at Monza six weeks later. The Nürburgring, though, was done in terms of F1, and I think, as we stood around on that evening of August 1, that was something unspoken in the air.

The more time passes, the more your perceptions change. Back in 1974, the year after he retired, Jackie Stewart drove me round the Nordschleife in a Cologne Capri, and it need hardly be said that I was impressed. At the time, though, the circuit had a place in the World Championship; as well as that, I had driven many laps of it myself, and it was… familiar, a part of my racing year.

Twenty-five or so years later I was driven round again, this time by Bernd Schneider in a hot Mercedes, and the experience was utterly different, for now the place had nothing to do with today, and it seemed faintly surreal that Grand Prix cars could ever have raced here. I'll always rejoice that I saw them when they did.

The record book never tells the whole story, of course, but study a list of those who won at the Nürburgring: Caracciola, Rosemeyer, Nuvolari, Ascari, Fangio, Brooks, Moss, Surtees, Clark, Stewart, Ickx…


LAT

INSIGHT

A LAP OF THE 'RING WITH QUICK VIC

Vic Elford's love affair with the Nordschleife started in the '60s – here he talks us round the famed track

THE GREEN HELL IS WHAT the Nordschleife of the Nürburgring is frequently called, but with one painful exception, for me it was always a little green piece of heaven.

I first saw it in 1966 when on an obscure German rally a lap of the 'Ring counted as the last special stage. My co-driver John Davenport was deposited in the magnificent old SportHotel to write and finesse our pace notes for the other stages while I set off in our rented VW Beetle for a day of learning in what was typical for the Eifel Mountains – pouring rain.

One thing I'd learned from my rally experience and which would prove even more useful at the Nürburgring was that I have an almost photographic memory for roads.

My 25 wet laps in the Beetle left me in love with the track and in awe of such names as Caracciola, Rosemeyer and Fangio and what they'd done there. I had the feeling the Nürburgring and I were going to get on very well together. Later that year, I found out just how well (see page 59).


Nürburgring Automotive GmbH

HATZENBACH

The Nordschleife is split into natural sections, making it comparatively easy to learn. Starting through Hatzenbach there's a series of medium-fast left-right curves, originally with nasty, sharp little white kerbs where a puncture could mean the end of your race.



QUIDDELBACHER

There follows a swoop downhill over the Quiddelbacher bridge and up over a blind crest to Flugplatz. The front end gets light over the crest, but the car doesn't take off (Flugplatz doesn't mean Flying Place as many believed, but Airport, as there used to be one there). It's then fast downhill to the right-hand hairpin at Aremburg before plunging down the Fuchsröhre (Foxhole).

The descent is flat out but you *must* know where you're going as the line is moving left and right and you're changing direction *before* slight crests. In other words, you need to be aiming for the next apex before you can see it. A massive compression pushes you down into the seat when you arrive at the bottom at what is the fastest point of the circuit, and then you shoot up the other side, being careful to anticipate the blind left-hander over a crest at the top.

On public days and even some race/practice days one could almost guarantee some expensive rollovers here, performed by drivers with more enthusiasm than skill, to the point where the track once proposed to modify the corner. This was met with fierce opposition by many, including a certain Herr Martini who owned a garage and body shop next door to the SportHotel, who argued that it would change the spirit of the Nürburgring! They won and the corner is still there.



Elford suffered his worst crash at the 'Ring in '69 GP while racing for McLaren

LAT

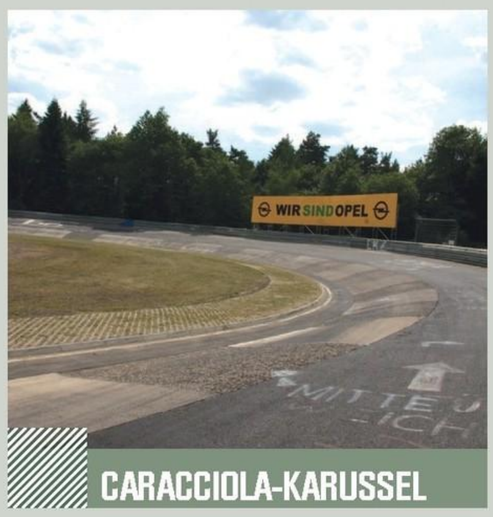
Next comes a fast, daunting, blind descent to Breidscheid or Adenau Bridge. Daunting because 40 years ago there was no run-off area, no guard rail, just thick hedges beside the road, so close that at a couple of corners we'd have the nose of the car in the bushes!



KESSELCHEN

Then it's very fast again, slightly uphill and through a long left bend over a crest at Kesselchen where we used to leave the ground. We would only jump about nine inches in the air, but the track then fell away at almost the same angle as the flying cars, so we'd spend 30 to 40 metres airborne before gently gliding down.

At least, that was what normally happened – until lack of aerodynamic understanding thrust its ugly head into the mix. In 1968 Jo Siffert and I won the Nürburgring 1000Kms in a Porsche 908 Coupé. The open 908/2 was the car of choice for Porsche in '69, but Jo and I had a new version nicknamed the 'Flounder' with flat aerodynamic bodywork for the 'Ring, and on one practice lap I arrived at Kesselchen, gently took off and continued going up…and up… until I passed over the head of photographer Rainer Schlegelmilch who was lying in the grass beside the road taking pictures, and landed in the bushes beside him!



CARACCIOLA-KARUSSEL

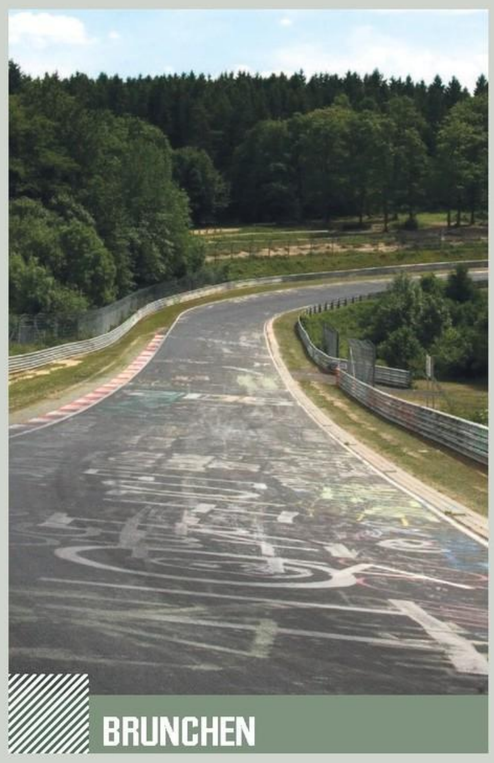
Next is probably the most difficult and intense part of the Nürburgring – the Caracciola-Karussel, so named because although it was always there, Caracciola is believed to be the first man to have raced through the banking. Once again, you must know *exactly* where it is and how to enter it. If not, you'll probably become part of the scenery. It feels as though you've jumped into a pit and then, if you do it right, you're almost fired out the other side.

There follows another series of fast sweeping bends over steep ups and downs, and the one place that almost turned this heaven into a hell for me.



WIPPERMAN

In the 1969 Grand Prix, driving a McLaren M7B, I made a lousy start and Mario Andretti and Jean-Pierre Beltoise passed me before the first corner. After Wipperman comes a long right-hand corner over a crest taken at about 100mph where Andretti slid off the road, took off two wheels on a fence, one of which I hit before somersaulting over a hedgerow and landing upside down in the trees. I had a broken nose and smashed shoulder, but it didn't diminish my love for the 'Ring.



BRUNCHEN

Two corners later used to be another photographers' dream – Brünchen. It means 'Little Bridge', although it was in fact a humpback bridge where we'd normally do a hop in the air, come back to earth and drive on – until 1969 when Jo and I arrived in our 'Flounders' which took off until they were almost vertical. We hit the ground with the rear jacking points before falling forward onto the wheels. Needless to say we reverted to the older, rounder car for the race.



PFLANZGARTEN

There follows another of those special 'Ring stretches, Pflanzgarten – very fast, but only for those who know where they're going. Top gear, flat out – in a 908 that meant about 180mph, more in a 917, and like the Fuchsröhre the next apex is always just over a crest so you must position the car before you see it.

Pflanzgarten also brings back memories. In 1970, although Porsche had never seriously thought of the 917 as a 'Nürburgring' car, Siffert and I did back-to-back tests with a 917 and 908/3. Jo was in the 908, me the 917. We did a couple of slow noisy laps to frighten away the wildlife and then on my first fast lap, coming over a flat-out crest at Pflanzgarten at about 180mph, sitting in the middle of the road was an eagle. He flapped his wings a couple times and was about two feet off the ground when I hit him, destroying the front of the car and the windshield. Back in the pits Helmut Bott and the other engineers and mechanics wanted to know where I'd gone off and only after driving them round and finding the poor bird did they believe it could do so much damage.



SCHWALBENSCHWANZ

After that comes a dive down into Schwalbenschwanz, the little Karussel, up the hill and through two fast right-handers on to what was 40 years ago a long roller-coaster straight, but which has also been de-fanged so it's now fairly flat, bringing us to the end of a lap.

From all the exciting experiences I had at the Nürburgring one race stands out in my mind – the 1970 500Kms where, in an underpowered Chevron B16, from sixth on the grid I forced my way past a horde of Abarths and pulled away in the last couple of laps to win by over a minute from Arturo Merzario.

As Crocodile Dundee would say, "That's a race track"!

legends of the NÜRBURGRING

Moments of heaven in a green hell

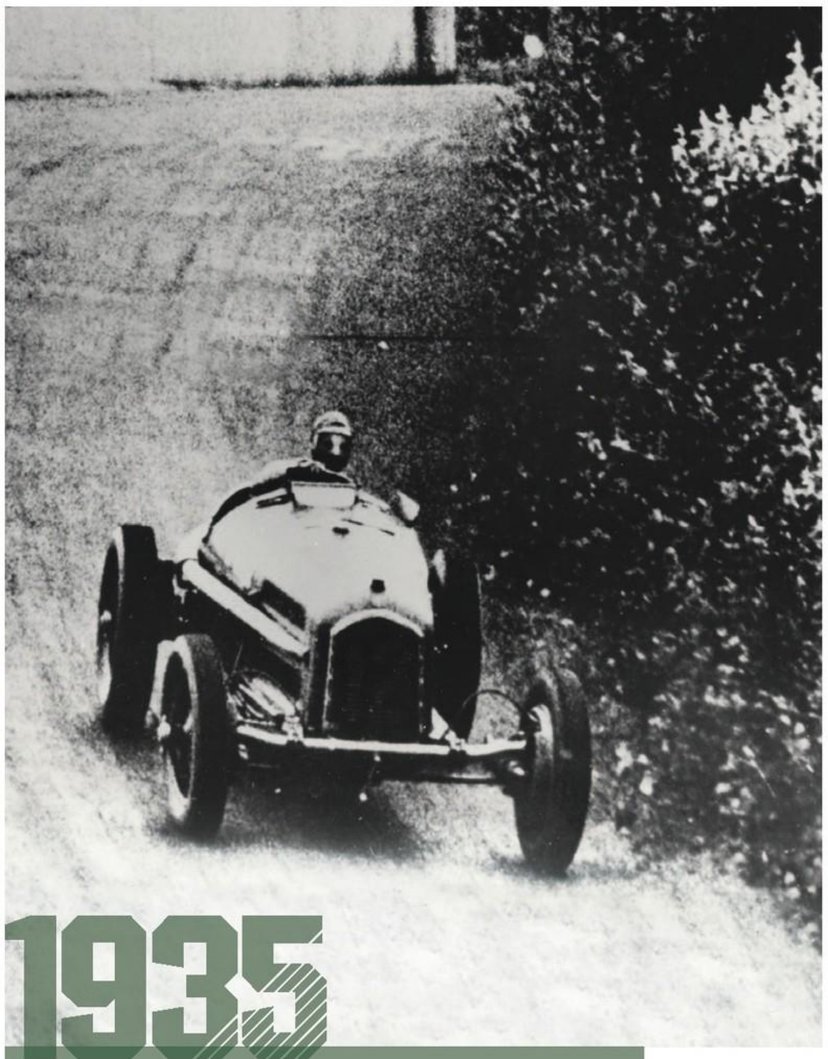
It takes a special sort of talent to master the Nordschleife – these are the racing heroes who, for us, have stood above the rest

BY RICHARD HESELTINE

Motor sport lore is all about legends. But the painted truth is, the closer you get to the facts, the more those legends tend to evaporate. Except in the case of the Nürburgring where it's all too difficult not to be overcome by an attack of the clichés describing a circuit that is a hundred times removed from today's 'me too' Tilkedromes. The facts generally trump even the legends. Ever since that first meeting was held in 1927, this has been the playground of heroes, a track whose ghosts thunder through your imagination. Sir Jackie Stewart famously described it as 'The Green Hell' and the Eifel track does take on a decidedly Valkyrian aspect each time you conjure images of teetering pre-war titans or BMW CSL 'Batmobiles' flying the friendly skies. Even now this track, regardless of configuration, sorts the men from the boys and the boys from the rest of us.

Familiarity and predictability often breed the seeds of indifference but to drive the Nordschleife, even in a road car, requires a leap of faith – or a leap of madness. To those of us not blessed with god-like reflexes, cold fear sluices through your veins each time you embark on a lap, the sense of elation that accompanies each successful sortie being of the never forgotten kind. Though not immune to changes over its 84-year history, the 'Ring hasn't been eroded, silted and reconfigured to anything approaching the same degree as so many other classic tracks. Which is why we love it still.

While the 24-hour endurance thrash still takes place each year, there hasn't been top-flight motor sport at the venue since 1983 – for obvious reasons. What started as a general office discussion about the 'Ring, its legacy, and those who tamed it inevitably turned into a heated 'best of' debate; cue a mental stampede as 100 candidates sprang to mind. What follows is a rundown of some of the greatest drives of the Nürburgring. It isn't a definitive list – how could it be? – but one thing is for sure: *anyone* who ever won there is a *Ringmeister* in our eyes.



Rex Features

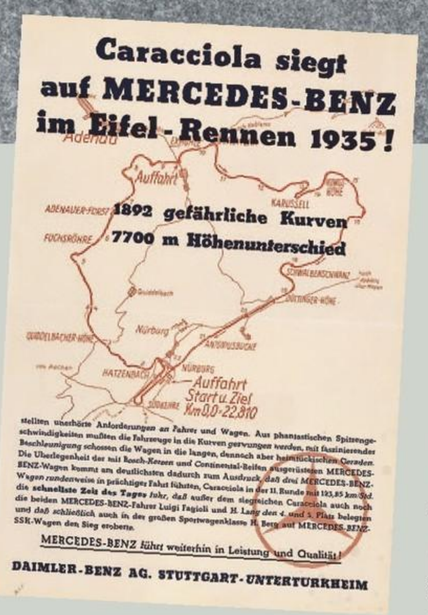
1935 GERMAN GRAND PRIX

IT WAS SUPPOSED TO BE A walkover for the Silver Arrows, a home win at the Nürburgring in front of 300,000 spectators and Nazi party brass. Except someone forgot to tell Tazio Nuvolari. His 1935 German Grand Prix win is widely touted as being the greatest upset in the sport's history; an almost satanically brilliant drive where it's all too difficult to separate myth from reality. While clearly outgunned aboard his Alfa Romeo P3, you couldn't fault the Mantuan's powers of persistence. After being swamped by the German cars and his Scuderia Ferrari team-mate Louis Chiron at the start, he was nonetheless lying second behind Mercedes' Rudolf Caracciola by the ninth lap. His good work was then undone by a disastrous two-minute pitstop, which dropped him down to sixth place.

What happened next is beyond legendary. In one otherworldly lap he took Hans Stuck, Caracciola, Luigi Faglioli and Bernd Rosemeyer (whose Auto Union was pit-bound) to reclaim second place. By lap 12 Manfred von Brauchitsch held a lead of 1 minute 9 seconds. The German then proceeded to extend the gap, only for his tyres to wear faster than those of his pursuer. Nuvolari chased down his prey but von Brauchitsch, who had won the Eifel Grand Prix the previous season, clearly wasn't going to give up without a fight: he managed to claw back three seconds on the penultimate tour, but the W25's left-rear let go as he headed into Karussell for the final time, and the supercharged Alfa swept by to claim an unlikely triumph. Nuvolari was followed home by Stuck, Caracciola and Rosemeyer.

Not expecting a red car to finish first, the organisers were caught on the hop – they only had a recording of *Deutschland über Alles* to hand. No matter, Nuvolari had a copy of the *Marcia Reale* on him.

1935
EIFEL GRAND PRIX



IT WAS A DRIVE OF IMPERTINENT brilliance. Except perhaps for Giancarlo Baghetti's triumph in the 1961 French Grand Prix, there had never been a more impressive debut in motor sport's top tier. Except Bernd Rosemeyer had competed in precisely one motor race prior to making the start of the June 1935 Eifel GP. And that had been three weeks earlier at AVUS. On top of *that*, he was armed with an Auto Union B-type; hardly the ideal learning tool with which to cross the line from amateur to experienced. Yet in many ways it was precisely his inexperience of more conventional racing cars that played in his favour. That and a fearlessness honed on motorcycles. But even so, this was the Nürburgring.

Yet the 25-year-old mastered both the car and the circuit with consummate ease. Manfred von Brauchitsch had been fastest in practice and come race day scorched into an early lead ahead of Rudolf Caracciola. Rosemeyer had been ordered to pace himself and learn the ropes. He did just that, until at quarter distance in the 11-lap race when he was told to quicken his pace. He proceeded to pass the Alfa Romeo of Louis Chiron for fourth place, and moved into third when Luigi Faglioli dropped out. He then chased down Caracciola, who was long established as the *Ringmeister*. He caught him, too.

Misfortune forever rained abundant on von Brauchitsch who at one point had built up a lead of more than a minute, but his warring pursuers had closed the gap to 43 seconds after seven laps. Von Brauchitsch then buzzed his engine and was forced to retire, Rosemeyer squeezing past the Mercedes of his vastly more experienced opponent into the South Turn. There were seven seconds between them as they entered the final lap, and, with barely a mile left to run, Caracciola reasserted his lead after his rival changed up too early. It was the start of a tempestuous rivalry, with Rosemeyer claiming honours the following year and again in 1937, only to perish in January '38 on the Frankfurt-Darmstadt autobahn where he was attempting to better Caracciola's freshly set speed records aboard his Auto Union *stromlinienwagen*. »»»

legends of the NÜRBURGRING

1937
GERMAN GRAND PRIX



Mercedes-Benz

HE HAD THE INTELLECTUAL CAPACITY and the imagination to handle both the tactical and the strategic – that and a clear-eyed ruthlessness when it mattered. Rudolf Caracciola was a man who could deliver regardless of conditions – in the 1930s he was the accepted *regenmeister* (rain master), after all. That and the embodiment of speed and consistency. All of which would explain his three European Drivers' Championship titles.

Yet his strike rate at the Nürburgring was something else entirely. 'Carratch' won the inaugural race in June 1927 for Mercedes-Benz; it was the first of an incomparable nine victories from 18 starts at the Eifel circuit. Yet he had his challengers, not least arch-rival Bernd Rosemeyer whose four-wheeled career continued to rocket with three straight wins prior to the 1937 German Grand Prix. And it was the Auto Union pilot who scorched to pole for that race with Hermann Lang and von Brauchitsch alongside him on the front row. 'Rudi' lined up behind them.

Predictably Rosemeyer put in a string of searing laps at the start but an off on the fourth tour meant he had to pit to repair the damage and replace a wheel. Caracciola assumed the lead from von Brauchitsch, Lang and Richard Seaman. Tragically, the latter was involved in an accident with Auto Union man Ernst von Delius who later succumbed to his injuries. And while battles raged down the order, not least with the recovering Rosemeyer and Tazio Nuvolari over third, Caracciola was never headed, with von Brauchitsch following him home. It wasn't a flamboyant drive, but it was a masterclass in cool-headed precision. It was also Caracciola's fifth German Grand Prix triumph (four with Mercedes, one with Alfa Romeo).

That he would go on to claim a sixth German GP at the 'Ring in 1939 was entirely appropriate; it merely bookended his remarkable 13-year spell as the original – and greatest – *Ringmeister*. Sadly, as Europe descended into hell, it would be his final win and the last German Grand Prix for 11 years.



LAT

GERMAN GRAND PRIX

JUAN MANUAL FANGIO WAS A MAN CAPABLE OF the seemingly impossible, but even reading about his otherworldly charge in the August 1957 German Grand Prix leaves you with a knot-in-the-stomach sensation. The passing of time has done nothing to lessen the myth behind his final – and greatest – Grand Prix triumph, *Il Maestro* having left the best till last. After repeatedly breaking the lap record prior to his first pitstop after 12 laps, he and his Maserati 250F seemed to be on the same page, working in celestial alignment. After all, he had a lead of 28 seconds over the Ferraris of Peter Collins and Mike Hawthorn. Then it began to go horribly wrong.

A problematic stop meant he emerged trackside almost 50 seconds down on the Ferraris. It holds true in broad outline that what followed next was one of the greatest-ever comeback drives. Fangio dug deep and uncorked a string of epic laps of unprecedented focus and intensity. The leading Britons had slackened their pace, which proved to be a costly error. Keeping the 250F in a higher gear for some of the fastest turns, Fangio took 12 seconds out of the deficit inside one lap. The Old Man would go on to circulate in a belief-beggaring 9min 17.4sec and by lap 20 he was on the tail of the lead duo.

On the approach to the North Turn, the Argentinian sliced inside Collins only to run slightly wide and momentarily lose the place. With two wheels on the grass, he reclaimed the position and tore after Hawthorn who didn't relinquish the lead without a fight, but Fangio wasn't to be denied: he took the chequered flag by 3.6sec. You cannot deny destiny.

1959

NURBURGRING 1000KMS

FOR MANY, HIS 1961 GERMAN Grand Prix win was his most important 'Ring drive, yet the legend surrounding Stirling Moss's triumph in the 1000Kms sports car classic two years earlier is hard to ignore. At his best – which was most of the time – Moss seemed to operate on fast-forward, but his performance in the 1959 1000Kms classic was a giddying spectacle. Having already won the race twice before (in 1956 and '58), Moss arrived in Germany knowing the factory Ferraris were going to provide stiff opposition for his works Aston Martin DBR1. Yet his opening 17-lap stint saw him break the lap record – his lap record – 16 times. Then he handed the car over to team-mate Jack Fairman. As he did so the sky became a thick slate grey, the Aston's lead being swiftly eaten away by the pursuing Ferraris once the rain fell. Six laps into his stint, 'Jolly Jack' slid into a ditch near Brünchen. The 46-year-old then summoned superhuman strength and somehow manhandled the ash green sports-racer back onto all four wheels before making his way to the pits.

Cue a comeback charge of nonpareil genius. On a drying track, Moss chased down Umberto Maglioli's Porsche 718RSK before jumping the Testa Rossas that were then running 1-2. After 33 laps, Stirling handed the DBR1 over to Fairman once again, now with a lead of almost three minutes. Phil Hill, a man capable of brilliance at the 'Ring, demolished the deficit in his factory Ferrari and assumed the lead as Fairman stopped to let Moss take over for the final 10 laps. 'The Boy' wasn't to be denied and he passed Hill at Flugplatz to win by 41 seconds. Just to rub it in, Moss claimed a hat-trick – and win number four – with 1960 honours alongside Dan Gurney in 'Lucky' Casner's Maserati Tipo 61. ›››

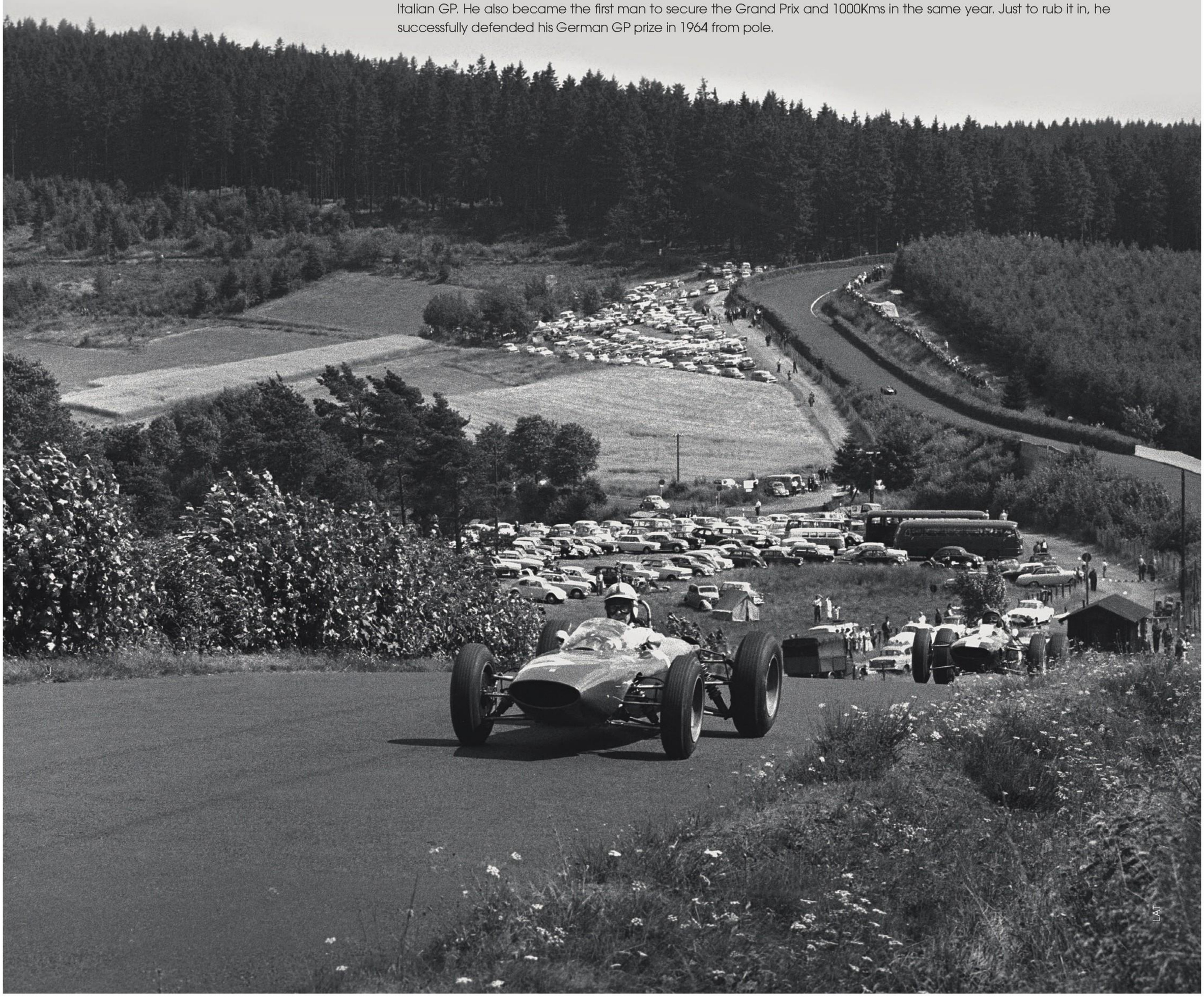
LAT

legends of the NÜRBURGRING

1963
GERMAN GRAND PRIX

HE ALREADY PACKED A HEFTY RESUME BUT EVERYTHING JOHN SURTEES HAD DONE PREVIOUSLY ON four wheels paled by comparison. The Briton's drive in the 1963 German Grand Prix helped confirm his greatness away from motorcycles. Having already conquered the 'Ring with MV Agusta, *Il Grande* John followed through with victory in the '63 1000Kms race alongside Willie Mairesse in a Ferrari 250P. It was his inaugural triumph for the Scuderia, the Briton having yet to become a Grand Prix winner despite threatening to do so from the get-go. Three months later, he broke his Formula 1 duck in the best way possible.

Jim Clark had qualified his Lotus 25 on pole for the Grand Prix but by the time the cars reached Breidscheid for the first time it was the BRM of Richie Ginther in the lead from Bruce McLaren's Cooper. The sainted Scot now had Surtees glued to his tail, the scarlet Ferrari 156 moving up the order until it assumed the lead on the second tour. Clark (below, following Surtees) had annexed the four previous Grands Prix and it soon became a two-way battle as he bid to make it five consecutive wins. By half-distance Surtees led by 5.3 seconds, Clark's Lotus by now alternating between seven and eight cylinders. When running properly the green car was clearly quicker, Surtees' Ferrari also losing a pot for a brief moment, but this served only to give Team Lotus false hope. With 11 of the 15 laps run, Surtees had 20sec in hand; by the flag he was some 1min 17.5sec ahead to claim his maiden F1 win and the first for the Scuderia since the 1961 Italian GP. He also became the first man to secure the Grand Prix and 1000Kms in the same year. Just to rub it in, he successfully defended his German GP prize in 1964 from pole.



LAT

1967

MARATHON DE LA ROUTE

THE KEY WORD IN THE TITLE WAS 'marathon'. What began life in the '30s as the Liège-Rome-Liège Rally morphed into the Spa-Rome-Liège before the complexities of staging such an event – and trying to maintain high average speeds on public roads – ensured a change of ethos. In 1965 the event switched to the Nürburgring for what was essentially a regularity event. Competitors were obliged to drive around the full 17.6-mile circuit encompassing both the Nord and the Südschleife with a maximum time limit specified for each car and for each lap related to displacement and seating capacity. There were, however, harsh penalties should you screw up your bogey time. Oh, and the event ran for 84 hours.

The ever-versatile Vic Elford led the event in 1966 aboard an Alan Mann Ford Cortina, only for the head gasket to blow with 12 hours left to run. A year later, he was armed with a Porsche 911R Sportomatic; he and his co-drivers Jochen Neerpasch and Hans Herrmann formed part of a three-car works attack on the August event. Starting on a Tuesday night, within six hours they had a full lap's lead over one of the sister cars and were still out in front 48 hours later. Then the fog descended. Visibility was so poor that one competitor ended up driving the wrong way down the pitlane before connecting with a retaining wall. Despite momentarily losing the lead on the Friday morning when a cracked front disc needed replacing, Elford and co swiftly moved back into first place where they would remain until the chequer fell at midday on the Saturday. The trio had completed 323 laps and covered 5652 miles at an average speed of 67mph.

Not that Elford stayed around to take in the festivities. He was already en route to Brands Hatch for the Guards International meeting...



LAT



LAT

1968

GERMAN GRAND PRIX

ON SUNDAY AUGUST 4 1968, JACKIE STEWART WAS A man apart from the world he inhabited. His galaxy-class drive to win that season's German Grand Prix was all the more remarkable as he had every reason to sit it out. Still suffering the effects of a broken scaphoid in his right wrist which had caused him to miss the Spanish and Monaco Grands Prix, he'd finished fourth on his comeback drive at Spa. He then followed through with a brilliant wet-weather victory in the Dutch GP at Zandvoort, taking full advantage of Dunlop's latest rain tyre to come home some 93 seconds ahead of Jean-Pierre Beltoise.

Yet by the time the Nürburgring rolled around again his wrist was still causing him major concern. And on top of that, Ferrari's Jacky Ickx had been conspicuously faster than anyone else in Friday practice before the circuit was engulfed by rain and a thick blanket of fog. Come race day it was much the same, the start being repeatedly delayed until the Grand Prix finally got underway mid-afternoon. Ickx made a poor start from pole, with Graham Hill's Lotus 49 sneaking through from the second row to lead from Chris Amon and Stewart. By Schwalbenschwanz the future knight was in the lead, plumes of spray fountaining upwards from the back of his Matra. It was the last most of his rivals saw of Stewart.

The irony of this safety advocate prevailing by more than four minutes in the worst possible conditions on such a demanding circuit – and nursing an injury – was perhaps lost on the great man at the time, but as even his staunchest critic Jenks admitted: 'Caracciola may have been the *Regenmeister*, Rosemeyer the *Nebelmeister* and Fangio the *Ringmeister*, but Stewart surely topped the lot.' »»»

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1972
GERMAN GRAND PRIX

THERE WAS LITTLE ABOUT HIS DRIVE that didn't invite hyperbole yet Jacky Ickx's 1972 German GP win was just one of many extraordinary performances at the 'Ring by the brilliant Belgian. While barely out of his teens, he'd contested the '65 Marathon de la Route with rally man Gilbert Staepelaere. After 84 hours, they had finished second overall in their Ford Mustang. Yet it was his drive in the '67 German GP that sent his star soaring. Armed with a Matra MS5 for the concurrent F2 race, the 22-year-old's practice time was only eclipsed by F1 runners Jim Clark and Denny Hulme. His race ended in retirement, but Ickx's explosive talent was obvious.

Fast-forward to 1972 and Ickx was on crushing form aboard his Ferrari 312B2, taking nine seconds off François Cevert's existing lap record during Friday practice before claiming pole. Jenks wrote of his efforts: 'A lap at nearly 120mph around the Nürburgring is the sort of performance that makes the most blasé follower of the sport reel back and exclaim "Kee-rist" or "*Mon Dieu*".' With the race restored to 14 laps rather than the previous year's 12, Ickx was on imperious form over the 200-mile distance. At the halfway point he led Emerson Fittipaldi by 17 seconds, eventually taking the flag some 45sec ahead of team-mate Clay Regazzoni – and this despite having to back off at two-thirds distance after a split manifold cost him valuable revs.

Yet the World Championship crown that once seemed preordained somehow never happened. A year later the Scuderia underwent one of its periodical downturns, Ickx departing mid-season for a have-licence-will-travel campaign with McLaren and Iso. This, his eighth Grand Prix victory, would improbably also be his last. »»»

legends of the NÜRBURGRING

1983

NURBURGRING 1000KMS

IT MARKED THE END OF AN ERA AND the start of a new one. Construction of the much shorter Nürburgring-lite was already underway, the Nordschleife hosting one last 1000Kms race in May 1983. It wouldn't be without incident, Stefan Bellof's pole-setting time of 6 minutes 11.2 seconds aboard his Rothmans Porsche 956 – the first ever 200km/h lap – entering into legend in an instant. It was an extraordinary demonstration by the *wunderkind*, even if building work on the new track meant the old pit straight and return road at the South and North Turns had to be skirted, making for a shorter lap.

The German was on stellar form come the race, leading team-mate Jochen Mass by eight seconds at the end of lap one. Bellof made way for wingman Derek Bell six laps later as Mass traded with Ickx. The gap between the two leading factory Porsches stood at around 25sec, Ickx setting a new lap record of 6min 34.3sec as he tried to claw back time before the next round of driver changes on lap 15. Bellof once again put on a charge, his impregnable confidence leading him to set a new lap record of 6min 25.9sec, only to go off in the biggest way possible at Pflantzgarten not long after. His 956 left the track at 160mph and pinballed between the Armco on both sides of the circuit before coming to a halt. Somehow Bellof walked away with only minor bruising.

Slot machine magnate Walter Brun wasn't so fortunate, destroying his Sehcar C6 and breaking his arm following an almighty shunt at Kesselchen. He smacked the barriers with such ferocity that the race was halted for 90 minutes while they were repaired. Cars were later sent out for 19 further laps (making 44 in total), with Mass surviving a scare after a rear wishbone broke at Flugplatz. He managed to nurse the Porsche back to the pits where a replacement part was installed within 10 minutes, and despite losing the lead on the road, he and Ickx were never going to lose on aggregate.

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Stateside Story

With F1 seemingly out of reach, Britain's Dan Wheldon jetted to America and joined the Indycar gang. He's had success, but a few rumbles too...

BY ROB WIDDOWS

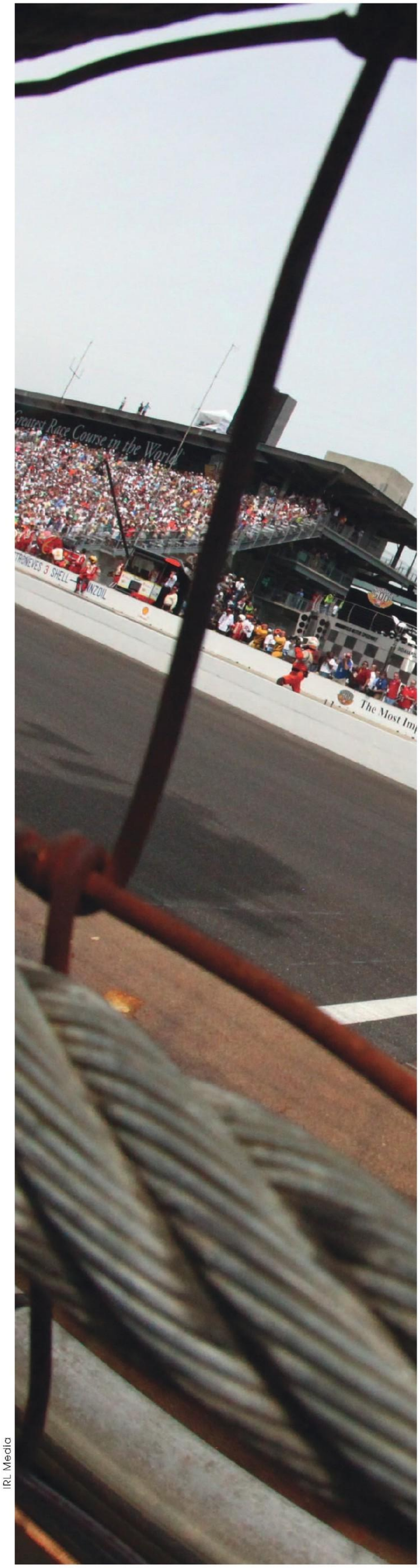
Dan Wheldon has won the Indianapolis 500 twice, including victory in this year's race (pictured), has been the IRL champion, and made millions of dollars. He has an enviable home in Florida and a loving family. He has talent, is an ace on the ovals, and has made America his home since 1999.

So where did it all go so wrong for the 30-something British racing driver who once competed wheel-to-wheel with Jenson Button?

It went wrong when he rejected an offer to become a test driver for the BMW Formula 1 team. Yes, he told Mario Theissen that it was a race seat he wanted, not a testing contract. So Herr Theissen turned his attentions to Robert Kubica and a young German lad called Sebastian Vettel. The rest is history in the making.

To understand the full picture we need to go back further, to the early career of Daniel Clive Wheldon from Olney in Buckinghamshire, who began racing karts and graduated to Vauxhall Junior where he impressed. When in 1998 he joined the works Van Diemen team in Formula Ford he came up against old karting rival Button in a Mygale. The pair were closely matched. But that's as far as it went this side of the Atlantic.

"We ran out of money. All our decisions had been financially driven and we never could have raised a budget for Formula 3," says Wheldon, looking slightly wary of me as we settle into the story. "But I worked hard and won a lot of races and I think I had a good relationship with Van Diemen. It was a difficult time in my life – I was so desperate to move up to F3, all my mates were going there. But I had a deal to race in America for 1999 so that's what I had to do to continue being a racing driver. And honestly, I still thought I could get to F1. Not being cocky or arrogant, I just thought I'd get there at ➤➤➤



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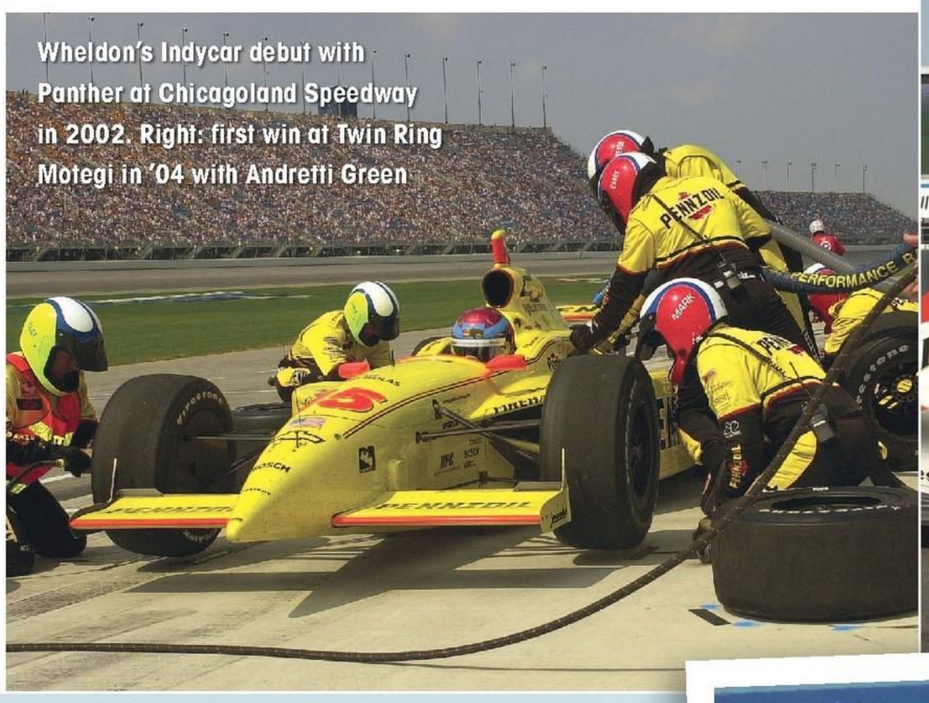
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Wheldon's Indycar debut with Panther at Chicagoland Speedway in 2002. Right: first win at Twin Ring Motegi in '04 with Andretti Green

The first Indy 500 win in 2005. Above: Formula Ford in '98 with Jenson Button and Marcos Ambrose

LAT

the end of 2005, having won the IRL series. And yes, I was offered that BMW deal."

Why on earth did he turn it down? He looks me straight in the eye, a half-smile on his face, the eyes glinting under his baseball cap. He leans forward, clearly keen to make a point.

"People told me not to trust anyone in F1, and I thought it was all too good to be true. Dr Mario Theissen said I'd be the test driver in 2006 and he'd move me up to the race team in '07, if not before. I just didn't think it could be true – but that's what they did with Kubica. My manager Julian Jakobi still holds it against me to this day," he smiles, "but I felt that America had given me an opportunity when England had not, and I had an offer from Chip Ganassi which is a great team to be with in America."

There must be regrets, I suggest. He looks a little defensive, anxious not to be misunderstood.

"I felt an emotional attachment to America and I was never mad at myself, or anyone else; that's not the type of person I am. So there was no big regret. I just wanted to be in a race car and I'd made my home in America. I love to be in the car, competing for wins every weekend, and these days I can be more selective about the teams I drive for. But yeah, I have made decisions that have hurt my career a bit and I'm still rebounding from that, I guess."

Decisions have, dare we say, not been Wheldon's strong point over the years. He had the plum drive with Ganassi and walked away.

"I can explain that," he jumps in, looking inquiringly at his management people who are seated round the table with us. "We can tell the whole story, can't we?" There's a nod from across the table. "Look, it sometimes happens like this. Things weren't going so well, though I was still winning races in '08. Chip was looking at other drivers as he always does, and in May he'd offered to extend my deal for the following season. Then Tony Kanaan, who was at Andretti Green, approached Ganassi about a deal – probably to get more money out of Andretti Green – but Chip's lawyer was unwell and it got delayed. I knew what was going on and so I was looking at other teams when Chip called me – I was in the bath – and I said, 'Hey, I think you've got the wrong number, this is not Tony, this is Dan' and I told him he was out of order, that he'd offered me a new deal. But I don't hold it against him, that's the way it is with Chip.

"Anyway, to be fair, we [his management)] had spoken to Panther [the team which gave him his IRL break in 2002] and they were prepared to offer me what I wanted and it seemed they could give me a competitive car. So we signed with them and it was a bad decision, based on too much emotion. You only have to look at the statistics to realise that Chip's team is a fantastic place to be. So, a bad decision, no hard feelings, and I've worked hard to get back from that. The rest is history now."

This was not the first time he'd made what appeared to be a strange decision. He often refers to 'we', as in his management, and sometimes you feel that the best place for Wheldon is in the cut and thrust of competition, not in the maelstrom of management.

"I have good people looking after me but in the end I make my own decision," he says, looking hard at me. "But yeah, maybe I should stick to the driving. I always thought I made good decisions but... maybe not."

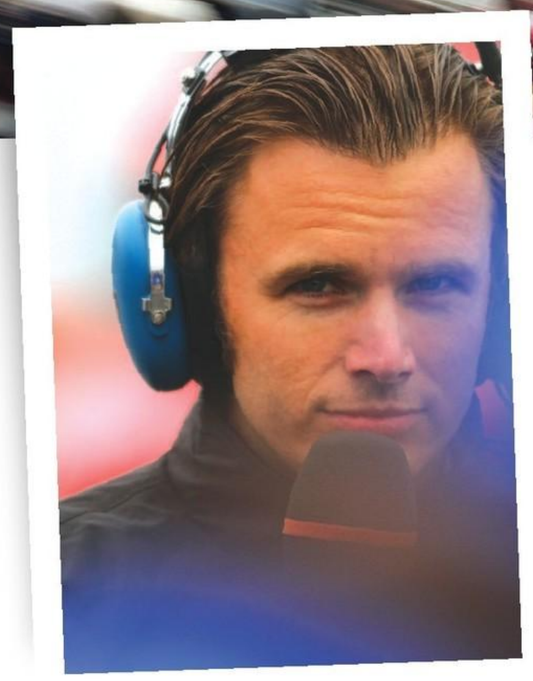
Looking back over his career in America, from F2000 in 1999 to Toyota Atlantic, Indy Lights and on to the IRL, the results are impressive. This is despite his restlessly moving from Panther to Andretti Green, where he won his first Indy 500 and the IRL title, on to Ganassi and back to Panther, where he was replaced by Indy Lights champion JR Hildebrand – the very same Hildebrand who handed him this year's Indy win by crashing at the final corner. This is the kind of drama that seems to follow Wheldon.

"I commit myself totally to my racing and I expect the same back from the team, and I'm not afraid to speak my mind," he says. "People may see this as me being cocky – but look, I know my ability in the car, and I've learnt how to maximise my opportunities when I'm on the track. I've learnt how to develop the car, for road races and ovals, and that means working with the team, watching the tactics the other guys use. You have to be tough sometimes



Leading Ganassi team-mate Scott Dixon to a second win at Chicagoland in '06. Right: TV commentary work has followed

LAT



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and maybe some people misunderstand the total commitment I have when I'm racing."

We can only speculate as to how well Wheldon would have dealt with the challenge of F1. More a racer than a diplomat, he might have found the lack of outright success at BMW not to his liking. When he won this year's Indy 500 – his first series victory in three seasons – he was understandably emotional, this dramatic last-lap victory being further vindication of his move to America a decade ago. Especially because he was without a full-time drive, joining forces with Bryan Herta for this one-off crack at the richest prize of the season.

"I knew I had a good chance and with three laps to go I saw Dario [Franchitti] and Scott [Dixon] slowing down, conserving fuel, and I maximised everything I had," he says. "I was still doing my best speeds of the race, running 223 to 224mph, and into the last lap I was closing on Hildebrand really quickly. I got a great run out of Turn 2, tried to dive inside Ana Beatriz into Turn 3, but couldn't quite make it. But I surprised her in Turn 4, and was focused on clearing her when, out of the corner of my eye, I saw that JR had got up into the grey and hit the fence. But then I had to avoid the debris. I wasn't thinking I'd won it then, but I could see he'd pancaked the car and I thought maybe he'd try taking me out – I mean, he was a rookie, I'd never raced alongside him before, and this was the biggest race in the world and you gotta do everything you can to win, right?

"Once I crossed the line it was such an emotional win for me, for us all, such a special feeling. I didn't have a drive for the rest of the season but we'd won the Indy 500. It was the first time we'd led the race all day, but we played the fuel strategy perfectly and I got everything I could out of the car, adjusting the balance and brakes, in the last few laps."

> "Difficult? Really? I can be very particular"

An acknowledged ace on oval tracks, Wheldon should surely have been in his element on the road courses, having learnt his craft in Europe?

"My strength on ovals may have been true when I was with Ganassi," he responds, "but at Panther I was good on the road courses. You need totally different things from the car on ovals and road courses, a different driving technique. At Panther I did well in the road races, especially if you compare the results to the driver who came after me. It's so much about what you can do with the car – at Ganassi we were great on the ovals, but we did begin to get a handle on the road races. Remember, wherever you go, whatever team, you always have to compare your performance with Penske and Ganassi. That's how it is."

Wheldon made history in 2011, winning Indy after leading just the final few yards, but the future is still uncertain. This hurts for such a competitive and confident individual. Racing in America, however, remains his long-term goal.

"It does, yes, unless you know that Red Bull is going to offer me a drive. We have been offered Indycar drives, before and after the 500, but we've turned them down. People say it's because they didn't offer me enough money but that isn't the case. For me, it's about being competitive and happy in the team, and right now I plan to stay with Bryan Herta. We have the Honda engine testing contract for the 2012 Dallara and people are talking about me again because we did a very good job in the run-up to Indy and in the race itself.

"Sure, we [the management we] are looking around, but let's see what happens. I'd love to do the Las Vegas race for [Indycar CEO] Randy Bernard, that's for the five million dollars, and I reckon we'd create a buzz by doing that. For now I'm busy with the testing programme, Honda respects me in that role, and I'm doing some TV commentary. I'm busy enough. I believe in myself, you have to, but it wasn't always like that. At times you doubt yourself – 2009 and 2010 were not great – but I just want the chance to prove I can still do it."

Before I met Wheldon colleagues had told me he could be difficult, a bit edgy with journalists. I did not find this to be so. Confident yes, a little diffident on occasion, and most certainly a racer, a man desperate to be in a car, to win races.

"Difficult? Really? I can be very particular," he says, slightly defensively. "I can see why people might have said this, but a team can easily change their drivers, and people who've worked closely with me will tell you I'm not difficult. But at the track I am focused. I stay within the circle of people I trust, and maybe I appear a bit introverted. But I'm not – I'm doing my job. I've been blessed with a talent and I work hard to use it. Returning to England to do the Goodwood Festival of Speed I was a bit nervous about the reception I'd get, but people do remember, and it was fantastic at Goodwood. The crowd was amazing. I jumped in a Penske, something I'd always wanted to do, but Emerson [Fittipaldi] told me I'd have to ask Roger before I could drive it. And that wasn't going to happen."

This has been the abridged story of a turbulent career that started with immediate success, diverted across the Atlantic, led to an offer of F1, surged again, stalled and dramatically rose once more in May. Happiest behind the wheel of a winning car, Dan Wheldon has been given another chance and he fully intends to maximise – as he would say – every opportunity to show that he's as fast as he knows he is.



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BY ANDREW FRANKEL



Did you see the Whitsun Trophy at last year’s Goodwood Revival? If not, and in the scope of what’s relevant to this story, you missed two things. One was one of the best Revival races ever, two was all the explanation you needed as to why the Lola T70 Spyder and McLaren M1B were not just the fastest cars of their type, but at the time the fastest racing cars in the world.

One example of each took off from the first two places on the grid and spent the next 25 minutes embroiled in a tyre-smoking, opposite-locking, crowd-thrilling battle for victory. And while two cars running in such close proximity usually has the effect of slowing both down, this time they went faster and faster. In the end the McLaren lapped the 2.4-mile Sussex circuit in 1min 19.3sec, over a second under the outright lap record set by both Jim Clark and Jackie Stewart in 1965 in their Formula 1 Lotus and BRM. And that was the car that came second. The Lola put in an astounding 1min 18.9sec lap and won the race by just 1.6sec, at an average speed of almost 108mph. ›››

Frankel tries to rein in the M1B and T70 at Brands. Far left: Roger Wills (McLaren) and Andrew Smith demolish the Goodwood lap record during last year's Whitsun Trophy



Roomy cockpits meant Frankel felt at home in both Chevy-powered racers, but T70 was always a personal favourite...

"It was a fabulous race," recalls Roger Wills – and he was in the McLaren. As for Andrew Smith, driver of the Lola and new Goodwood lap record holder: "I emerged with the biggest smile on my face you've ever seen." And with good reason.

Those cars are these cars, probably the most competitive examples of the fastest cars to compete in the inaugural Canadian-American Challenge Cup, better known as Can-Am.

Noise problems being what they are at Goodwood, we've decamped to Brands Hatch to find out more, with Roger and Andrew keen for me not to have a gentle tootle around the





track, but something closer to a full-on thrash.

Both cars were at Goodwood not because of their Can-Am history but because they were constructed as Group 7 racers – that gloriously loosely-worded FIA category of racing car that allowed Can-Am to be conceived and, for nine fabulous years, produce the most powerful, extraordinary looking and quickest racing cars the world had seen. Quicker even than F1 cars were then? You'd better believe it.

At the time Lola was considerably more established than McLaren. Eric Broadley brought it into being in 1958, and by the time the first T70 was produced it had a succession of sports cars (including the GT40-inspiring Mk6 GT) and single-seaters all the way from Formula Junior to Formula 1 under its belt. McLaren was a beginner, yet to make its first F1 start. Indeed its first home-grown car, the M1, had run only at the end of 1964. Even so it had put on a good show and become an even bigger success commercially than on the track, thanks to a deal with Elva to manufacture and sell cars to US customers.

This car, retrospectively known as the M1A, paved the way for the mechanically similar but rebodied M1B in time for it to race in 1965 and, most importantly for this story, play a full part in the first Can-Am season in '66. The Lola T70 also raced through 1965, but the car you see here is a Mk2 unveiled at year's end for use the following season.

Conceptually they appear similar. Both feature low-slung bodywork and the mid-engined configuration that was by now *de rigueur* for any race car manufacturer wishing to be taken seriously at the top level. Likewise both were engineered to accept more than one engine from suppliers like Oldsmobile and Ford, but it was Chevrolet that enjoyed utter dominance in the back of Can-Am racers from the start of 1966 to the end of '71. In fact, just two races were won by cars powered by anything else: Dan Gurney at Bridgehampton in a Ford-powered T70 in '66, and Tony Dean driving his Porsche 908 through a demolition derby at Road Atlanta in 1970.

Both cars here, the ex-Parnelli Jones/Al Unser T70, chassis SL71/24, and M1B 30/06 raced by Carl Haas/Marshall Brooke Doran, come with Chevy small-block power, though the Lola started life with a Paxton-supercharged Ford engine, discarded when it was found that impressive power came at the cost of reliability. Both put their considerable power through the rear wheels via Hewland's ox-strong LG600 gearbox.

> "The car shakes when the V8 fires up – or maybe it's the planet rattling beneath it"

But these cars are different and you only need sit in them to see how. While the McLaren was built traditionally using a spaceframe chassis and stressed-skin construction, the T70 has a full aluminium monocoque, still a novel concept among mid-60s racers.

Both look scary, the McLaren more so. Their 5.7-litre Chevrolets must retain the wet sump lubrication they used in period, and that's the only reason they don't rev past 7500rpm or develop much over 500bhp. But in cars that must weigh little more than 800kg, you're still looking at a power-to-weight ratio not even today's most powerful road car, the 1200bhp Bugatti Veyron Super Sports, can approach.

Then again, in the world of racing cars from this era on that's not such an astounding statistic. My worry stems from the fact that all this power is fed to the Tarmac through the comically compromised medium of a skinny crossply Dunlop racing tyre. Through years of racing old sheds I am intimately familiar with this brand of rubber, and can tell you it makes a 1600cc Alfa seem overpowered. I suspected that what I was looking at was the greatest mismatch in tyre to power since the days of pre-WWII Mercedes and Auto Unions. I'd driven a T70 before, but it was a later MkIIIB sitting on tyres that seemed to take up half the space between the rear wheels – and even that lacked grip relative to power.

At least both cars fit, as Smith and the M1B's other regular driver, Joe Twyman, are well over six foot. In cars like these, not being comfortable behind the wheel is one more thing to think about, one more reason to make a mistake. And mistakes in Can-Am cars are rarely small.

I try the McLaren first. I love the way this car looks. It's not as classically pretty as the Lola, but anything it loses in pulchritude it makes up for in sheer menace. It's also the first McLaren built during its founder's lifetime that I've driven, and as I settle in I think of that orange bodywork, the kiwi on its flank and all that would go on to mean. The factory M1Bs started 1966 using Traco-Oldsmobiles before opting for Chevy power, but despite leading races and setting fastest laps the M1B would never win in Can-Am. Instead Bruce McLaren and his design team watched and learned from it. Using the skills of such as Robin Herd and Gordon Coppuck they incorporated all they'd found out into the M6A and never looked back: in 1967 McLaren won all bar one round, leaving the last race of the season as a scant consolation for Lola.

I always acquaint myself with the cockpit of any racing car before heading out. Not only has it served me well to know where the oil pressure gauge is, it helps provide a flavour of the machine. And this is a no-nonsense driving environment. Small dials pepper a crackle black dash, with a central Smiths rev-counter different in no important way to those in pre-war cars save calibrations extending up to 9000rpm. You sit low and snug in the car, the relationship between you, the pedals, wheel and stubby gear-shifter pretty perfect.

The whole car shakes when the V8, fed by a quartet of Weber 48 IDA carbs, fires up. Or maybe the car's perfectly still and it's the ›››



Greg Pajo

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planet rattling beneath it. First is back and across the gate; the clutch is not too sharp and it chunters easily enough out onto the track.

You don't have much time to get bored on the Brands Indy circuit, even in a road car. I've done races here in little tin-tops with a quarter of the power of the McLaren and still wished the straights were longer. You don't feel this in an M1B, because there are no straights at all.

As predicted at first the power, or more precisely the torque, defines the whole driving experience. Coming out of little 1965 F1 cars with their 1.5-litre, low-torque engines that revved to 11,000rpm into one of these must have required total mental recalibration. I guess that on the long straights of American circuits you'd still have to pay a lot of attention to gear ratios, and possibly even at Goodwood, but here whatever gear you're in seems to provide a bigger bang in the back than expected.

Then, as the laps accrue, the experience starts to normalise. Ask those who raced Group C cars at Le Mans before they introduced chicanes into the Mulsanne Straight and they'll tell you that if you give it long enough, even 240mph can seem pretty normal. It's the same here: you get used to the manic thrust, the insatiable appetite for gears and the feeling of scenery stretching like elastic around you. Soon it's neither confusing, nor even that frightening – just thrilling.

Best of all you can now think about what the rest of the car is doing. My worst fear was that the combination of a large engine swinging around behind my head while doling out wads of power its tyres were ill-equipped to handle would lead to a hideously tricky, twitchy car.

Quite the reverse. In fact it appears the M1B has been set to ensure none of these traits is exhibited. It feels quite soft at the back, so combined with the engine weight it blends tremendous traction out of each corner with remarkably benign understeer on the way in. If anything – and I never thought I'd say this – it feels a little too eager to run wide and a little too unwilling to react either to a lift or a prod of the throttle to neutralise it. I think the easiest way of getting into trouble would be realising the need for drastic action to keep the car turned into the corner.

The Lola's waiting for me. I'll declare an interest and say I've been in love with T70s probably since before I could say 'T70'. But after the McLaren, stepping aboard the relatively sober-suited Lola lacks the same intoxicating brew of thrill and foreboding. I'm not sure why, probably because I'd been less scared by the McLaren than expected and because it's not the first T70 I've driven. But it also seems the more advanced, clearly conceived car. The metal monocoque wraps reassuringly around you while the gauges are more closely grouped and easy to see.

Much is the same, from the thunder of the V8 to the heavy but precise feel of the gearbox. The power trains of both cars are, for these purposes, effectively identical.

Spending all those laps in the M1B means I can drive the Lola fast straight away. At once it's easy to see why they were so closely matched at Goodwood. The Lola should be lighter, but if there is any difference in straightline speed you'd need a stopwatch to discern it.

There were, however, two quite pronounced differences. In the McLaren's favour were its brakes, which offered a more reassuring pedal feel and stronger retardation than the Lola. Helping the Lola's cause was its handling. It didn't feel as if it would corner significantly faster than the McLaren, but it was better balanced on the way in, more sensitive to the throttle through the apex and far more neutral as power was reapplied. I was confident sliding it around, happy that it wouldn't bite.

John Surtees didn't just win in the T70, becoming Can-Am's first champion, he was instrumental in its development and today stresses that, "what we wanted to do above all else was make a driveable car, a car without vices. It had a lot of understeer at first but we made it more neutral and easier to drive.

"We were up against it because cars like the Chaparral [2E] had works engines and a moveable wing, while we had a van with a driver/mechanic just like in my early F2 days. But despite this the car was very competitive."

You can say that again. The 1966 Can-Am season comprised six rounds, of which Surtees won three, with one apiece to Gurney and Mark Donohue. Only once, at Laguna Seca, did Phil Hill's Chaparral spoil Lola's party. "Winning that title was superb," says Surtees. "Once it was developed, the car was terrific to drive."

His fastest rival, the M1B-borne Chris Amon, thought the McLaren a better car than the Lola: "It seemed to have the edge in the corners, but we kept shooting ourselves in the foot with the engines." He's referring to the light but small Olds the M1B first ran and then, trying to get on terms with Lola, the Tecalamit fuel injection used on the Chevy which was "as sophisticated as a pressurised watering can". But he still loved it. "I hated the 1.5-litre F1 cars – no power, even less torque and if you got them sideways they stopped. Here were cars that even in the early days had over 400bhp, double what we'd had in F1. I grew up in a Maserati 250F which drifted everywhere and you could drive these like that."

As ever, time and the circuit are too short. And the thought of being let loose in either car at a venue like Laguna Seca is tantalising to the point of pain. With their slippery shapes and no downforce measure more advanced than a strip of vertical aluminium across the back of the car, they'd have reached absurd speeds in no time. At Brands they felt caged, forced to throttle back as soon as they'd got into their stride.

But who am I to complain? These are the two most successful cars from the first year of the maddest race series ever. Both are fabulous, wondrous, hairy-chested devices, even louder and faster than they look. If I could have one, I guess it would be the Lola, but only because it's a little easier to drive. To have driven both is more luck than I deserve. Ⓜ

Thanks to Roger Wills, Joe Twyman, Andrew Smith, Pop (Pearsons Engineering) and Ian Cox (WDK Motorsport) for their help with this piece.



Lola dials similar to McLaren's. Below: V8 Chevrolet exposed

INSIGHT

ALL THAT'S GREAT AT GOODWOOD

The Goodwood Revival (September 16-18) remains the core of modern historic racing. There are plenty of classic race meetings around the world, but ask any driver or spectator which event they like best, and the Revival will be up there. Here's what you can look forward to this year:

GOODWOOD TROPHY *FOR GRAND PRIX AND VOITURETTE CARS 1930-50.* Watch out for Maserati 4CMs, 6CMs/8CMs, ERAs, Alfa Romeo 308Cs, Bugatti Type 54s and Alfa Romeo Tipo B monopostos.

EARL OF MARCH TROPHY *FOR 500cc F3 CARS 1948-59.* Plenty has changed in F3 over the years, except the close racing. Watch from the Chicane for (hopefully) plenty of overtaking.

BARRY SHEENE MEMORIAL TROPHY *FOR 350-500cc MACHINES 1960-66.* Two-race, two-rider challenge with amateurs paired with professionals. Five abreast through Fordwater? It's been done before…

ST MARY'S TROPHY *FOR SALOON CARS 1960-66.* One of our favourite races includes rounds for both amateurs and professionals. Jaguar MkIIs versus Ford Galaxies, Lotus Cortinas battling with Mini Coopers… Yes, you can see why we like it.

WHITSUN TROPHY *FOR SPORTS-RACING PROTOTYPES 1963-66.* If you've read Andrew Frankel's story (p70) you'll know what to expect here. Picture over 10,000bhp leaving the grid at once with Lotus 30s, Ferrari prototypes, Lola-Chevrolet T70 Spyders, McLaren-Chevrolet M1s and a rare 1964 Ford GT40.

FORDWATER TROPHY *FOR JAGUAR E-TYPES UP TO 1966.* This 50th anniversary race is a 45-minute, two-driver event that should provide some great battles.

CHICHESTER CUP *FOR DISC-BRAKED REAR-ENGINED FORMULA JUNIORS 1960-63.* Later Juniors were last seen at the Revival in 2008. Showcases the pinnacle of this category.

FREDDIE MARCH MEMORIAL TROPHY *FOR CARS IN THE SPIRIT OF THE GOODWOOD NINE-HOUR RACES 1952-55.* This may be a reproduction race in terms of machinery (Jaguar C-types, Aston Martin DB3s and Ferrari 750s), but nowadays it's a sprint event. Last race of the day on Saturday, so best watched with a cool beer at the relative quiet of Lavant Corner.

MADGWICK CUP *FOR SPORTS-RACING CARS UNDER 3 LITRES 1960-66.* Expect plenty of small-capacity racers from the likes of Brabham, Lotus and Elva.

RICHMOND TROPHY *FOR FRONT-ENGINED GRAND PRIX CARS 1950-66.* Features cars with lots of power, an engine up front, no grip and a proper exhaust note. There'll be plenty of Maserati 250Fs (you can't often say that) plus BRM Type 25s, Cooper-Bristols, Connaughts and the 4WD Ferguson P99.

RAC TT CELEBRATION *FOR CLOSED-COCKPIT GT CARS IN THE SPIRIT OF THE TT RACES 1960-64.* The headline race – and it's not hard to see why. £100 million-plus worth of Ferrari 250GTOs, 300 LMBs, GT SWBs, as well as AC Cobras and Shelby Daytonas.

GLOVER TROPHY *FOR 1.5-LITRE F1 AND TASMAN CARS 1961-65.* Small lightweight cars from Lotus, Brabham, BRM and Cooper with proper V8s. Some people try and leave early on Sunday to miss the traffic. Instead they miss a fantastic race.

SUSSEX TROPHY *FOR WORLD CHAMPIONSHIP SPORTS CARS AND PRODUCTION SPORTS RACING CARS 1955-60.* Big, powerful Aston Martins, Ferraris, Jaguars, Listers and Maseratis are the last cars on track at the Revival.



Don't miss: 

MOTOCROSS CHAMPIONS PARADE Goodwood is honouring British Motocross riders who made their mark internationally between 1955-66. Every winner of the British 250 and 500cc Scrambles Championships during that period will be there, as will various winners of the BBC's *Grandstand Scrambles*.



75 YEARS OF THE SPITFIRE SPECIAL TRIBUTE This year marks the 75th anniversary of the famous fighter plane. Goodwood served as a Spitfire base during WWII, so where better to celebrate? Don't miss one of the largest Spitfire flights taking to the skies in a mass scramble. **100 YEARS OF FORD OF GREAT BRITAIN PARADE** One hundred British-built Fords will be on track, with everything from a GT40 Prototype to a Model T fire engine. Includes production cars, military and commercial vehicles, and some of the company's famous racers and various one-offs. Ford tank anyone? **JUAN MANUEL FANGIO TRIBUTE PARADE** Fangio would have celebrated his 100th birthday in 2011 and it's 60 years since his first World Championship win. A daily track parade will honour the five-time champion (right) with everything from the 1939 Chevrolet Coupé TC he raced to sixth place in the 1947 5000Kms Gran Premio Internacional De Carreteras, to the Indy 500 Kurtis Kraft Offenhauser Special. *Ed Foster*



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Von Trips, Moss in Suixtil ~ GP Monaco 1958 by Archives M. Louche



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Lunch with...
JACKY ICKX

He may be his own man, but Ickx doesn't like discussing his own achievements, preferring instead to acknowledge the efforts of those around him. But all those Le Mans wins, those Grand Prix heroics in the wet – they can't be ignored

BY SIMON TAYLOR

Each month for the past five years it's been my privilege, on your behalf, to take a motor racing name to lunch. Then, on these pages, I've passed on to you the intimate details of our conversation. The 64 personalities so far have spanned six decades, and have ranged from the extrovert to the shy, from the proud to the modest. Without exception all have been remarkably open and honest. Beside a string of great drivers, including eight World Champions, other disciplines have been covered: team owner, designer, mechanic, circuit boss, Formula 1 doctor, Land Speed Record holder, FIA president. All have been happy to tell me about the achievements in their lives that have meant most to them.

But Jacky Ickx is different. As a working race reporter and broadcaster, I knew him quite well during the 20 years of his brilliant career in F1 and sports cars. He was an eight-time Grand Prix winner for Ferrari and Brabham, and twice runner-up in the World Championship. And he became the most successful endurance racer of all time, supremely fast in darkness and in rain, with six Le Mans victories and countless other sports car wins to his name. Above all I knew him to be an individualist: always friendly and courteous, but a man not afraid to speak his mind and stand by his principles, even when they separated him from the rest.

When I ask to take him to lunch, he is happy to accept, but insists – with surprising passion – that he is not interested in describing his own achievements. "I do not want to be talking all the time about me, myself, I. Motor sport is a selfish sport, but every victory is like an iceberg. The small part of the iceberg that is visible is your drive in the race, it receives all the glory. But under the waterline is the majority of the iceberg: the mechanics of course, but also the talents of the people back at the factory who designed and built the car. Most of the winning is done before the car even gets to the track: the driver is just there to finish the job. As a driver you may become famous, and nowadays you may also become very rich. But you are only the final link in a long chain of many people who live in the shade, who work hard to do their jobs right, and who get their satisfaction when the whole combined enterprise achieves what it was striving to do.





James Mitchell

"I only have one regret, looking back on my time in motor racing. In those days I was a sort of monorail, I was always thinking about myself and about winning. That is what it is like when you are a racing driver: mentally you are not very grown-up. I respected the people who helped me, of course, and I always had the courtesy to say thank you to them. But I regret not being more aware of all the links in the chain. The victories were theirs, not mine; but I was not big enough intellectually to see it. Now I have grown up, I have more of a 180-degree vision. So that's why I will have lunch with you: to give myself a chance to acknowledge publicly what I owe." ➤➤➤

As the Eurostar pulls into Bruxelles Midi station, Jacky is waiting for me beside his Audi A8. Rather than nominating a favourite restaurant, he insists on welcoming me to his home in the centre of the city, a superb period town house with high walls hung with African art – but not a single racing picture or trophy – and a lush walled garden. There his tall and beautiful wife, the Burundi-born singer Khadja Nin, serves a superb meal combining cuisines from Africa and the Far East: rice with spices, endives in sugar, chicken with coconut, beans with onion and garlic, mango and raw mint.

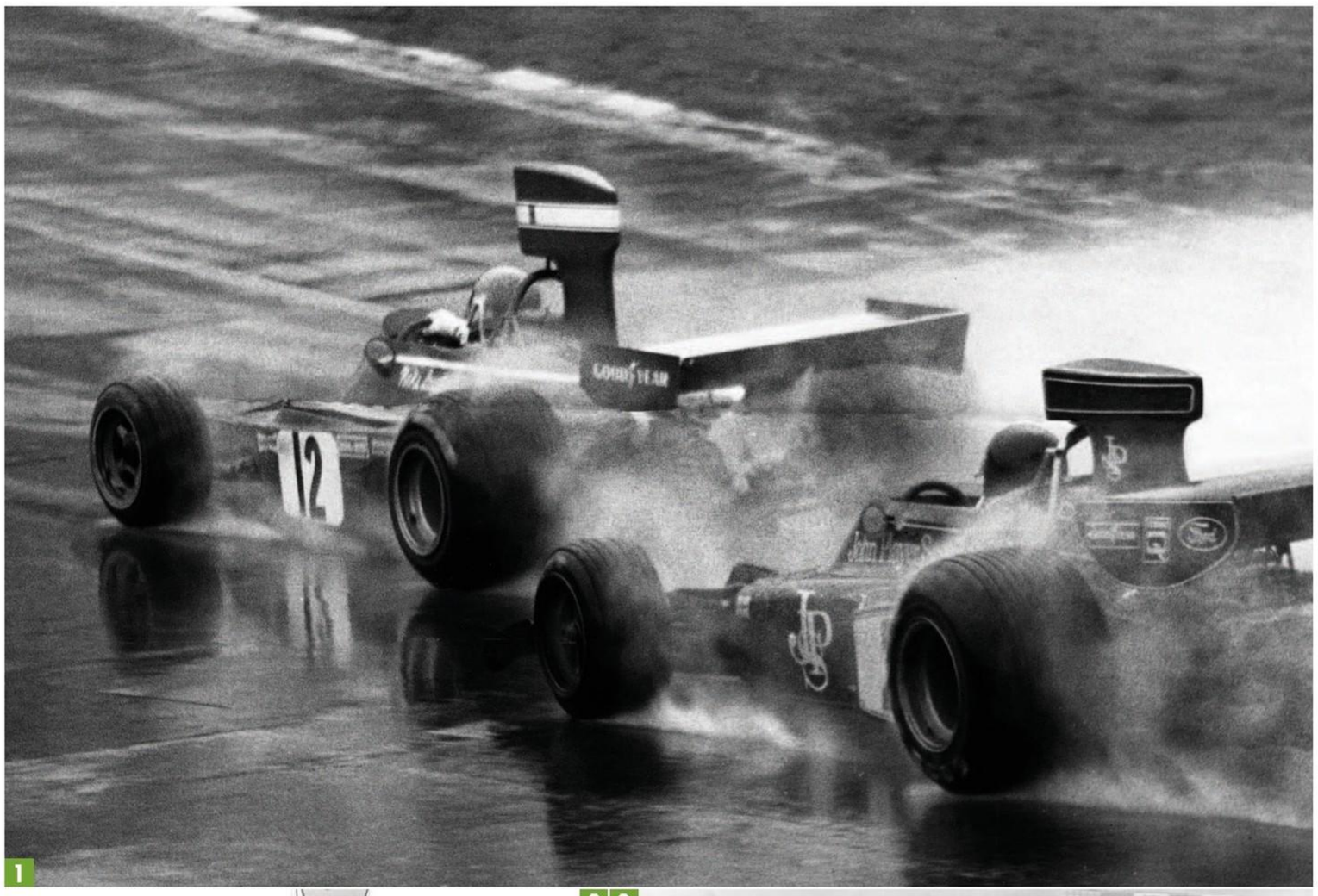
"My time in cars was a different life. When I am shown pictures of me in races, I hardly recognise myself." But little by little I persuade Jacky to delve into his memories of his racing days, although much of what follows comes from what I witnessed at the time, because either he has forgotten many of his great races, or prefers not to talk about them.

Despite being born into a car-centric household – his father was the Belgian motoring journalist Jacques Ickx – as a child Jacky had no interest in racing. "Aged 10 I was taken to Spa for the 1955 Belgian Grand Prix, and saw Fangio and Moss in their W196 Mercedes. But it didn't excite me at all. At school my results were always poor: I liked to sit at the back of the class, near the window and the warm radiator. My parents had no idea what to do with me. When I was 15, with my school results a disaster and my teachers saying I was good for nothing, my father bought me a 50cc Puch motorcycle. It was pure destiny. At last I discovered something I wasn't bad at.

"By the time I was 16 I was doing trials and the results began to come" – he was rapidly crowned European Champion in his class – "and then I was offered rides by works teams. I suppose I am one of the few Belgians to have done the Scottish Six Days Trial. On two wheels on those steep, slippery surfaces I learned a lot of lessons about balance, which probably helped me in wet-weather racing later. I moved into circuit racing on Kreidler and Zundapp – all nine-speed gearboxes and 20,000rpm – and then I was lent cars to race: a BMW 700 coupé, then a Cortina." Having won the Belgian Touring Car Championship, Jacky began to attract attention outside his home country, in particular from Ford, which led to outings in works Cortinas and the ex-Alan Mann Mustang. At the 1964 European Touring Car round in Budapest Ken Tyrrell, running the works Mini-Coopers, noticed the speed of a Lotus-Cortina driven on the wheel-waving limit by a teenager with a wide smile.

He summoned Jacky to Goodwood for a test in an F3 Cooper. Jacky crashed the car, but beyond the minor damage Ken saw in the youngster remarkable natural talent, and a true racer's spirit. So he ran him in an F3 Matra in 1966 at Monaco, and then at Silverstone in July. Most of the day's top Formula 3 names were there: Irwin, Gethin, Oliver, Bell, Nunn, Beckwith, Lucas, Crichton-Stuart. Having practised out of session Jacky started at the back of the 30-car grid, and in pouring rain he sliced through the field, passing cars right and left, to finish an astonishing third. It was many people's first sight of Ickx in the wet: he doesn't recall this race, but I certainly do.

But Jacky holds the memory of Ken Tyrrell and his wife Norah in great affection and respect. "So many people helped me in my racing, but Ken and Norah were, without doubt, the most important. One of my memories is going to a test at Oulton Park in a van from Ken's timber yard with the car in the back, singing Beatles songs, *We all Live in a Yellow Submarine*, and Ken was singing too." Rapidly promoted to Formula 2 in the Matra-BRM alongside Jackie Stewart, Jacky ran in the F2 section of the German Grand Prix. His 1-litre car qualified quicker than two of the F1 entries, and 8sec faster than the next quickest F2 runner, although his race only lasted one lap. Three weeks earlier the still-unknown youngster had his first race at Brands Hatch in the sports car race supporting the British Grand Prix, in a 6-litre McLaren-Chevy owned by Alan Brown.



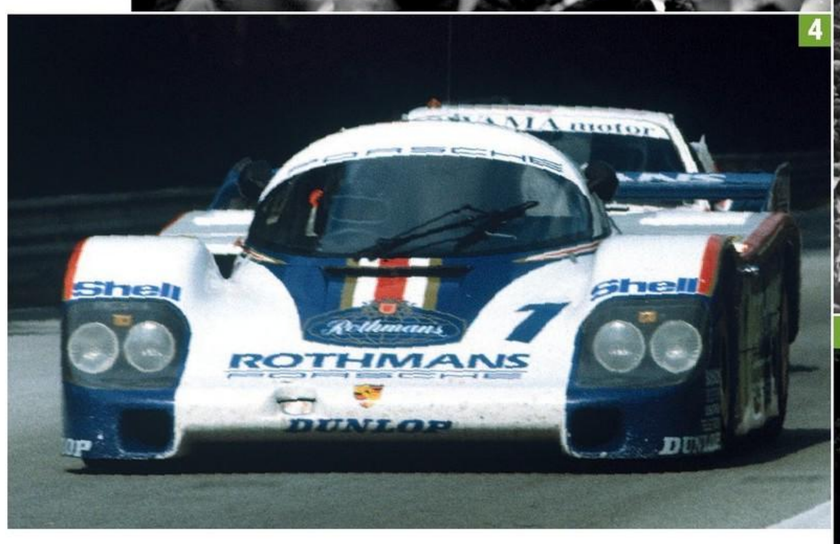
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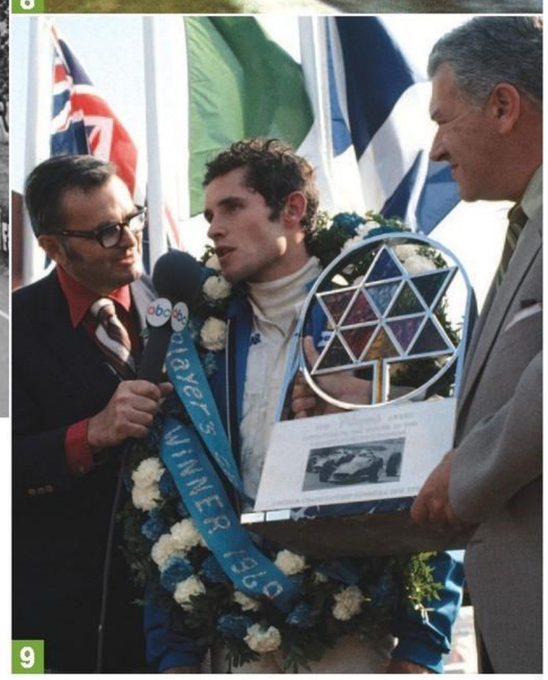
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[1] Ickx's sensational move on Lauda to win soaking 1974 Race of Champions. [2] Ickx/Oliver GT40 won closest-ever Le Mans finish from Porsche in '69, even after a protesting Jacky had refused to run to his car at the start [3]. [4] Ickx/Bell ruled at La Sarthe more than once – in '82 they won aboard Porsche 956. [5] Standout run in '67 German GP in F2 Matra caught F1 bosses' attention. [6] Ickx and Claude Brasseur finally won Paris-Dakar in Mercedes 280 GE in '83. [7] Lola T333CS took Ickx and Carl Haas to Can-Am glory in '79. [8] Scoring Ferrari's first GP win in two years at a wet Rouen in '68. [9] Remorseful Ickx won '69 Canadian GP for Brabham after on-track clash with Stewart.

He qualified it on the front row alongside Richard Attwood's Lola T70 and Chris Amon's McLaren, spun, but fought back to finish fifth.

In 1967, in the now 1600cc F2, Jacky did a full season for Tyrrell's Matra team alongside Stewart. He was a sensation, taking the European Trophy – effectively the F2 championship, but excluding graded drivers – and winning at Crystal Palace, Zandvoort and Vallelunga. Still only 22, he showed he could race competitively against Clark, Stewart, Rindt, Surtees and the rest. But the race that really put Jacky at the top of many F1 team managers' shopping lists was the German GP. Once again F2 cars were admitted to make up the numbers. In practice Jacky dumbfounded everybody with an 8min 14sec lap in the little Matra, which for a long time was fastest of all. Eventually the F1 cars of Jim Clark and Denny Hulme (just) went quicker, but he remained third-fastest qualifier, although he had to start with the other F2 cars at the back. At the end of the first lap he was 12th; at the end of lap three he was fifth – having set a new outright lap record. On lap five he came through in fourth place, ahead of Amon's Ferrari and Surtees' Honda. Amon did get by him again later, and both Hulme and then Gurney took a bit off his lap record, but Ickx was still in fifth place when, with three laps to go, a ball-joint broke on his front suspension.

Typically, Jacky is self-deprecating about that drive. "It was funny because a lot of people had still never heard of me. And with my name, it was like I was called Monsieur X, a mystery man. But you have to remember, at that time the Nürburgring was very difficult in a Formula 1 car. There were 17 different places each lap where we used to get off the ground. So a properly set-up F2 car had an easier time. Also I had twice done the Nürburgring 84 Hours, in a Mustang and then in a Lotus-Cortina, both times with only one co-driver. So I really did know every centimetre of the track. Jo Bonnier, who was head of the Grand Prix Drivers' Association, said I must not be allowed to start from the front row, because I would get in everybody's way and it would be dangerous. That did me a good turn, made it look better because coming up from the back I was overtaking all these F1 cars in my little Matra." Jacky passed Bonnier's Cooper-Maserati on the first lap.

His first race in a proper F1 car came a month later, at Monza. "I think Ken suggested me to Roy Salvadori, who was running the Cooper-Maserati team. Jochen Rindt was the number one driver there, and he was very helpful to me while I learned the car." In the race Jochen, in the lighter T86, was fourth; Jacky, in the unwieldy old T81B, was sixth, scoring a championship point in his first true F1 drive. By now he knew where he was going for 1968.

Jackie Stewart, anxious to move on from BRM, had been approached by Ferrari, and after two meetings with Enzo believed a deal was done for the '68 season. According to Jackie's 1970 book *World Champion*, "Ferrari was just what I was looking for. Next thing I heard was the drive had been offered to Jacky Ickx because I had asked for too much money." At the same time Ken Tyrrell was setting up his own F1 operation to run the DFV-powered Matras, so Stewart duly signed for him. Ken would have liked Ickx as Stewart's number two, but Matra wanted a French driver in the team, so Johnny Servoz-Gavin was signed.

"If life had decided differently, I would have loved to stay with Ken. Matra had all that aircraft and missile technology, the Ford DFV was the best engine. But [Ferrari team manager] Franco Lini was sent to the August F2 race at Enna in Sicily to speak to me, took me to Modena to meet Enzo Ferrari, and I signed. You can imagine how I felt, at 22 years old." It was barely two years since Ickx had been racing a Cortina in Belgian clubbies. "I was still living at home. When I went off to a race my mother would say, 'Jacky, be careful, don't drive too fast.'

"I drove for the Scuderia for five of the next six seasons. For me they were great, great years. You hear many former Ferrari drivers making mixed comments about their time there, but I was well-treated at Maranello. Yes, there were arguments sometimes, like in any team, but I always felt I had the same cars and opportunities as my team-mates. Enzo Ferrari himself was careful not to get too close to his drivers. I think he was protecting himself, because

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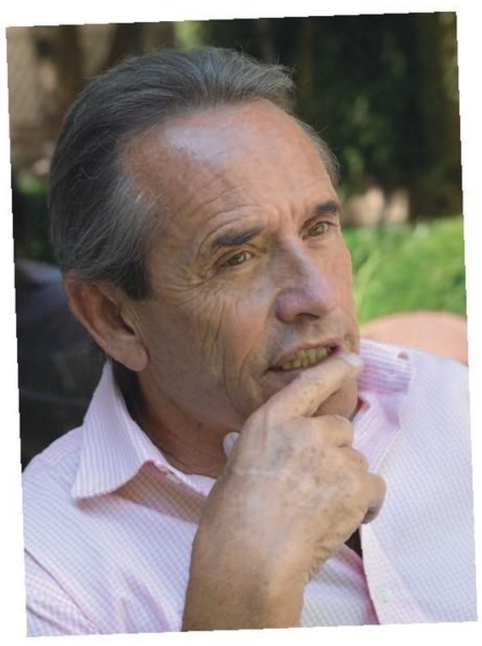
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it must have been very painful for him down the years to lose talented people from his F1 team: Ascari, Castellotti, Musso, de Portago, Collins, von Trips, Bandini – it is a sad list. It may surprise you, but to me he was a very sensitive man, tender even. I think I did have a special relationship with him – I am one of very few drivers who left Ferrari, and was asked back."

During 1967 Jacky had also begun a fruitful relationship with John Wyer's JW Automotive sports car team. In the Spa 1000Kms in JW's updated GT40, the Mirage, he demonstrated not only his knowledge of the circuit but also his speed in dreadful weather, driving almost single-handed to win in heavy rain. He won the Montlhéry 1000Kms with Paul Hawkins, again in the wet, and then the Kyalami Nine Hours with Brian Redman. The following season Jacky's JW GT40 won three rounds of what was effectively the World Sports Car Championship, with Redman at Brands Hatch and Spa and with his countryman Lucien Bianchi at Watkins Glen. Spa was almost flooded from the start, and at the end of the first lap Ickx's lead over the rest was 39 seconds...

Meanwhile his first full F1 season had been going superbly. At Spa he qualified on the front row and, despite a misfire, put it on the podium. He was fourth at Zandvoort. Then at Rouen, in only his fifth Ferrari Grand Prix, it rained heavily and he came into his own. On a waterlogged track his speed was sensational, and he led virtually from start to finish, to score Ferrari's first Grand Prix victory since Monza 1966. More podiums at Brands Hatch and Monza left him lying second in the Championship, three points behind Graham Hill with three races to go.



"Like Moss, I just wanted to win each race"

But during Friday's practice for the Canadian GP his throttle jammed open just before a fast right-hander. The car flew a long way before destroying itself against St Jovite's fences, and his injuries included a broken leg and facial wounds. He was back for the final round in Mexico with a metal brace on his leg, but ignition trouble stopped him, and he slipped to fourth in the championship. "But I never thought about the championship, or about the points. It was the races that mattered. Like Stirling Moss, I just wanted to win each race."

It was a surprise when Jacky left Ferrari to join Jack Brabham's F1 team for 1969, but this allowed him to continue with his JW sports car contract. Stewart dominated F1 that year with the Matra, while at first the Goodyear tyres used by the Brabhams lacked the dry-weather speed of their Dunlop and Firestone rivals. But after third at Clermont and second at Silverstone, Jacky put his BT26 on pole at the 'Ring. At the end of the first lap he was only fourth, but then began one of the drives of his life – in the dry this time – as he climbed past first Rindt and then an on-form Jo Siffert in Rob Walker's 49, winding in Stewart relentlessly and taking an extraordinary 21.4sec off Stewart's own lap record. On lap seven the Brabham passed the Matra going into the South Curve, pulling away to win by almost a minute.

The following month Jacky won the Canadian GP after a controversial incident when, battling with Stewart as they lapped a backmarker, the two cars touched and Stewart retired with a broken wheel. After the race Ickx apologised, publicly and to Stewart personally. The season ended with Stewart champion, and Ickx runner-up. In those days Jackie Stewart was vociferous in his efforts to improve motor-racing safety, but Ickx created much controversy by resigning from the GPDA, saying its threats of boycotts and strikes were uncivilised.

"Jackie and I meet often now, we are good friends. Now we can call ourselves survivors, and any of the disagreements we had 40 years ago look ridiculous. But I have to say that, for a while, we disliked each other deeply. I was not against the idea of improving motor-racing safety: that would have been foolish. My problem was with Jackie's methods. I was conservative; I accepted the risks without argument or discussion. You have a steering wheel in your hands, you are happy. You win, you are even happier. Can you imagine, back then, stopping a race because the conditions were too wet? No driver would think of such a thing for a single moment, it was part of the job. And the job's not meant to be easy. If you win without difficulty, you win without glory.

"But, of course, the dangers were constant at that time. For those of us who did survive it was not a matter of talent, because many talented people didn't make it. It was a matter of luck. We lost Courage, McLaren and Rindt in '70, Giunti, Rodríguez and Siffert in '71. It didn't change my attitude to racing at all, but often when I shut my front door leaving home for a Grand Prix it went through my mind that maybe I would not be back to open that door again after the weekend. I'm sure it was the same for every driver. In the car there was no room to think about having a mechanical failure, but the thought was buried in your mind somewhere. We were still in the era of straw bales, and the FIA was not taking care of making things better. Jackie was the first to focus on safety, with Jochen Rindt as well: the two of them worked on it together. But Jochen did not survive. Jackie is the man who changed racing, and for that a whole generation of drivers must be grateful."

At Le Mans Jacky was prepared to make his own demonstration: no boycott, no ultimatum, just a statement that would affect only his race. Almost all racing drivers were now wearing seat belts, but the 24 Hours still started as it had done since the 1920s, the cars lined up in echelon on one side of the road and the drivers running across to jump in, start up and drive off. Most drivers would struggle into their belts at speed during the first lap: some didn't wear them at all for their first stint. Jacky felt this was stupid, so when the flag fell and everybody else sprinted across the road he walked deliberately across to his car, got in, did up his safety harness, and then departed dead last. "In fact I did have to run the last few metres to my car, or I would have been run over! A lot of people were upset with me, because that start was a great Le Mans tradition."

And there was a dreadful accident on that first lap, when John Woolfe lost control of his Porsche 917 in the old high-speed kink at White House. In the closely packed mayhem just after the start, several cars were involved. Chris Amon was lucky to escape unhurt from his burning Ferrari after it hit the Porsche's dislodged, and full, fuel tank. Woolfe died in the accident.

After four hours Ickx's JW GT40, shared with Jackie Oliver, had climbed from the back of the field to seventh place. By dawn on Sunday morning it was third, and by 11am it was in the lead. But in the closing stages it was caught by Hans Herrmann's Porsche, and a flat-out wheel-to-wheel battle ensued, Ickx forced to go 1000rpm above his conservative 6000rpm rev limit as he tried to calculate how to manage the final lap. He decided to let the Porsche lead out of Tertre Rouge, so he could slipstream past on the Mulsanne Straight and stay in front to the flag. It worked, and he crossed the line a few lengths ahead of the Porsche in the closest finish in Le Mans history. He admits now: "It would not have looked good if I had lost the race by the amount I used up in my demonstration

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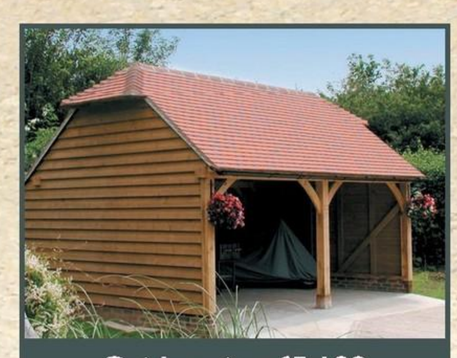
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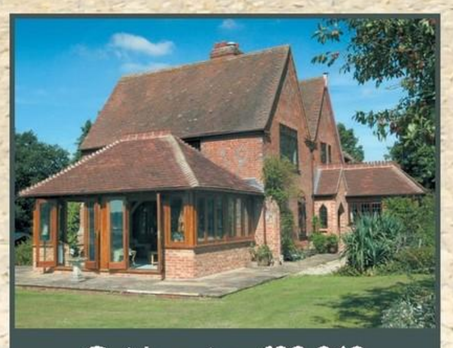
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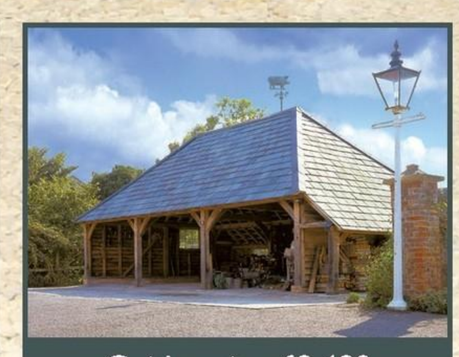
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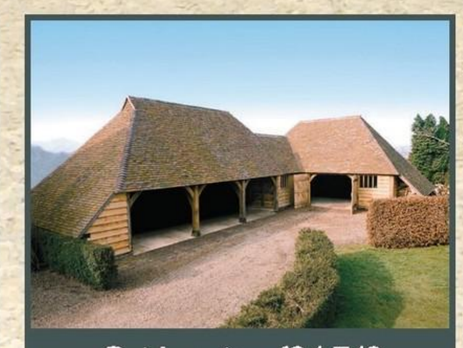
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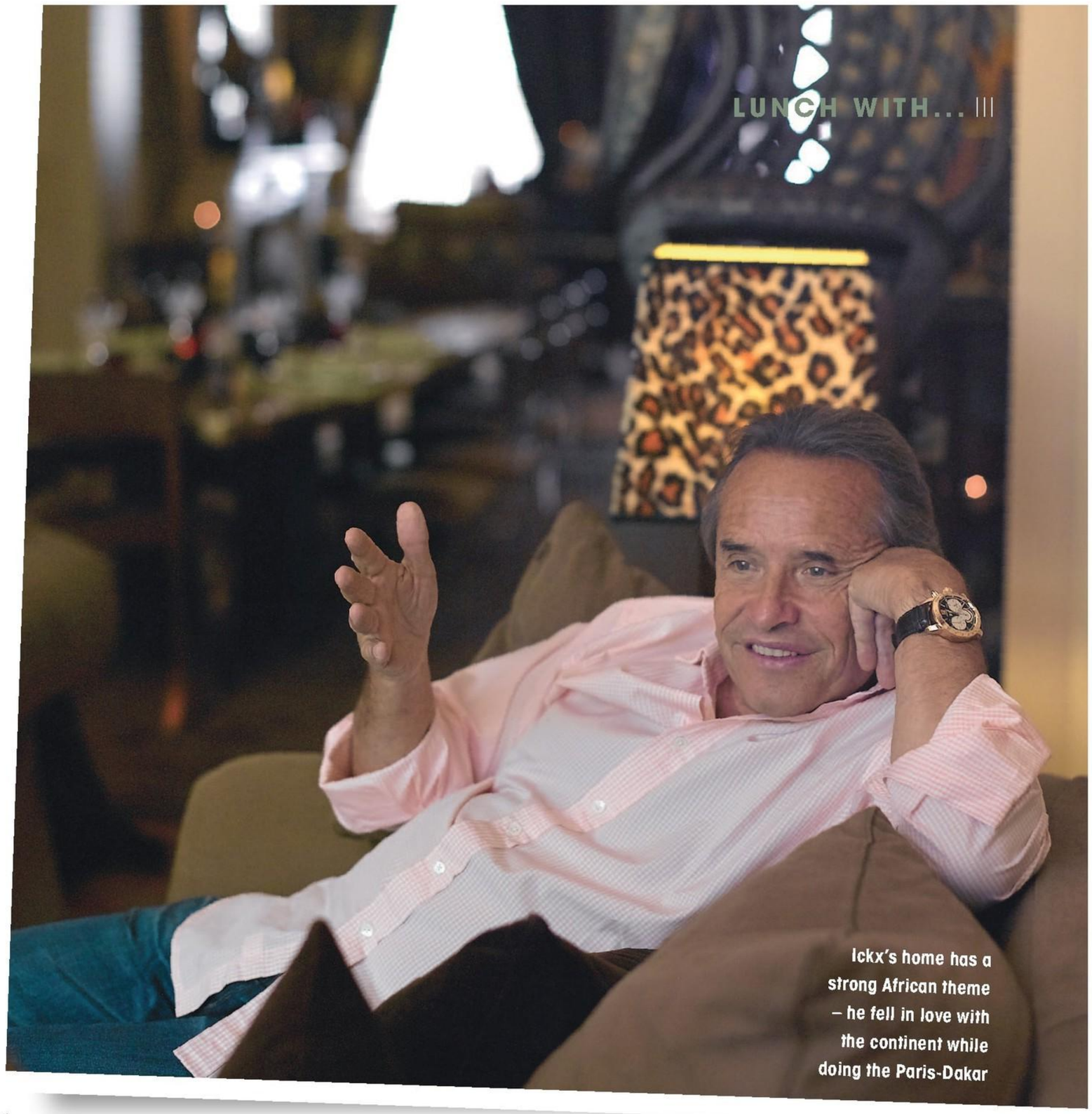
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Ickx's home has a strong African theme – he fell in love with the continent while doing the Paris-Dakar

at the start. But fortunately, like all the best stories, it had a nice ending." And the next year the traditional Le Mans start was gone.

For 1970 Jacky was back with Ferrari, to conduct both the 312B F1 car and the big 512S in sports car races. In the season's second Grand Prix at Jarama, on the opening lap, Jackie Oliver's BRM lost its brakes and T-boned Ickx's Ferrari, rupturing its full fuel tanks. Both cars were engulfed in fire: Oliver got himself out, but Ickx could not. His life was saved by the prompt action of a Spanish policeman, who went into the fire and dragged him out of the wreck. "That man from the *Guardia Civil* beat out the flames in my overalls with his hands, and he got burned too. Later I spent months trying to thank him, but I could never find him. I was burned on the face, hands, back, legs. When I turned up for the Monaco Grand Prix three weeks later I was a horrible sight, all strapped up and covered in grease. Burns are the worst thing. But you recover. It didn't affect me at all."

In fact, Jacky went on to have another great Grand Prix season, with three victories, four poles and four fastest laps. But Rindt's string of five victories put the Austrian well ahead in the championship, until the dreadful tragedy of his death at Monza. By winning two weeks later in Canada, Jacky was now second in the table with two races to go. If he were to win at Watkins Glen and Mexico City it would prevent Rindt from being posthumous World Champion. "That was absolutely not what I wanted. Winning the title like that would have been no pleasure." He must almost have been relieved when, running second to Stewart at Watkins Glen, a ruptured fuel pipe put him out. That left Rindt's total unbeatable, even though Ickx did win the final round in Mexico.

Jacky's best race in 1971 was the Dutch Grand Prix, when he fought and won a torrid battle with Pedro Rodríguez's BRM, and lapped the rest of the field. It rained almost throughout, and a March blew its engine and clanked on for half a lap, covering the track with oil: yet another example of Jacky's genius in slippery conditions. I suggest that he must have welcomed rain, because it gave him a clear advantage. "No, no, you are totally wrong. I hated the rain, because the dangers were multiplied. But maybe it disturbed other drivers more. If everybody believes you are good in wet conditions, perhaps they give up more easily, they let you go."

> "If everybody believes you are good in the wet, they give up more easily"

The 1972 German GP was vintage Ickx, starting from pole, leading from start to finish, and taking another 6.5sec off the Nürburgring lap record. But the rest of the season, despite three more GP poles, was ruined by unreliability: he retired from the lead at Brands and Monza, and from second place at Nivelles and Clermont. Things got worse at Ferrari in 1973, and the bulky B3 was both heavy and uncompetitive. After qualifying a depressing 20th at Silverstone, Jacky agreed a release from his contract with Enzo Ferrari. He had one-off drives for McLaren (finishing a strong third at the 'Ring) and Frank Williams – with one more Ferrari ride at Monza – before signing for Team Lotus for the '74 season alongside Ronnie Peterson.

It was not a happy time at Lotus either, Jacky swapping between the unpredictable 76 and the now elderly 72, although he does remember fondly his victory in the 1974 Race of Champions at Brands Hatch. Once again it was a win in heavy rain, and it included in the closing laps a famous overtaking manoeuvre on Niki Lauda's Ferrari, around the outside of Paddock Bend. "At Lotus Colin Chapman was a legend, but I cannot say I was close to him, because Ronnie was really the number one. But Colin loved very much that Race of Champions win. I made one attempt to pass Niki at Paddock and luckily he did not see me, so that got in my mind how it could work on the next lap. If he had seen me maybe he could have stopped me coming around him. But in rain you are quite busy at Paddock Bend" [see photo, p80].

By mid-season in 1975 Jacky had left Team Lotus, and the rest of his F1 career, with Frank Williams and then Morris Nunn's little Ensign team, brought no joy. In the 1976 US GP at Watkins Glen his Ensign charged the barriers head-on and caught fire. Jacky escaped with fractures to both ankles and burns. "The car was cut in two. They decided to take me to hospital in Elmira, but on the way they had to stop at a gas station to put petrol in the ambulance. We were in the amateur days then."

Over the next two years he did isolated races for Ensign, but his F1 days seemed over. Then in 1979, while he was driving for Porsche in sports cars and for Carl Haas in America – winning the Can-Am title in a Lola T333CS ›››

– Ligier driver Patrick Depailler was injured in a hang-gliding accident. So he was drafted in alongside Jacques Lafitte. "I thought it might be an opportunity to make an F1 comeback. But I found I was usually three or four tenths slower than Jacques. There may have been reasons for that, but I felt inside myself no capacity to go any faster. It's never pleasant to say to yourself, 'I am not as good as I was before'. You try to find excuses, say you will have a better race tomorrow. But I have always been honest with myself. I understood I was never going back to the front of F1. When you know that, the decision is easy. You pick up something else where you can get the motivation. I was still winning sports car races, but in that type of racing, if you are in a good car with a good partner, there isn't the same pressure, nor the same level of opponents."

In sports car racing Jacky's record continued to be extraordinary. While at Ferrari he had won races in the jewel-like 312P, effectively a two-seater streamlined F1 car, which Jacky remembers as "a lovely toy, very easy to drive". In 1972 alone he won Daytona, Sebring, BOAC Brands, Monza, Zeltweg and Watkins Glen. In '75 he drove for all three top sports car teams, winning Spa for Matra, and also racing for Alfa and Mirage. By 1976 he had begun his long and highly successful relationship with Porsche, for whom he scored four of his six Le Mans victories and some two dozen other major wins over 10 seasons. During his career he scored nearly 50 victories in international endurance events.



"Paris-Dakar is the hardest race in the world"

"But that's something else that is not down to you, because you are nothing in sports car racing without a co-driver. Derek Bell, Jochen Mass, Mario Andretti, Brian Redman, Jackie Oliver – those five in particular, we shared the same goal, we did the same job. You relate so closely with your co-driver: he comes in during the night, jumps out, it needs only a few words – how is the track, what is the feeling with the car, pay attention to this little noise. In 1975 Derek and I did half of Le Mans with a broken chassis on the Mirage. On every corner there was a grinding from the back. We dealt with it together, and we won.

"And 1977, that was the most extraordinary Le Mans for Porsche. I was sharing a 936 with Henri Pescarolo, but after four hours the engine blew. The other 936, driven by Jürgen Barth and Hurley Haywood, lost a lot of time changing a fuel injector pump. They were 41st. I was put in that car as reserve driver, and we all three had to drive flat out for 20 hours." With Ickx doing the lion's share, the Porsche was back up to ninth place by 9pm, and by 3am it was third. By 10am on Sunday it was leading. "It was good to see the impact on the team as we climbed up the classification, place by place." Then in the final hour, dismay: the car came smoking into the pits with a burned piston. The mechanics disconnected the valve-gear on one cylinder and turned down the turbo boost, and at 3.50pm it chugged out for two final slow laps – to victory.

In 1985, in the Spa 1000Kms, Jacky was innocently involved in the accident that cost the life of the young German charger Stefan Bellof. As Ickx's factory Porsche led Bellof's Brun car up the hill into Eau Rouge, Bellof tried an impossible overtaking manoeuvre and they collided. Both cars were destroyed: Ickx escaped with light injuries, but Bellof was trapped in the wreckage for 20 minutes, and died shortly after. Jacky was deeply upset: "There are some things you never forget. Although you are completely innocent, you are still part of it, you cannot stop saying to yourself, 'If, if'. He was a charming boy, very promising, a rising star. Ken Tyrrell was promoting him, like he promoted me 20 years before. My decision to stop racing came naturally after that. If you are realistic you allow these things to push you towards a decision."

He scored his final Porsche victory, sharing a 962C with Mass in the Selangor 800Kms in Malaysia. Then, just before his 41st birthday, he retired.

But he remained a racer. He'd been introduced to the Paris-Dakar desert race by the French actor Claude Brasseur in 1981, campaigning a Citroën CX until they crashed out, and he was entranced by the magnitude and challenge of the event. The next year he and Brasseur finished fifth in a Mercedes, and at the third attempt they won. He got Porsche interested and finished second for them in '86, and also did it for Lada, Peugeot and Citroën. Then he became involved in the organisation of the event, which due to unrest in Africa has moved to South America in recent years.

"If you ask me what is the most satisfying competition of my life, it isn't F1, it isn't Le Mans, it's the Paris-Dakar. It's the hardest, most complex race in the world. Flat out for nine hours at a stretch, 130mph on sand. And the sand is unpredictable, like the sea: you can't trust it to remain the same, because suddenly it will be different. A desert is a place where nobody lives. Nobody. If something goes wrong, you have to find a solution by yourself, out there in the silence. If you think you are important, out there, alone, you realise you are not. And in discovering the event, I discovered Africa. I saw different peoples, a different part of the planet." For Jacky it was the start of a love affair with the continent that continues to this day.

Jacky's daughter Vanina, now 36, has been racing for 15 seasons, and at Le Mans this year Jacky watched her finish a fine seventh, second petrol-powered car home, in the Kronos Lola-Aston. "I am proud of her. She is very brave, and drives a big fast car really well." They have done the Paris-Dakar together: in 2000 their Toyota finished 18th. "It was fantastic to do that event, father and daughter. After that you really know each other. But she navigated; I did the driving. I am not that brave...

"With the Grands Prix, all the endurance racing, the testing, and then the desert races too, spanning 32 years I have probably done more racing miles than almost anybody else. And I only had two bad accidents, at Jarama and Watkins Glen. I have been so fortunate. Now that I have grown out of my monorail vision of the world, what interests me is people, the human race. Khadja and I plan to spend more and more time in Mali, where we are having a house built on the Niger River, miles from anywhere. The local builders are wonderful, they work from dawn till dusk, and the workmanship is perfect. Not like on a racing car, nothing is straight, nothing is square, but everything is perfect.

"The article you are writing, I want it to be an expression of my thanks to all the people who helped me in my racing, who shared it with me. Ten years with Porsche, five years with Ferrari, all fantastic people. The father figures: Enzo Ferrari, Jack Brabham, John Wyer, Carl Haas, and of course Ken. And the people who worked with them, who were almost more important: David Yorke and John Horsman at JW, Ron Tauranac at Brabham, Peter Warr at Lotus, and all the people in the chain whose names I never knew. Even the spectators: I do not think they are always well-treated. They should not be like lemons, squeezed for their money to the last drop. Their hearts beat with the passion of racing, and without spectators there would have been no racing for me to do.

"It's all the other people in your life who help build your story. If you have been as fortunate as me, you cannot say Me, Myself, I."





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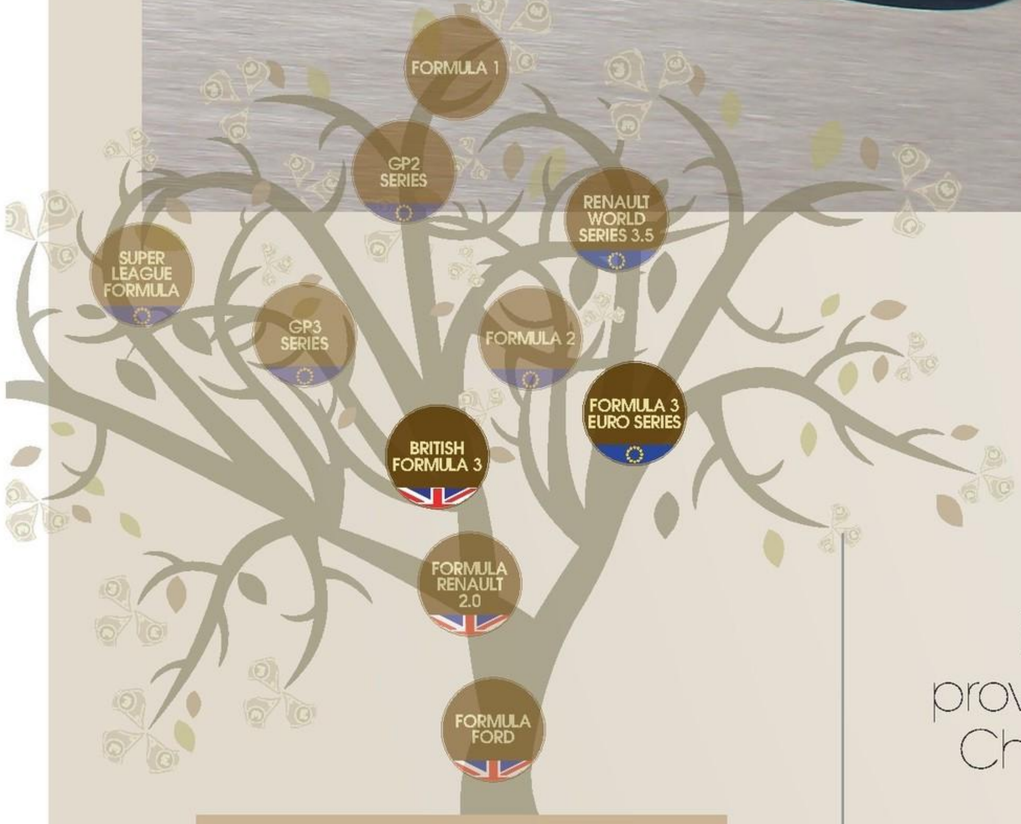
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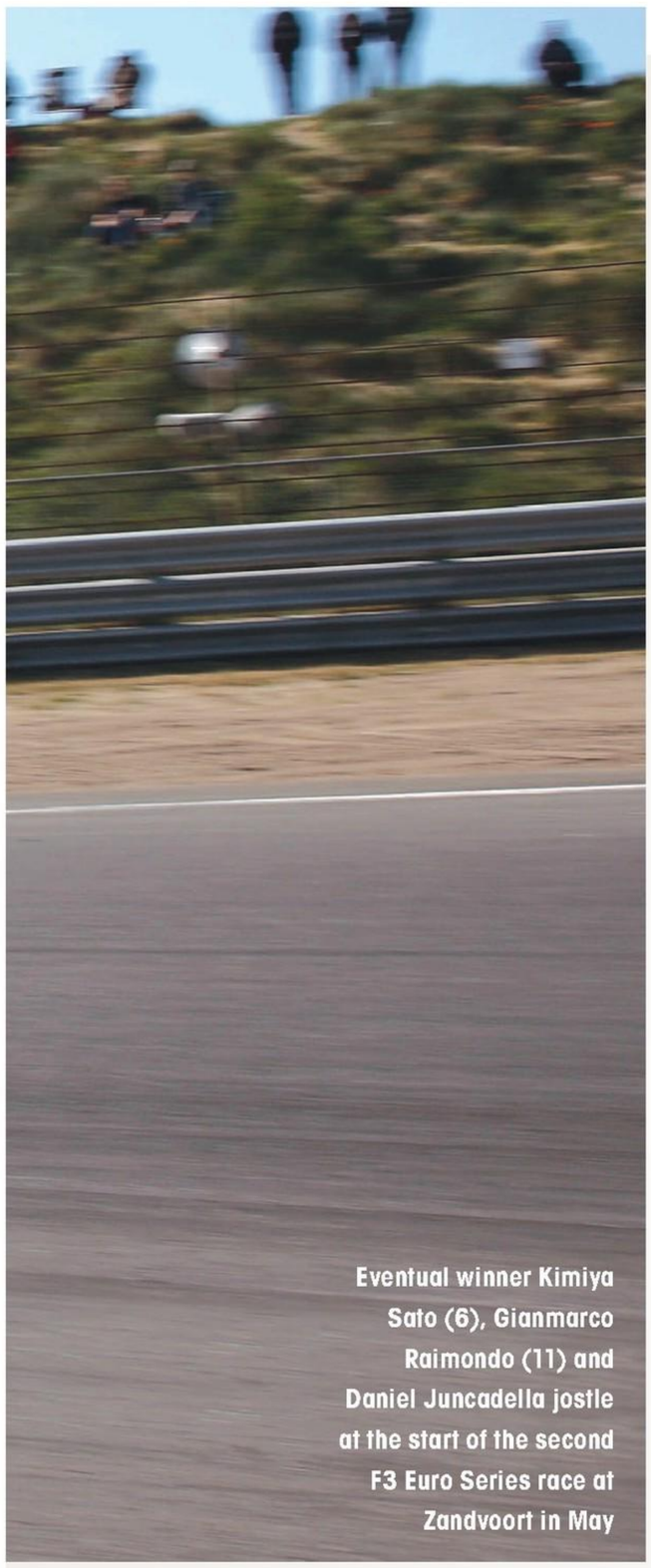
The university of racing

British F3 and, latterly, the F3 Euro Series have proved to be great tutoring grounds for future World Champions, and therefore key to our Money Tree

BY ED FOSTER

If we were to cover Formula 3 as a whole, we'd need more than two pages. There are over 10 F3 championships running around the world as you read this and countless series have come and gone in the past. The Formula 3 Euro Series and British Formula 3 Championship are the ones that count, though – they produce more professional drivers and are the ones the talent spotters keep an eye on.

In the past many drivers such as Jenson Button have made the leap straight from F3 to Formula 1, but with the emergence of series like GP2, F3 is now seen as a vital branch on the Money Tree rather than the one before you reach the canopy and the dizzying heights of F1. But by this stage things are getting serious – the cars are more powerful and drivers need some serious cash behind them thanks to international calendars – even for the British series – and lots of testing.



Eventual winner Kimiya Sato (6), Gianmarco Raimondo (11) and Daniel Juncadella jostle at the start of the second F3 Euro Series race at Zandvoort in May

THE HISTORY

British Formula 3 is the world's oldest F3 championship. It started in 1951 and has remained one of *the* series you must compete in as an aspiring professional driver. One of the reasons it has been so successful for so long is that it regularly produces future Formula 1 World Champions.

Sixty years ago the series ran 500cc cars, but by 1959 it had joined forces with Formula Junior and moved away from the half-litre machines. The confusing thing with British F3 was that for many years there wasn't just one championship. In 1964, when the FIA gave the series its Formula 3 title, it featured two championships, one of which was won by Rodney Banting, the other by an up-and-coming Scot called Jackie Stewart. In the early '70s there were three series under one umbrella and it wasn't until 1979 that it was pared down to one main prize. Even now there are two classes within the championship – one for the main title and a Rookie class.

The Formula 3 Euro Series is a relatively new venture by comparison which only started in 2003. British F3 was the dominant category series and, with so many others scattered around the world each enjoying varying degrees of competitiveness, it made sense to create another headline championship.

It may be quite a new series, but it has produced an astonishing number of professional drivers. There's a list below, but add to that Ryan Briscoe, Christian Klien, Alexandre Prémat, Jamie Green, Adrian Sutil, Sebastien Buemi, Nico Hulkenberg and Nicolas Lapierre. That's not bad for only eight full seasons of racing.

TOP DRIVERS WHO HAVE COMPETED

We always seem to name current F1 drivers who have raced in these series. However, we need to look at some British F3 Championship facts this time because they are quite astonishing.

Twenty-five former British F3 drivers have won a Grand Prix, while 11 have between them taken 16 Le Mans 24 Hours victories. The Indianapolis 500 has also been won 11 times by British F3 drivers. No other championship has produced so many Grand Prix winners and World Champions. A successful stepping stone to F1? There aren't many who would disagree.

Here's a brief overview:

BRITISH F3

JACKIE STEWART *1964 champion, below*
AYRTON SENNA *1983 champion*
MIKA HAKKINEN *1990 champion*
JAIME ALGUERSUARI *2008 champion*

F3 EURO SERIES

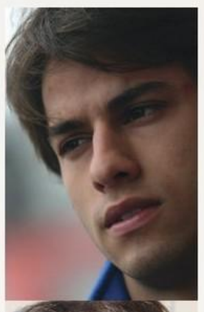
LEWIS HAMILTON *2005 champion*
PAUL DI RESTA *2006 champion*
SEBASTIAN VETTEL *2006 runner-up*



THE PROS AND CONS

✚ With other series we've always said there are alternative routes a driver can take to the top. But it's hard to argue against doing F3.

✚ Both series have a reputation for producing top-line drivers. Even though the standard in the F3 Euro Series isn't that good at the moment, if you win either title you can be considered 'one to watch'.





ONES TO WATCH

« FELIPE NASR: BRITISH F3

The Brazilian won the 2009 Formula BMW Europe Championship with seven victories from 16 races. He looks set to claim the 2011 British F3 crown as well, even though there were nine races (at three rounds) left as *Motor Sport* went to press. His record of seven wins from 21 races so far this season has put him more than 100 points ahead of his nearest rival, Carlos Huertas.

« ROBERTO MEHRI: F3 EURO SERIES

He hasn't won a championship yet and has now been in the Euro Series since 2009, when he finished seventh overall. However, this year Mehri has finally started to dominate and currently sits 31 points ahead of nearest rival Marco Wittmann. He has also dominated this year's FIA F3 International Trophy and came out on top in the International and BF3 combined race at Spa.

✚ Drivers learn how to work with a team and engineer a car properly thanks to the huge amount of testing and development you are allowed to undertake.

✚ Even British F3 takes in proper tracks around Europe including Monza, the Nürburgring and Spa.

– The £500-650,000 annual budget for British F3 is expensive when compared to Formula 2 (£230,000) and the F3 Euro Series, but the amount of track time a driver gets helps to compensate.

– The F3 Euro Series has produced many F1 drivers in a relatively short space of time, but right now it isn't as strong as the British championship.

– There is a hierarchy of teams, and if you're not in a top outfit you won't be winning on a regular basis.

– The races can be somewhat processional, and there are other equally good places to learn racecraft.

WHAT THE TEAMS SAY

Richard Dutton is team principal of Fortec Motorsport, which currently runs William Buller (second in the points), Lucas Foresti and Harry Tincknell in British F3. The team has yet to win a championship, but has so far claimed five races this year.

"It's *the* F3 championship," says Dutton. "It is quite expensive, but it is very important to do. British F3 is a university if you like. It's more than just the history that makes it so well regarded – you get so much track time and it's very competitive. Because of that, British F3 is tough and no one ever lucks into a championship win.

"There are 25 days of testing a year and that really helps the drivers. More importantly, it's the only category other than F1 where you can do anything you want in terms of development. The front and rear wing profiles are fixed as well as the crash structures, but the rest you can change and that means an ongoing development programme. It makes it exciting for the engineers. It really has got so much going for it."

Philippe Sinault is team manager for Signature racing, which is running Marco Wittmann, Laurens Vanthoor, Carlos Muñoz and Daniel Abt in the F3 Euro Series. The team won the title last year and may well repeat that success if Wittmann can make up a points deficit to Roberto Mehri.

"The F3 Euro Series is one of the best platforms for young drivers," says Sinault. "It's got great TV coverage (German news station n-tv covers every race) because it is a support race for the DTM and thanks to that it usually has plenty of spectators.

"At the moment the series isn't as strong as it has been. The drivers are very good, but there are several single-seater series now and we've lost a few drivers to GP3, Formula 2 and Formula Renault 3.5. It's an expensive category and that combined with the fact that GP3 runs on the same weekend as F1 races has meant we've lost drivers.

"Drivers learn a lot more in the Euro Series, though, because they get to work with engineers and help develop the car. It's the best place to learn the job – that's why so many GP3 drivers came from here.

"I think there's space in the market for the Euro Series and British F3, and I'm confident about the future, especially if the FIA plays the game and takes the hand of the championship."

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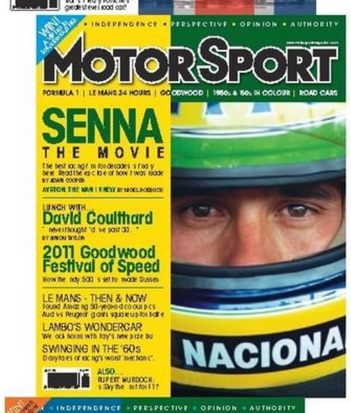
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When Britain

As Saturday afternoons go, this is trippy. The collective howl of 26 Champ Car engines engulfs all the senses as the multi-coloured missiles sweep off Turn 4. Oval racing must be seen to be believed, but we're not believing. Deep breath, blink, pinch a forearm. Have we been teleported to the American Midwest? No, apparently not. We're standing in what used to be a derelict quarry, just outside the steel town of Corby, Northamptonshire. This is Middle England, not the Midwest. And this is really happening.

That Saturday was 10 years ago – September 22, 2001. For the first time since Brooklands closed in 1939, Britain had a full-sized motor racing oval, and here were the world's fastest single-seaters giving it a baptism that should never be forgotten. But for one man who walked quietly around the Rockingham Motor Speedway that day, the memory is bittersweet.

Peter Davies was the reason it all happened, and yet he was an outsider in his own dream. The entrepreneur with the devilish grin had charmed motor sport moguls on both sides of



the Pond, and defied widespread cynicism to get his race track – incorporating an infield road course – built after 10 years of hard graft. But in the final months before Champ Car arrived at his circuit he was ousted in a corporate coup that left him shellshocked, exhausted and a spectator at the race that should have been the greatest day of his life.

Today, Davies hasn't changed much. The grin's still there, the waistband has stretched a little (whose hasn't?) and the fill-the-room personality clearly hasn't withered. The red lines around the eyes suggest he's still living life at 200mph, but he's powered by solar energy rather than methanol now. We're in a converted farmhouse just a few miles from his beloved Rockingham, where Davies is harnessing the power of the sun, no less. Nothing with this man is small-scale. We're here to listen to the remarkable story of how and why he built Rockingham from nothing, but Wirsol Solar UK's 'farm' of solar panels is taking shape in a nearby field and there's little time for reminiscing. Still, once Davies starts, I don't have to ask another question.

"I went into the military after school," he says when I ask him to begin his story. "I joined the Light Infantry and after four years I went into the Army Air Corp flying Gazelle helicopters, mostly overseas, two tours every year."

He'd grown up around cars and decided to spend his leave going motor racing. "I did some Formula Ford 2000, but at 23 I was already too old and too fat to do it seriously."

Davies left the army with a few irons in the fire. He worked for and invested in the small automotive engineering company that ran his FF2000, and dabbled in property development when an idea took root. »»

began rockin'em

It's 10 years since Rockingham Motor Speedway opened with a dramatic Champ Car race. The new oval owed thanks to one man's vision – but by then he was on the sidelines

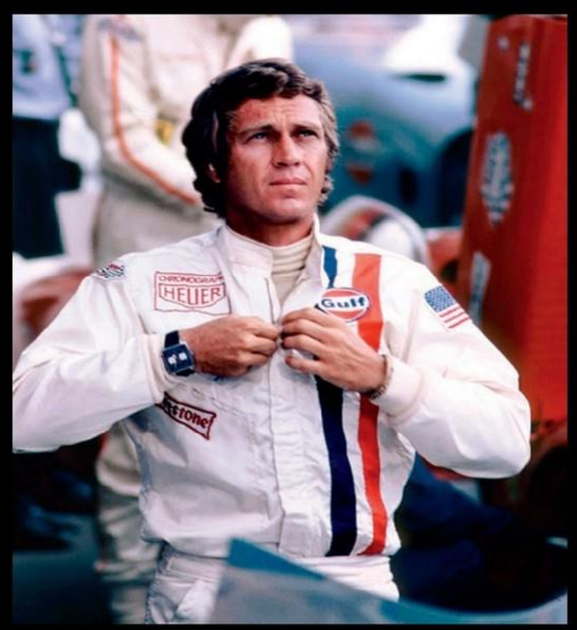
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LAT

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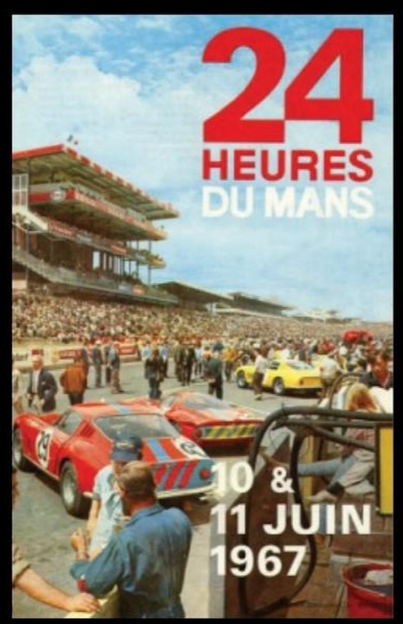
1971 Steve McQueen Le Mans suit
This is the original suit worn by Steve McQueen while filming the epic movie Le Mans in 1971. This 2 piece suit shows good signs of wear and is fully documented, having been donated by Solar Productions/ MGM to a British newspaper for a Le Mans themed contest in 1971. It was presented to the winner by none other than Richard Attwood, who not only won Le Mans, but also drove the Porsche 917K Gulf in the movie. A museum quality item with superb provenance, enquire for more details.



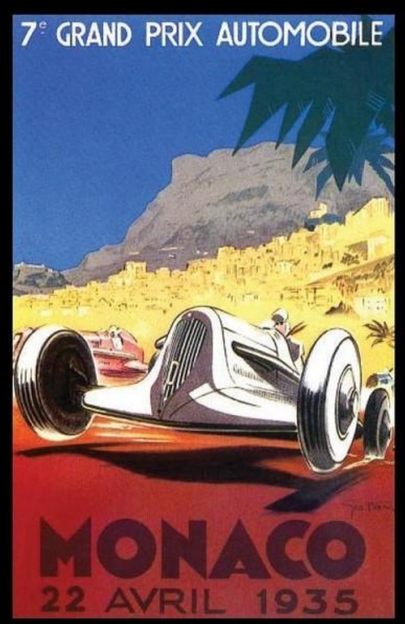
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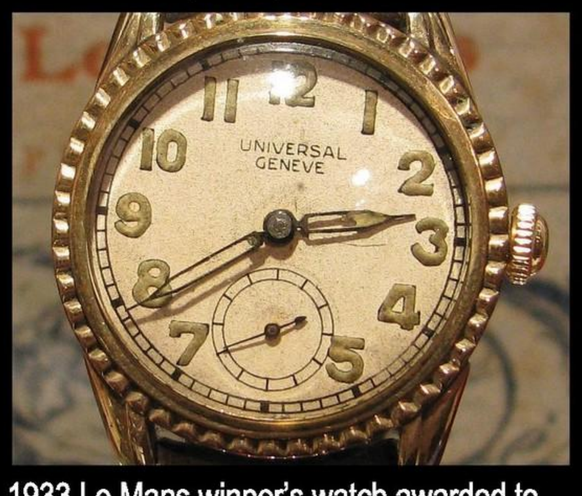
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Much of Corby's environs bore the scars of the steel industry, which had abandoned the town and its workforce in the early 1980s. "I looked at this old industrial land and thought, how hard can it be to build a test track?" says Davies. Buying the land was the easy part because no one wanted it. Davies paid a nominal fee and took on certain liabilities for the site, which he describes as "pretty horrid". Then the simple test track idea began to snowball.

"£60,000 and six months later I had outline planning consent for Rockingham Motor Speedway… or Deene Raceway as it was called then because that was the name of the former open ironstone quarry." The track would later adopt the Rockingham moniker from a local castle, a marketing brainwave from a happy coincidence that made a neat US connection to the North Carolina oval of the same name.

During 1991 Davies' vision began to run away with itself. "I thought, if we've got a race track for testing, why not have racing on it?" he says. "I'd created a monster."

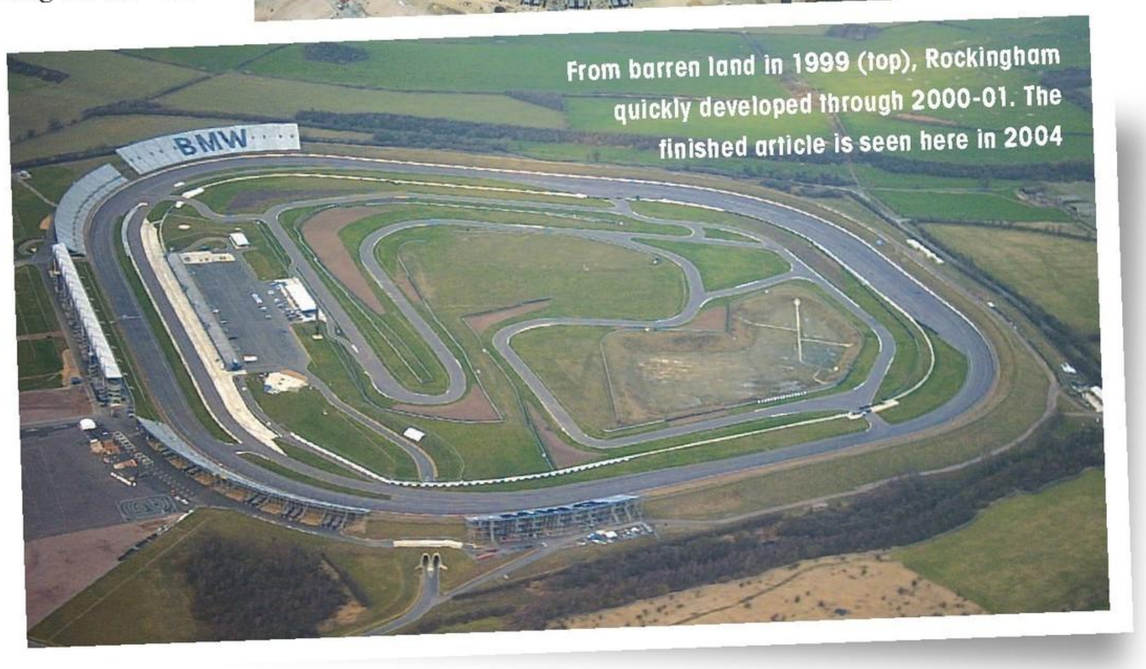
So where did the idea for a US-style oval come from? "We had to go for detailed planning and we knew we'd have to set ourselves apart," he says. "Travelling through the US, I'd gone to see a NASCAR race, and then I'd gone to the Indy 500. I did some research and spent a number of years getting to know American racing. Not being too shy, I managed to get myself into Tony George's corporate box and became good mates with him."

Davies tells a great story about the morning in 1992 when he told George over breakfast at the Speedway Motel that Indy should host more than one race meeting a year, that it should attract NASCAR and build an infield course for Formula 1. He even suggested a Glastonbury-style festival at the Speedway. "They haven't done the rock concerts yet," he grins. "The day they do, I'm going to f****** shoot myself!"

Anyway, back to Rockingham. "We got the detailed application in 1993, two years almost to the day since having taken on the land. The outline planning always had an oval track, but at that stage it was pretty conceptual. It was also about saving cost. The land was really poor quality and with major earthworks on the cards, we thought why don't we use what we dig out to build a complete earth bank for acoustic protection and spectator viewing?" It was a "pragmatic approach" and the business plan targeted the booming British Touring Car Championship ahead of the likes of Champ Car.







From barren land in 1999 (top), Rockingham quickly developed through 2000-01. The finished article is seen here in 2004

"I thought, if we've got a race track for testing, why not have racing on it? I'd created a monster"

Christopher Tate, who would later work for Panoz, Lola and the Masters historic series, came on board as marketing/PR director in '94, and in the years ahead spent time knocking on doors in America. As a duo, Davies and Tate made a convincing case. "As a general rule, people are quite flattered if you ask their advice," says Davies. "Roger Penske and Walt Czarnecki, his longtime partner, were very helpful. They allowed us to take our designers and engineers to Fontana, Michigan and Miami [Homestead]. We spent a lot of time out there, with Richard Petty's people at Charlotte, and at Daytona. They were all very generous with their time and information. We learnt all the lessons."

But wheeler-dealer Davies was running out of time and money. He talks about his impressive car collection that had to be sold to ensure momentum at Rockingham didn't die. At the end of 1997, and again exactly a year later, a major figure in US racing looked set to pledge finance to the cause, only to back out on both occasions.

"Then a good friend of mine suggested [financier and investor] Guy Hands. He told me to go and see him, but warned I wouldn't get more than 15 minutes. So I went and saw Guy, and at 14 and a half minutes he said 'right, that's good'. I had loads more to tell him but he said 'no, if you're here more than 15 minutes I lose £50!' He'd taken a bet with my friend about how long I'd get. Having been turned down by numerous venture capitalists and bankers over five years, Guy, in a very short space of time, focused on the four most pertinent questions: what's the weather risk, the construction risk, will they come and do people understand it?"

Davies and Tate went public on their plans with a scale model in February 1999. But at this stage they still didn't have the finance. "We had to start building on site because you get five years with planning permission – and there was no way we were going to get it again," says Davies. "We had this 383-acre site and in order to implement the planning you have to do something. So I went and borrowed a JCB, we went out on a Saturday three days before the planning expired, dug some foundations – about six feet by four feet – and poured the concrete base for what became, and remains, the security office. We had therefore implemented the construction process. We didn't build much else for two years."

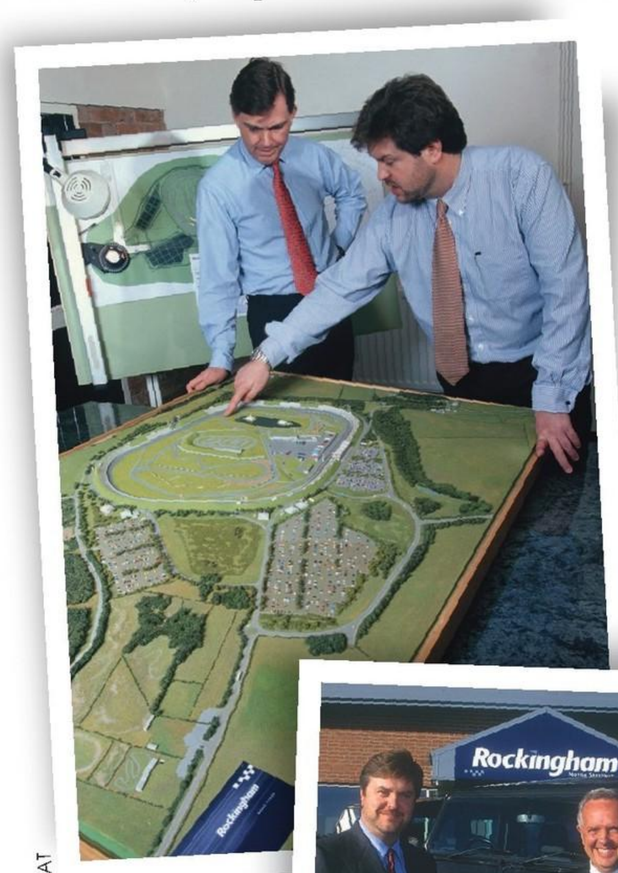
In September, after protracted negotiations, Guy Hands signed up as the project's main backer. It was the key deal that would make the vision a reality. And significantly, for the man who would go on to found Terra Firma Capital Partners and buy the EMI music empire, this would be a private investment.

Meanwhile, Tate and Davies were touring village halls and facing a hostile reception from outraged locals. They ducked the odd egg. The land might have been barren, but a noisy motor racing circuit would not be welcome.

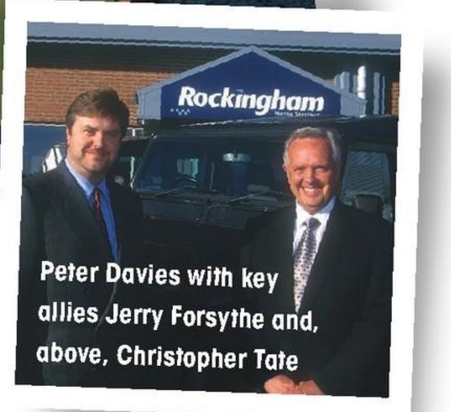
It was the morning after one of these meetings that Tate remembers a call from the final big player in the story. Jerry Forsythe was »»

much more than a Champ Car team owner. A man with over 100 businesses under his control, he owned the biggest individual share in Champ Car governing body CART and wanted to bring the series to Europe. He joined the party.

Davies intended to build a national race calendar with the BARC and establish a Richard Petty Driving Experience stock car school to add the required US flavour. But Hands wasn't patient. Once he'd committed finance, he put his own people into the project. Accountant Michael Fitzgerald and later chairman Peter Middleton came in to see the project through to a finish – and deliver a Champ Car contract.



LAT



Peter Davies with key allies Jerry Forsythe and, above, Christopher Tate

For Davies, control over his vision was slipping. His shares were "crunched down to zero" as Hands chose to accelerate the build process, doubling the required investment in his push for a Champ Car deal. On more than one occasion Davies had to convince contractors, who were on the board of Rockingham, not to walk away from the site because they hadn't been paid. On the Champ Car deal, Davies was working with the owners of the new Lausitzring oval in Germany, for the good of both tracks, but watched helplessly in the autumn of 2000 as the Hands team waded into negotiations. "We ended up paying a ludicrous amount of money," Davies says. A five-year deal with CART, at nearly twice the annual going rate, would almost sink the circuit.

In public, he kept up appearances. But he and Tate knew what was coming. "Without Guy Hands Rockingham wouldn't exist, but sadly he was persuaded that we weren't to be trusted," Davies shrugs. "It was deeply offensive and hurtful to be told we were trying to feather our own nests. I hadn't taken a salary for nine years, my children's school fees hadn't been paid for 18 months, I hadn't paid my mortgage for nearly a year."

Davies' fate was sealed at an acrimonious board meeting in December 2000. In January, it was clear he was out. Loyal Tate and finance director Robin Smith followed in his wake: "We never really found out why," says Tate.

Former hillclimb champion David Grace, who had a proven track record in the leisure industry, was brought in to see the job through. When the homesick and weary Champ Car teams arrived at Rockingham in September – in the wake of 9/11 and just days after Alex Zanardi had lost his legs in a horrific crash at the Lausitzring – Grace would offer steady leadership during a dramatic race meeting (see sidebar).

Davies cut a sad figure in the paddock that day. "I hadn't been invited by the company," he says. "I sat up in the back row of the grandstand with the circuit's project manager, Gordon Calder. We held hands and screamed as the cars crossed the line! It was so exciting. No one could take away the fact that we had built this."

Davies would land on his feet: Jerry Forsythe scooped him up to work for his empire in the States. "He was a prince to work with, a fantastic mentor and friend," says Davies. At Rockingham, the future was… rocky.

Just 40,000 turned out for that first race. It was far from a sell-out. Then a year later, just 25,000 saw Dario Franchitti score a popular home win, and again the race was a loss-maker. Grace was happy to step aside, as Hands put Ashley Pover and Joe Dickinson in the hot seats. They extracted the track from its crippling CART contract, and for 2003 Champ Car went to Brands Hatch instead.

In 2004 Hands sold his shares to Pover and Dickinson for a nominal fee. Rockingham had cost around £50m to build and Hands had held a share of over 65 per cent. He wouldn't be returning to motor sport in a hurry.

But there is a silver lining for the circuit. Since 2006 a Northern Irish consortium, led by Len O'Hagan, has turned the place around. For the past two years, Rockingham reports it has run to a profit. The new owners have built a healthy national calendar of races, with the track's BTCC round the season highlight. Weekend races, testing, track days and corporate events keep the place busy. Sound familiar? It matches Davies' vision from way back in the early 1990s.

It's a testament to the current owners that Rockingham has survived to celebrate its 10th birthday, which will be marked at the BTCC meeting on September 18. But the real legacy belongs to the forgotten man who founded the place. At Wirsol Solar UK, Davies has talked his old friend Tate into joining him in his new venture. The team is back together – and for both men, the sun is still shining.



LAT

INSIGHT

'WE GOTTA WEEPER!'

A unique problem almost ruined Rockingham's Champ Car debut

When the Champ Cars came to Rockingham in September 2001 a new word entered our motor racing lexicon: the 'weeper'. Definition: when moisture seeps through a track to create damp patches, equating on an oval to the sensation of driving on black ice. Not good, then.

For the first two days of what was supposed to be practice, the teams and drivers sat on their hands. There were no showers, but still the track 'wept' as moisture from earlier rainfall rose through a surface that was far too porous in its construction. A fundamental error was threatening to turn Rockingham's debut into a farce.

I remember it well, because my editor at the time, Laurence Foster, had roped my colleague Tim Scott and I into joining the commentary team as roving pitlane reporters. Being writers and not broadcasters, we weren't happy – especially as we had a lot of 'dead airtime' to fill. With nothing else happening, we interviewed anyone who moved. Roberto Moreno was collared three times in one day because when we asked him a question, he wouldn't stop talking…

At night, it got worse. Foster had found us an all-American motorhome on the infield to sleep in. Great – except the organisers spent the night trying to dry out those damn weepers with giant jet blowers. It was like trying to sleep at the end of a runway.

On race day, there was a collective sigh of relief. No rain – and the weepers had dried out. They managed just a few exploratory laps before lunch, then the field lined up for a shortened race. After all the nail-biting, what a spectacle. Gil de Ferran and Kenny Brack battled all race long, with de Ferran stealing the win on the run to the flag. The four-corner 1.5-mile oval was super-fast – they hit speeds of 215mph despite short straights and relatively shallow 7.9-degree banking – and overtaking was difficult. It split driver opinion down the middle, but what the hell: America had come to Corby and it was brilliant. *DS*

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

Relight the fire

Alan Gow first took charge of the BTCC as it hit its Super Touring stride. Second time round, he's manufacturing a different success story

BY PAUL FEARNLEY



Twenty years ago at Silverstone, the late Will Hoy, bless his fireproof socks, won the opening round of a new-look British Touring Car Championship. Saloonatics of all shapes and capacities had been door-handling since 1958; the difference this time was that the long-standing yet always confusing class system – each division usually dominated by a single make and model – had been swept away in favour of a straightforward first-past-the-post format.

That much was sensible and palatable. Harder to swallow was the swap from flame-spitting 500bhp Ford Sierra Cosworths to a grid full of buzzboxes. BMW's M3 had a racing pedigree, but even that had been emasculated: 2-litre instead of 2.3. Its opposition was a liverish all-sorts of Carinas, Cavaliers and Primeras: front-wheel-drive, four-door frumps. Harrumph. The news was not received with much enthusiasm.

But if you looked beyond the be-winged Fords, the BTCC's future was not as bleak as feared. The 2-litres had begun racing in 1990 as an addendum to the Cossies – and it wasn't half bad. Tyro John Cleland spanked his Cav to terrier-ise Frank Sytner's Beemer to the extent that the latter's scalp steamed and stout marshals had to separate them after a tangle at the Birmingham Superprix. Hey, this mattered. Within four years, 10 manufacturer-backed teams were slugging it out in their Class 2 ›››



repmobiles. Super Touring, as the FIA rechristened it in 1995, went global, and Renault deemed it sufficiently important to employ Williams, then the dominant force of Formula 1, to run its Lagunas in the BTCC.

Riding this wave, guiding it where and when he could, was an Australian who had reinforced the stereotype by popping over to visit the Poms for a few months and staying for 20 years – and counting. Melbourne's Alan Gow had a background in touring cars through his management of a team for Peter 'Perfect' Brock – bless his fireproof socks, too. He knew how prestigious a national tin-top championship could become if it remained faithful to its markets. He knew, too, that the teams would have to take control if this were to happen. What occurred, however, was not the result of a carefully devised scheme. Right place, right time – right, mate?

"I was working with Andy Rouse in 1990 and '91," says Gow. "We had previously bought a couple of Sierras from him and he came to Australia to race with us at Bathurst. He had always admired our 'Peter Brock' road cars for Holden and wanted to do something similar with his Sierras. I was helping that to happen. I had no plans for the BTCC.

"The 2-litre regs had been laid down in 1989 by Andy, David Richards of Prodrive, and team bosses Dave Cook and Vic Lee. I agreed with the one-class system, but it wasn't my idea. The same guys also persuaded the RACMSA, as it was then known, to solely adopt the formula by 1991. What was my idea was TOCA. I had done the same thing in Oz, where I was a founder member of TEGA, the association of teams that took over the promotion of the ATCC from CAMS, the governing body. Motor racing is full of smart-arses who think they can do better. I'm one of them."

By his own admission a 'Harry Nobody', it was the credibility provided by the prominent names behind him that convinced the RACMSA to listen to Gow's proposal. Organisers rather than promoters, the thought of income without the aggro was appealing and a deal was done. TOCA, an acronym of nothing in particular, was in charge of the BTCC by 1992. The timing was perfect. Group A, an expensive homologatory cul-de-sac, was on its way out, leaving the door open for a new international formula for touring cars.

"Class 2 was a hard sell to begin with," admits Gow. "I myself was used to big V8 tourers; a Sierra Cosworth was a piddling four-cylinder as far as we Aussies were concerned. But that all stopped when the racing started. The appeal around the world was huge because it was a great TV spectacle. How big an engine a car had was academic."

The formula spread from America to Japan via South Africa – and Paris: "Yeah, we were all wary when the FIA got fully involved [in 1995]. It was a double-edged sword. Adopting 2-litre worldwide opened up a huge market for us and drew in new manufacturers but, as we feared it might, it ramped up the costs."

BTCC budgets, already on the increase from £200,000, rocketed to £7-8 million for the biggest teams. It wasn't sustainable in the long term. In the short term, it was fantastic. In 1994, more than 40,000 people crammed into Oulton Park to watch a 16-lapper. (Quite why double-headers didn't become the norm until '95 is beyond us – and Gow.) Race footage would then be slickly post-produced – onboard cameras, Murray's trousers on fire – by Barrie Hinchcliffe Productions and distributed to TV stations worldwide. For a time the BTCC was third in motor sport's viewing pecking order behind F1 and the World Rally Championship. It was a national championship with international reach.

The Beeb took note of this growth and asked to show some rounds live. Gow, worried about the negative effect of a processional race in front of a stay-at-home crowd, was reluctant – until he was asked to name another sport adversely affected by such coverage. He couldn't. And it didn't.

Super Touring even stormed the citadel: Bathurst, from 1997-98. 'Turncoat' Gow stresses that the host broadcaster invited him over after its spat with the V8 teams, but he copped some serious flak nevertheless. It's tribal Down Under – Ford or Holden – but for once blue and red were united in their contempt.

The Mountain proved to be Super Touring's peak. Now for The Dipper. Nigel Mansell in a Mondeo, groundbreaking mandatory pitstops and night races could not stem the BTCC's inevitable decline. Eight manufacturers in 1998





BTCC champion Jason Plato, who made his debut in Super Touring, leads the pack at Thruxton this year. Left: ITV's coverage is a boon for the series

were whittled to six in '99 and three by 2000. When American marketing giant Interpublic Group came calling in the guise of Octagon, Gow was ready to do business.

"I'd had enough," he says. "I could see the writing on the wall. Octagon was buying up lots of things: Brands Hatch Leisure's circuits, Silverstone's lease, us. I didn't think that they would do as badly as they did. But we shouldn't complain, because they left a lot of money in the sport."

Astutely retaining the rights to the successful TOCA video games, Gow went motor sport cold turkey bar his continued management of Aussie hotshoe James Courtney. He had left at the right time and had no intention to return.

In the entrance hall of MSA headquarters in Colnbrook, 100ft beneath Heathrow's glide path, is an honours board listing past chairmen. It brims with gentry and Knights of the Realm. But scroll down to the most recent incumbent, and there he is: Alan J Gow, 2006-. He had been the most influential man in British national motor sport during the 1990s, too – it's just that these days it's more official, enshrined. He's also president of the FIA Touring Car Commission and a member of the RAC Board.

"Poacher turned gamekeeper, hey?" he grins. "Although we didn't always agree, I've always had a good relationship with the MSA. I was invited onto a couple of committees and became a bit of a squeaky wheel to them, I think. But they asked me to join the board – perhaps they hoped to institutionalise me! – and eventually I became chairman. There is a really good bunch of people here. It's not perfect, no organisation is, but I'm pretty sure that it's better than it's ever been.

"I had no history of governance and some people no doubt chortled at my appointment. I don't pretend to be universally popular, but I would like to think that I have at least earned the motor sport community's respect."



All images LAT & BTCC

> "The BTCC has been much harder than it was first time around"
>
> ALAN GOW

You have. But hang on, we've skipped a bit. It is from the tiller of the BTCC that Gow is able to hang these many hats. What persuaded him to grasp it again in the first place?

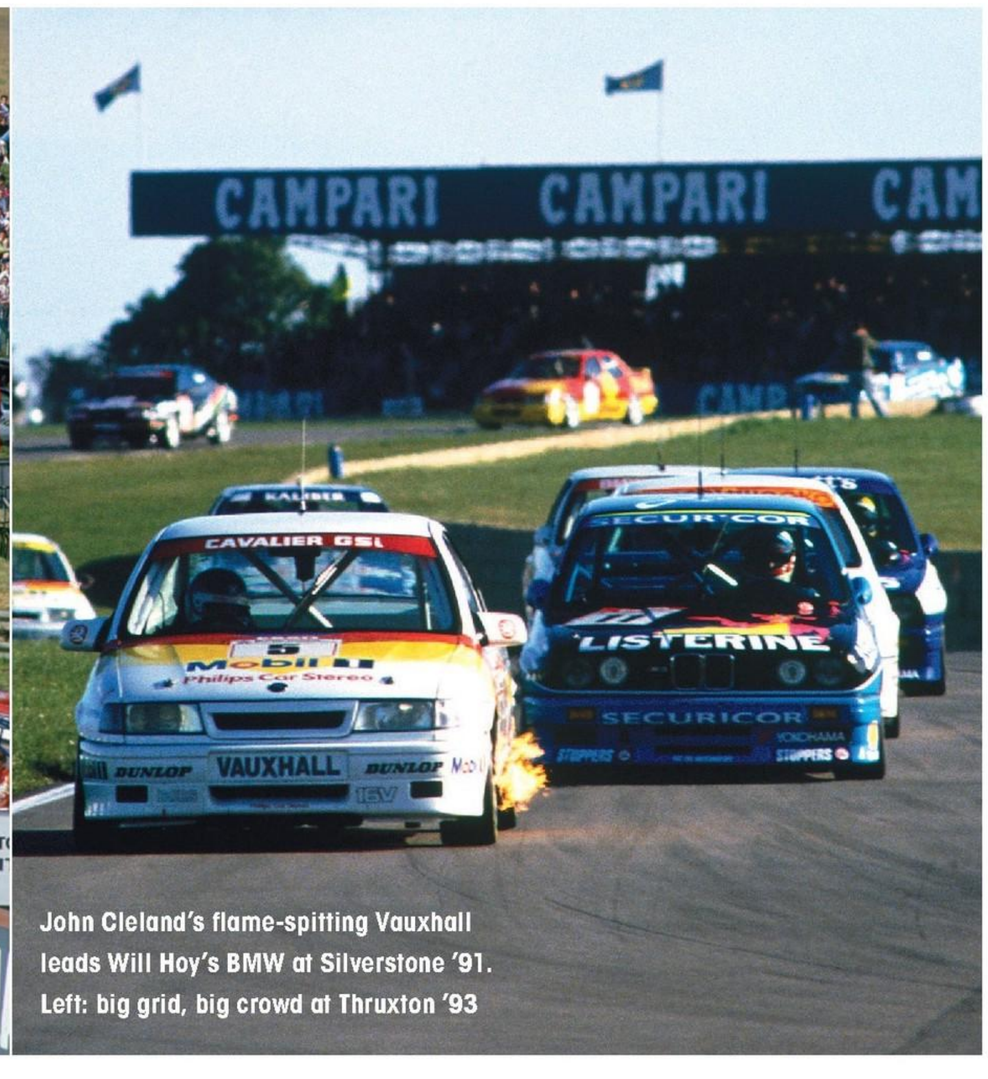
"Dennis Carter [the BARC's chief executive] and Robert Fearnall [at Donington Park] kept banging on at me about their frustrations with the BTCC," says Gow. "They could see that it needed a bit of a kick. Octagon approached me a couple of times and I ended up working with them – for a month. The deal was simple: give me a free rein within certain budget restrictions."

Beleaguered Octagon relinquished control of the BTCC in 2003 and a new company was formed to take over its management: BARC (TOCA), of which Gow became managing director. He was back. It wasn't long before he was wondering why.

"It's been much harder than it was first time around," he explains. "Then, I took over something that had already been introduced; I just built on it. This time, I took over in the middle of a season a championship that had become fragmented; there was a Production class to bolster the numbers. I took it back to where it had been in the early 1990s, with a one-class structure. First past the post is crucial. These are sprint races. No strategy. No need to complicate.

"The other problem was product: there wasn't enough of it. The FIA's Super 2000 regulations had just been introduced and I decided to include them alongside the stand-alone BTC-spec cars [the 2001 Super Touring replacements]. You didn't have to be a genius to see what needed to be done." ›››





John Cleland's flame-spitting Vauxhall leads Will Hoy's BMW at Silverstone '91. Left: big grid, big crowd at Thruxton '93

TALE OF TWO BTCCs

There was no flood of manufacturers this time and so recovery has been slow, but steady. As of 2011, there are 27 cars on the grid and viewing figures are higher than they were in the '90s thanks to the most comprehensive TV broadcast arrangement in the BTCC's history, with ITV. Enabled by this increasing security, Gow has taken the next big step.

Next Generation Touring Cars are designed to be future-proof. The process of their creation, however, links them with the past. As happened in 1989, the teams have defined the parameters: 2-litre turbo – a generic unit supplied by TOCA if required – standardised track (1875mm) and wishbone suspension front and rear.

"Some base components are unsatisfactory for track use," says Gow. "These regulations mean that you don't have to go to the expense of homologation to be competitive. Our aim was to create more equal cars. We sat down a load of clever engineers and asked them to come up with a formula for a car that was cheaper, faster and better-looking. My only role after that was to keep them moving in the right direction; engineers tend to get carried away and forget about budgets. We've come up with a great spec. It's different to the new WTCC cars [1.6 turbos], but there's really no such thing as a one-size-fits-all touring car formula for the entire world. National championships have differing cost bases, differing relevance, different everything."

Introduced this season, NGTCs are racing alongside Super 2000s – the Chevrolets and BMWs – and hybrids with S2000 chassis and NGTC engines. Capable of coping with more power than is currently available, they will, however, become the dominant force by 2013.

"The BTCC has always been about adjusting levels of performance," says Gow. "In the mid-90s we had front-wheel drive, rear-wheel drive and four-wheel drive; four, five and six cylinders. It's a lot easier now; we reset the boost rather than just mess with base weights. But we can reset up as well as down. That's part of the concept. As from 2013, we will start increasing the speed of the Next Generation cars."

Providing competitors and sponsors with value for money, a level playing field and a broadening profile is easy – but only if you have the knack. It's the same with timing. Gow possesses both. What he's short of is time for reflection. It's only fair, therefore, that we allow him a couple of minutes every 20 years or so: "I got a lot of satisfaction from the BTCC of the 1990s because we were kings of the world; we couldn't do a thing wrong. My second stint has been very different in lots of ways, but just as satisfying." Cue unprintable, self-deprecating Aussie vernacular. And back to work.



INSIGHT

VIEW FROM THE COCKPIT

Was Super Touring better than today's BTCC? Matt Neal's not so sure...

A two-time BTCC champion, 6ft 6in Matt Neal from Stourbridge has seen it all. He made his debut in 1991 as a 24-year-old at the wheel of a BMW M3. Since then he has missed just one season and started more than 400 races. The bulk of those have been undertaken with his father Steve's team, but he has also had works drives with Mazda, Peugeot (very briefly), Vauxhall and Honda. In 1999, he won £250,000 as the first Independent to win a race, and only Jason Plato and Andy Rouse can better his current tally of 41 victories.



What is the biggest difference between now and then?
The playing field is more level than it was in the Super Touring days. Back then, the Independents weren't given the same tyres or engines as the works teams. You were two seconds a lap off the pace even before you'd turned a wheel. Ironically, I'm seeing the reverse of that now: I'm driving a manufacturer's car (Honda Civic) and the cards are being stacked in favour of the Independents.

How have you maintained your motivation?
The buzz from driving fast is not what it was. And I don't think I could go back to what I was doing in the '90s, striving for a top 10 position. Working with a team is what I get off on, performing well in every race, not making mistakes, which is difficult given the physicality of the racing. Testing in the Super Touring era was unlimited; we were out every week. Now we're only allowed four days once the season has started. That means that experience counts for a lot. I enjoy that.

Is the racing different?
The new cars have much less aero. The final Super Touring cars were pretty much formula cars in that you couldn't run too close to the car in front because you'd lose your downforce, the balance would go and you'd ruin your tyres. You can run nose to tail with today's cars, which is much better. They're more robust, too. They were a bit too fragile by the end of the Super Touring era. The new turbo engine is also a step in the right direction.

Has the atmosphere changed?
I don't think the racing has lost out. We've always had close battles with a lot of gamesmanship between the drivers. But I think we miss the rivalry between the major manufacturers, the cheering and the booing. Aggro is what puts bums on seats. I guess that's what Jason (Plato) and I provide now.

Any regrets?
I would have liked to do more international stuff, but it's easier to raise sponsorship for the BTCC because its promotion is so good. That said, although the total viewing figures are high, I think we suffer from not being on one of the main UK channels (it's shown on ITV4). TV makes the series, feeds the fans. We did well to hang on to it when the championship was at its lowest ebb.

MATT NEAL

MAT JACKSON

GORDON SHEDDON

ANDREW JORDAN

JAMES NASH

JASON PLATO

ROB COLLARD

TOM CHILTON

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Give him

an inch...

...And he takes a milestone victory. Peter Gethin's win at Monza in 1971 made the record books, but it was also his sole Grand Prix success

BY ALAN HENRY

Down into Parabolica they came for the 55th and final time with Ronnie Peterson's bright red March 711 just ahead. Right on his tail was the dark blue Tyrrell of François Cevert with Mike Hailwood's Surtees next in the bobbing and weaving queue. Yet there was a wild card in the pack. Tight on the inside line as the high-octane bunch raced for the fast right-hander was Peter Gethin's Yardley-liveried BRM P160. He'd qualified 11th in the 24-car field, but had only come into contention as the race ran down towards its closing stages.

As the cars fanned out going into the corner, Gethin kept his line. And his nerve. Late on the brakes and flicking down through the five-speed BRM gearbox, he could hear the chirping of his overused Firestone tyres as he scrambled up the inside of Peterson's March, the two cars only inches apart as they strained for grip. Ronnie drifted slightly wide, just enough to leave room for the BRM to edge level.

It was about a quarter of a mile to the chequered flag. As Gethin pulled alongside the March he held the BRM in fourth gear until its V12 was literally screaming. Coming up to the end of the pitwall, he finally snicked it up into fifth and surged past Peterson by a nose to win the 1971 Italian Grand Prix at an average speed of 150.755mph.

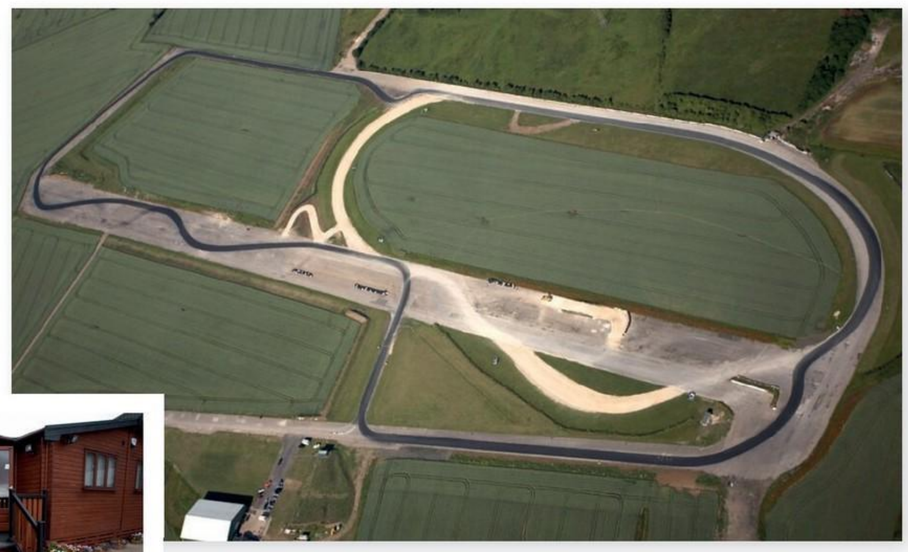
Not only was this the smallest margin of victory in Formula 1 history up to that point – 0.010 seconds – but his success was achieved at a record average speed as well. Not until Ayrton Senna's Lotus pipped Nigel Mansell's Williams-Honda at Jerez 15 years later would there be a closer finish. »»»

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"I over-revved the P160 by about 500rpm for at least half the race when I lost the tow and probably a few more after the Parabolica on the last lap," says Gethin. "As I had caught the leaders with approximately 10 laps to go I worked out I needed to be in the first three going into Parabolica on the last lap. As it was I outbraked Cevert and Ronnie going in and couldn't stop, so as soon as I was in front I floored it and just made the line. By losing the tow earlier in the race and then catching them up I felt after all the hard work in doing so I *had* to win. Looking back, I suppose I must have been slightly mental!

"I knew it was going to be really close, so I raised my arm in triumph, not because I was showing off, but I reckoned since this was Italy they might not be too clever on their timekeeping to whichever driver raised his hand first."

Forty years ago, for three tumultuous months in the summer of 1971, triumph and tragedy became fleetingly, if inextricably, linked in the business of the BRM Formula 1 team. The Bourne squad's superb Tony Southgate-designed P160 briefly began to look like the car to beat, particularly after Jo Siffert scored a runaway victory in the Austrian Grand Prix at the super-fast Österreichring.

Siffert saw that win as going some way to making up for the loss of his team-mate, the great Pedro Rodríguez, who'd been killed driving a private Ferrari 512M in what amounted to an inconsequential minor-league sports car race at the Norisring a week prior to the British Grand Prix at Silverstone. Pedro was expected to be a strong contender at the Northamptonshire track, but instead of publishing upbeat race previews, it was left to the UK motoring magazines to pen flattering valedictory tributes to 'the Mexican bandit', as he was affectionately known.

Yet it was as a result of a seemingly unobtrusive mid-season change of team that Gethin, previously a member of the McLaren F1 squad, found himself shunted across to BRM where fate and circumstance put him on the fast track to a remarkable, well-deserved



"I felt *I had* to win. Looking back, I suppose I must have been slightly mental!"

and totally unexpected Grand Prix victory.

Peter Kenneth Gethin earned his middle name from his father, the famous flat racing jockey and trainer Ken Gethin, and was born in Ewell, Surrey. Midway through 1962 he purchased a Lotus 7 from sprint exponent Harry Epps and entered it for a race meeting at Brands Hatch. To his thinly concealed amazement he qualified on pole, but inexperience caught up with him in the race itself when he spun off while leading. Over the balance of that '62 season Peter raced most weekends and ended his initial campaign with a couple of victories and several promising places.

For 1965, Charles Lucas offered Gethin a drive in the new team he was about to establish for that season. Gethin faced the choice of accepting another Ford-engined Lotus 23 for sports car racing or an old F3 Lotus 22 which had previously been driven by Frenchman Jacques Maglia and the young American Roy Pike. He opted for the single-seater, which proved to be a complete and utter waste of his time and efforts.

Early during that season Lucas retired temporarily from driving in F3 and his ex-Graham Hill F2 Brabham chassis was reallocated to Gethin. It turned out to be another fiasco. 'Luke' had shunted it heavily on the demanding Pau street circuit and it never seemed to handle properly from then on. "Maybe it was a bad car, maybe it was set up for Graham Hill and never really suited anybody else," muses Gethin. "Either way, it never felt right to my mind, but I was really appreciative that Luke offered me the drive even though some people reckoned he'd only done so because he fancied my girlfriend!"

On the strength of a succession of consistently competitive performances, Gethin was eventually selected by Bruce McLaren to drive the works Church Farm Racing M10A in the inaugural UK domestic Formula 5000 championship in 1969, winning the title at his first attempt.

The McLaren driver was locked in a season-long battle with Team Surtees works driver Trevor Taylor, with Gethin just nudging ahead in the points after the final round in which both title contenders were eliminated lapping a slower car. For Gethin this success was a worthwhile boost to his career, proving that he could handle a powerful single-seater with some confidence as well as showcasing McLaren's customer capability as F5000 continued to expand and grow on both sides of the Atlantic.

"Bruce had faith in me and I like to think I justified it during 1969," says Gethin. "It also proved there was another route which could lead you to F1 rather than simply F2, which was many people's popular choice at the time." »»



Gethin powers the BRM P160 around Monza and, above, enjoys the spoils of victory

On June 2 1970, that fateful day in McLaren history, Peter was at Goodwood testing an M14A F1 car. The Sussex circuit was at its sun-dappled best as photographer David Phipps drove into the paddock, but the McLaren transporter was empty, with no personnel to be seen. Then he heard the plaintive distant wail of an ambulance siren. It was a signal that nothing would ever be the same for the team again.

Bruce had been testing the new McLaren M8D prior to the start of that season's Can-Am campaign. Tragically the ill-fitting engine cover flew off at around 170mph just before the kink on the Lavant straight, the rear wheels lifted from the Tarmac and Bruce slammed off the track and into a deserted marshals' post. He never stood a chance.

"It had been arranged that I would drive for McLaren in the upcoming Belgian GP," recalls Gethin, "and I was at Goodwood testing in preparation for that event. I was just being strapped into the cockpit of the M14A when we saw the smoke. I was among the first to reach the accident scene. It made a deep and profound impression on me."

The team was thrown into disarray. Denny Hulme was still recovering from painful burns sustained in a methanol fire while testing at Indianapolis, so veteran Dan Gurney was drafted in to drive both the F1 and Can-Am cars for a while. Unfortunately the American driver's contractual commitments to Castrol clashed with McLaren's contracts with Gulf. "It seemed as though we could work it out," said team boss Teddy Mayer, "and in fact the sponsors concerned were very good about trying to make it work.

"But regretfully we had to part. We brought in Peter Gethin in his place. And he did far, far better than I thought he would." In fact, as Doug Nye highlighted in his excellent book *McLaren: The Grand Prix, Can-Am and Indy Cars*, Gethin had driven barely a dozen laps testing McLaren Group 7 cars prior to being pitched in at the deep end of the racing action at Edmonton, Alberta in the colourfully titled Klondike Trail 200 where he finished second behind a physically recovering Hulme.

In his third Can-Am outing Gethin won. By the end of the season the Englishman had netted $26,000 for the team. Seems like peanuts by today's standards, but for the time this was a huge sum, certainly by the relatively modest standards of contemporary F1.

"I was due to drive the M8D the day Bruce died," Gethin recalls. "I remember driving the car for the first time and it frightened me to death, but after not many laps I was wanting more power, all of which shows you the mentality of race drivers then. However, my first race was Edmonton, and I was told I had to finish second to Denny unless he failed to finish, and then to win. He won and I qualified and duly finished second. The first 100 miles was easy to run with Denny but I got a bit weary in the last 100. He wasn't called the Bear 'cos he liked honey…"





Gethin raced McLaren's M8D in 1970, having won the UK F5000 title in an M10A the year before (above)

> "I was among the first to reach the crash scene. It made a deep and profound impression on me"

Unfortunately for Gethin his initially promising start with McLaren did not herald great things going forward into 1971. The new Ralph Bellamy-designed M19 proved difficult in the extreme to sort. Gethin's place in the Can-Am line-up was taken by Peter Revson, and he was effectively bumped from the F1 squad midway through the year when Roger Penske did a deal with Mayer for Mark Donohue to race an M19A in the final two GPs of the year.

"Teddy and I did not really gel, and as neither Denny nor I could sort the M19 Teddy felt Mark Donohue probably could, so I was informed that my services would not be required for Canada and the USA," says Gethin. "As I had already been approached by Louis Stanley for '72, I told him I was free immediately [which was just before the Austrian GP]. I therefore had the pleasure of informing Teddy I was leaving before my being told to leave.

"In retrospect I think Mark was a good idea as in my opinion he was America's equivalent to Bruce. So it made sense, but I also probably didn't help my cause by telling Teddy his greatest asset was his wife!"

Yet although the fallout with Mayer and McLaren led to Peter's glorious Monza success and a full-time contract with BRM in 1972, there was no more Grand Prix glory destined to come his way. The team suffered a second tragedy when Siffert was killed in a fiery accident when his P160 crashed in the end-of-season Victory race at Brands Hatch. By then, Gethin reckoned, BRM was too chaotically operated under Louis Stanley's control and there was very much a patriarchal relationship between him and the drivers, who he regarded as hired hands he could recruit or dismiss at the click of his fingers.

That curious quality was on public display over Gethin's glorious Monza weekend when Stanley invited Cevert to dine with the BRM team at the swanky Villa D'Este hotel on Lake Como the night before the race. Stanley was trying to recruit Cevert for '72, although why the Frenchman should have spent two seconds considering giving up his role as Jackie Stewart's Tyrrell team-mate isn't clear. Nevertheless Gethin recalls his being pushed down the pecking order at the 'high table' to make space for Stanley's glamorous new friend. But of course that all changed the following afternoon when the Stanleys hailed him as hero of the hour. Ironically Cevert, after finishing third, sought out Gethin and complained that he had pushed him out onto the marbles at the Parabolica on the final lap. "I told him that I couldn't care less," says Peter with a grin.

Having driven to Monza on race morning in his modest rental car, Gethin was wafted out of the paddock ensconced majestically in the Stanleys' limousine for the trip back to the hotel. Trouble was, the Mercedes 600 suffered a punctured tyre and Gethin ended his greatest day crouched by the roadside changing a wheel while his corpulent employer stood back giggling at the scene. In a sense, it was the story of Peter Gethin's F1 life.

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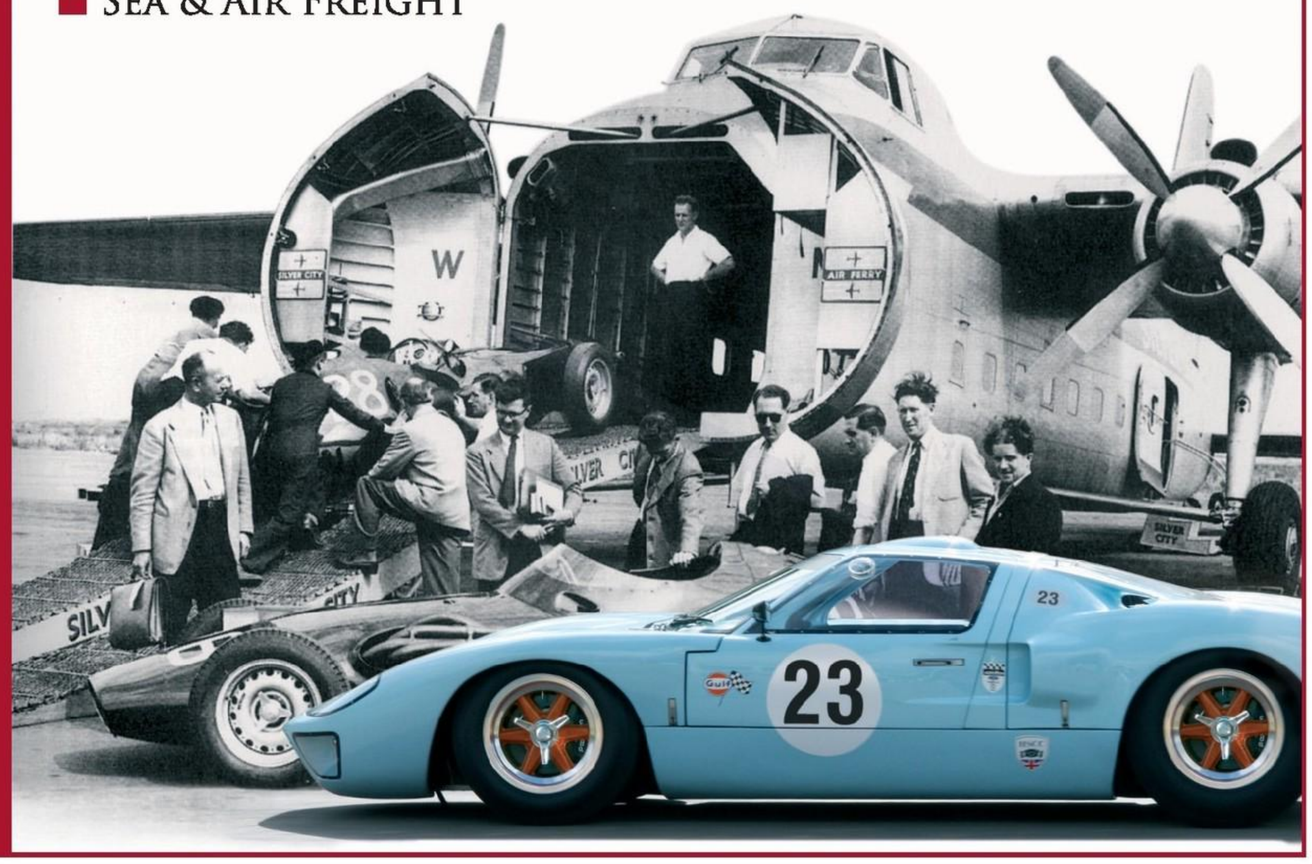
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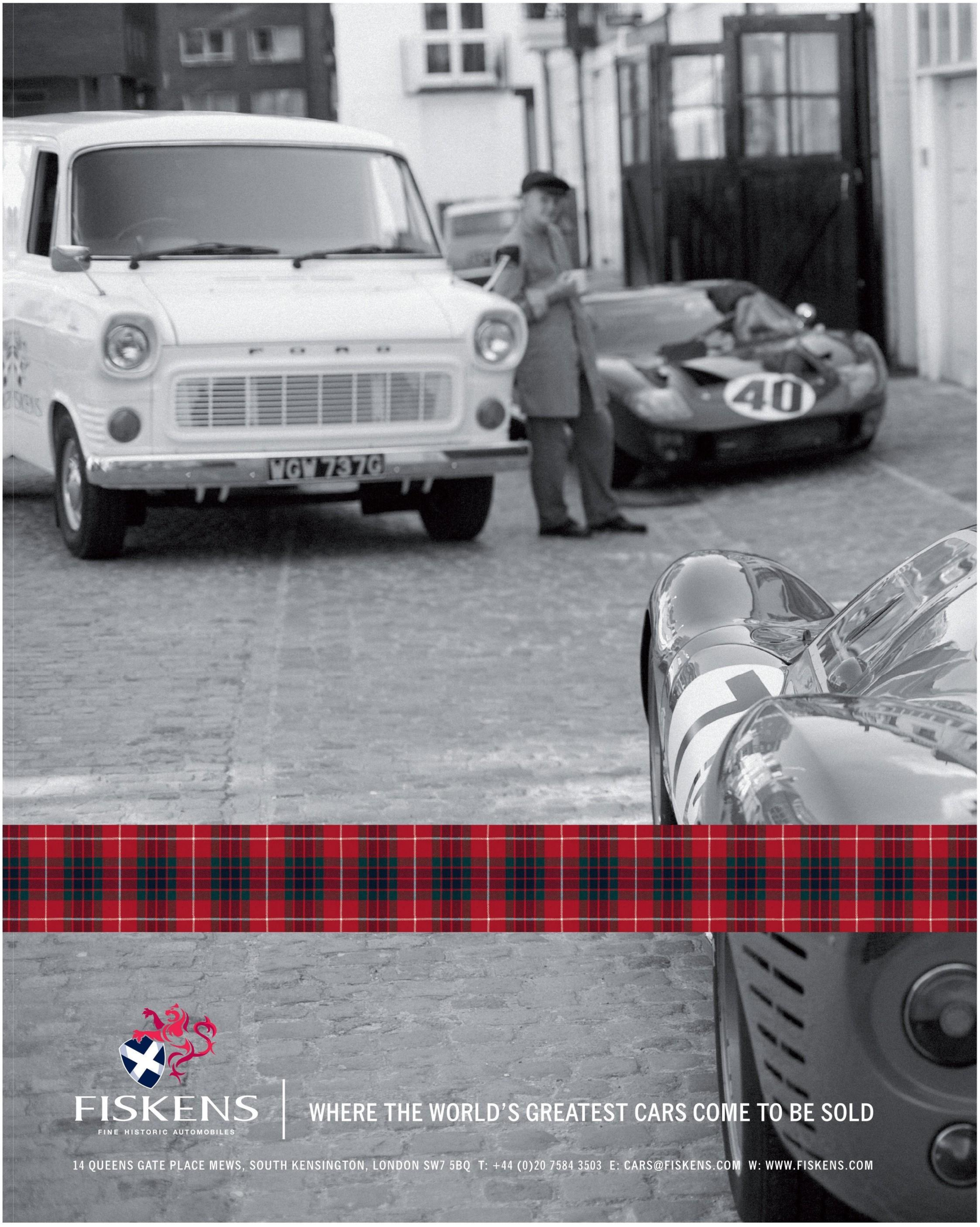
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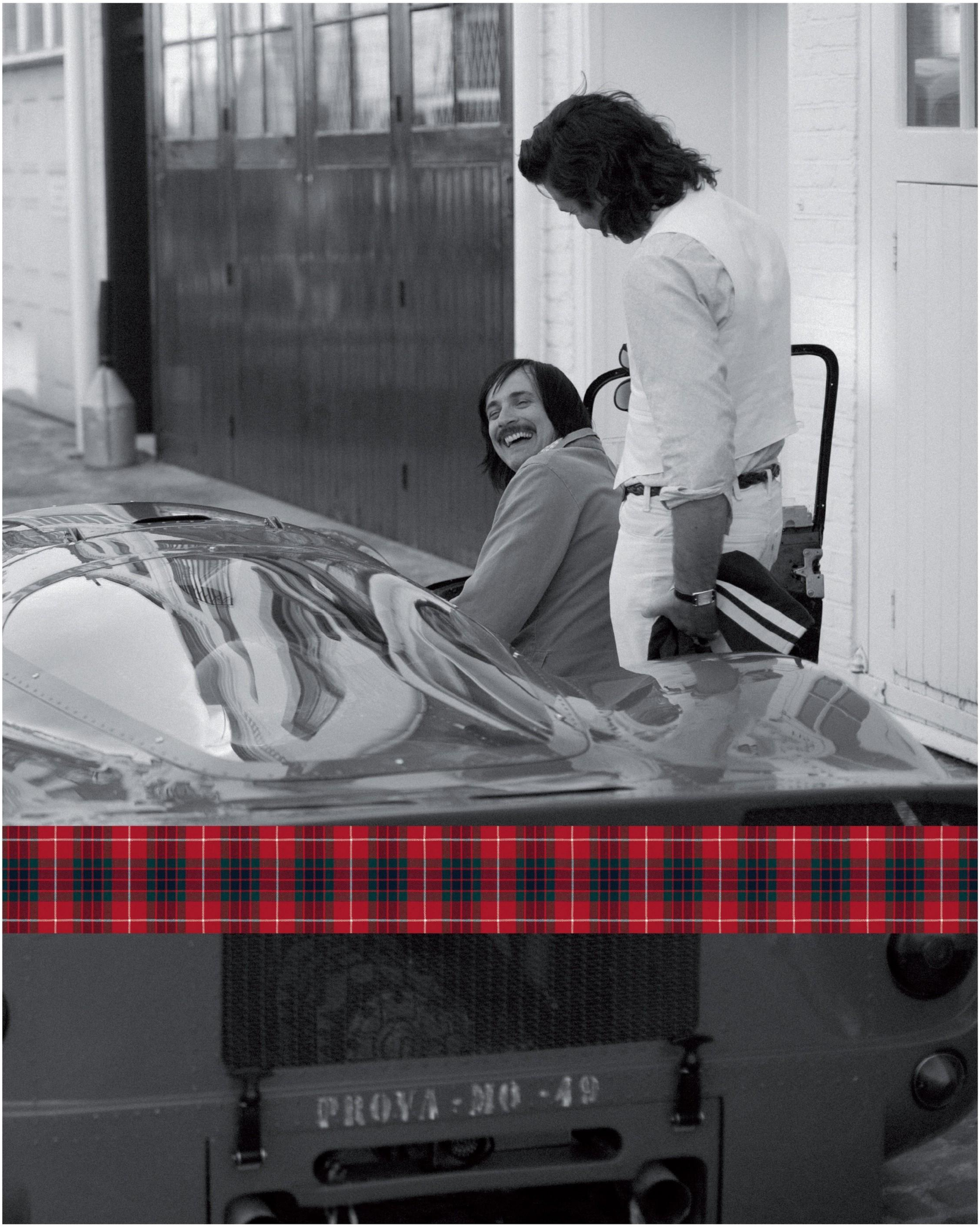
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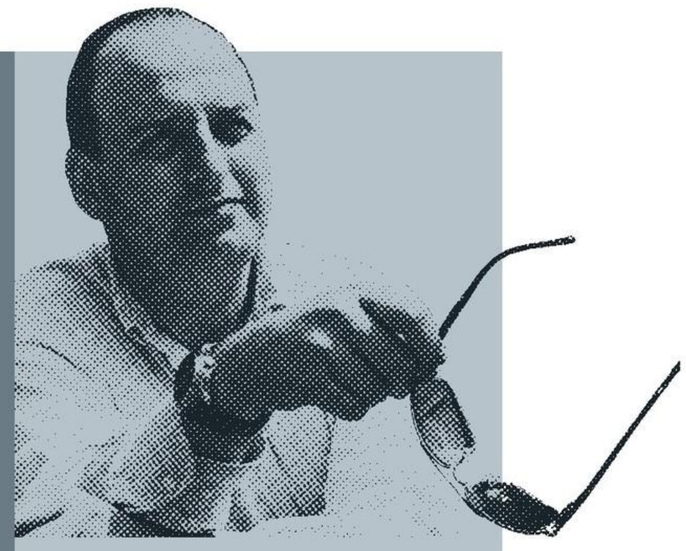
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PROVA - MO - 49

Road cars



by Andrew Frankel

Ford has announced its intention to phase out CD players from its cars and move to an all-digital future, and the only surprise is that it's taken this long.

Forget cassettes and 8-tracks, the MP3 player is to the Compact Disc what the CD was to a wind-up gramophone. The CD slot in your dashboard exists for the same reasons as rear seats in an Audi TT – something you neither need nor use, but would still be uneasy without. It'll pass. A CD stacker system in the glovebox will seem as quaint a notion in five years time as a music centre in your living room does today.

But the iPod is already merely the present, not the future. These little miracles are, in fact, inherently flawed as a source of in-car entertainment. For a start they are highly coveted prizes among the light-fingered community. Secondly, it is broadly accepted that the MP3 files they play cannot touch the sound quality of a properly recorded CD. I have performed informal back-to-back tests, playing the same track in the same car both from the CD on which it was recorded and the MP3 player onto which it was then copied, and by and large the sound degradation was small but significant.

The answer, as ever, lies in the internet. You may have heard of Apple's iCloud, the web-based system that stores all your files remotely so you don't have to, relieving your computer of the burden and you of the fear of losing your information. There is no reason why this cannot work for music or indeed any other kind of files played in cars either. Your 'collection' exists in the virtual world and is played on demand and at top quality, eliminating the need to carry a costly and aurally challenged MP3 player. In fact there would be no need even to have a pre-loaded chosen set of songs to call upon. For a small fee or subscription and at no notice at all, you should be able to listen to just about any song ever recorded. Makes the latest *Now That's What I Call Music!* compilation CD seem a little old hat, don't you think?

Perhaps predictably, Rolls-Royce is finding there is no great appetite for its electric Phantom as it sails silently through its world tour. "I'd be lying if I said we had people offering us large bundles of cash for it," said someone who'd know. As expected everyone likes the very Rolls values of its near-silent power train and massive torque from rest, but the issue of range is a challenge too far. Rolls has not officially canned the project and the tour continues, but I think it more likely we'll see pigs in space than this Phantom on general sale.

At the rather more affordable end of the all-electric market things are not looking too great either. In the first half of this year a fraction over 600 electric cars found their way onto UK roads despite the existence in the market place of credible product sold by Peugeot, Citroën and Mitsubishi, not to mention the supposedly game-changing Nissan Leaf. The pasting meted out to the Leaf and Peugeot Ion on *Top Gear* is unlikely to have helped either.

Are these the wrong cars powered by the wrong technology, or the right cars waiting for a slow-to-adapt market to get used to the idea?

First, you can read nothing into the stats: the Peugeot/Citroën/Mitsubishi clones are ludicrously expensive even by electric car standards and not representative of what will become the norm, while the Leaf has only just gone on sale and was, to begin with at least, seriously supply-limited.

On the other hand you could (and I would) argue that life is going to get more and not less difficult for electric cars. Right now if you want an environmentally saintly car, electric is the only option. But soon the Vauxhall Ampera (below) will go on sale with its petrol-powered range-extending generator on board, and then people will be able to enjoy all the benefits of an electric car with zero tailpipe emissions safe in the knowledge that when the batteries run out of juice, the car does not. And the guilt of running a small petrol engine for a short amount of time to complete your journey seems a small price to pay for banishing range anxiety.

Remember, too, that the Ampera represents just the first generation of range extenders, using an off-the-shelf petrol engine which was never designed for this purpose. The next generation will come with purpose-built motors to boost their range. Audi has already shown a tiny 250cc rotary engine while Jaguar is seriously looking at gas turbines. Next month I



will bring you impressions of the Fisker Karma, the world's first true range extender GT car, but can tell you now that to call it credible is putting it mildly.

Of course there will also be a next generation of batteries that will last longer and charge more quickly, and I don't doubt the currently lamentable charging infrastructure will improve. But which would you bet on becoming established in the market place first? A technology developed by car manufacturers alone, or one that requires governments around the globe to invest colossal amounts of public money into building a charging network the world is not yet sure it wants?

Electric cars do have a future because, looking far, far ahead, it's impossible to see cars being powered by anything else. But this is a long, long game car manufacturers like Nissan are playing, far longer even than Toyota took on when it clutched the hybrid nettle to its bosom at the end of the last century.

Until then I fear cars like the Leaf (which I liked so much it earned my vote on the European Car of the Year jury) will suit brilliantly those who use it as a second car for the school run or suburban commuting, but remain essentially a niche product. By contrast I can see in less than 10 years range-extending hybrids becoming the norm and not the exception.

Next month's Frankfurt Motor Show already looks like one of the busiest yet. It's the show hacks like least because it's so gargantuan you spend more time walking between stands than visiting them, which is not an efficient way of working, but it's so important that bunking off is not really an option.

What am I most eagerly anticipating? It's not some low-slung slice of exotica, but the concept of the next Defender that Land Rover will have on its stand. Being responsible for replacing this 64-year-old icon would rank among the car industry jobs I'd least like to have.

Do you go authentic, preserve the car's integrity, keep the army happy but cut yourself off from those who'd like the image but not the discomfort? Or do you follow the money and produce a high-margin, high gloss off-roader in the sure knowledge that most private owners think parking on the school playing fields is fairly serious off-roading?

I think the answer is both. Look at the Toyota Land Cruiser, the car that has probably done most to destroy the Defender's once mighty global popularity. Toyota make these rugged enough to be the wheels of choice in some of the most inaccessible places on earth, yet sufficiently luxurious to be sold under the Lexus brand in the US. But if a choice has to be made, for this car above all, authentic is the only way to go.

MY MOTORING MONTH



TWO PADDOCKS TOO FAR FOR THE CLASSIC?

THE SILVERSTONE CLASSIC HAS rightly grown in popularity from one year to the next. But I left this year's event with more mixed emotions than I had expected.

Time will tell if the organisers' decision to run the 2011 Classic out of two paddocks located the thick end of a mile apart was a success. Filling both sets of pit garages freed up a huge amount of paddock space that could be sold for commercial gain, but if you wanted (or needed) to get between paddocks, the only choice for most was to wait for a bus.

Certainly if you were after competitors or preparers to cast doubt on the wisdom of the move, you didn't have to look far. Many had cars in both paddocks and no independent means of getting between the two. Others felt that being forced to park on the track outfield and walk in represented poor value for money. Happily for Equipe Frankel, both our cars were in races based in the old paddock, but having signed on there, we had to a cadge a lift to the new 'Wing' paddock because that was the only place we could register our transponders.

Then again those spectators whose views I sought seemed less bothered. After the Grand Prix they wanted any way to see the Wing in all its splendour and seemed unfazed by having to make a small effort to do so. Certainly there was nowhere else in the UK they could have gone to find a wider range of machinery being raced.

But as one hugely influential, slightly cheesed-off collector and driver said, "the organisers need to remember we have more choice of where to race than ever before, and that while spectators are important, it is us who put on the show".

The Silverstone Classic has existed successfully operating out of one paddock in the past. The organisers will doubtless conduct the research to find out whether this year's change was worthwhile overall, though that job can only be considered complete when entries for next year are counted. For me it was an interesting experiment, one that I hope will not be repeated.



A FERRARI SHORT WHEELBASE LIKE NO OTHER

OF ALL THE WONDERFUL CARS at Silverstone, the one I coveted most was there neither to display nor race. It was a grey Ferrari 250GT SWB that, having been tucked away for many years, is coming back into the open.

Any Short Wheelbase is a special car and none more so than the ex-Rob Walker, Stirling Moss TT winner featured within these covers last month, but this might be the ultimate. The last of the SEFAC SWBs, 3005GT is one of just four entitled to use six carburettors on its Colombo V12 and has aluminium bodywork, each panel still stamped with the car's chassis number.

But its real claim to fame beyond its specification, beauty and originality was that in 1961 it was entered into the Montlhéry 1000Kms by NART, and thanks to the talents of not one but both Rodríguez brothers won outright.

Why was it at Silverstone? Simply to be inspected and considered for entry into the successful Pre-63 GT series next year. Not, I imagine, one of the more difficult decisions the organisers have had to make.

As for this year's Silverstone round, named the RAC Tourist Trophy for Historic Cars, it was won by Richard Attwood and Stuart Graham sharing an ex-Equipe Endeavour Aston Martin DB4GT. Neither will thank me for pointing out that they have 140 birthdays between them, but it supports my view that if you've got it and use it, you tend not to lose it. Incidentally, the win makes Graham the only man to have won TTs in period on both four wheels and two, as well as the modern version for historics.



Jakob Ebrey

WHY THE E-TYPE ONE-MODEL SERIES CAN LIVE ON

THIS YEAR IS, OF COURSE, THE year of the E-type Jaguar, a point the Silverstone organisers could hardly have made more clear by putting over 800 examples of Britain's most famous sports car on track in a Guinness World Record bid. Apparently there were over 1000 on the premises.

Amazingly there were also 52 examples on the grid for the E-type race. I didn't know there were that many racing Es in the world and last year there may not have been. Clearly business has been booming for those who can turn a common or garden E into a whizz-bang lightweight racer, but it does beg the question of what all these newly-created race cars are going to do next year? Maybe there are enough to continue a one-model race series? We're used to such things in modern racing, but in the historic world it would be a serious novelty.



MORGAN 3 WHEELER

It may not be New Year, but I am going to resolve to spend more time at Morgan over the next 12 months. In an industry where getting to drive a new car usually involves an aeroplane, a bus, a lengthy press conference, two days of your life and access, if you're lucky, to the bloke responsible for the door handles, the Morgan approach is a gust of fresh air strong enough to knock you off your feet.

You turn up and are met by none other than Charles Morgan, as brimful of enthusiasm now as he was when I borrowed my first Plus 8 from him 20-something years ago. He starts to talk you through the controls before apparently realising that, this being a Morgan, there is really very little to talk about. So he tosses you the keys and says, "we'll talk when you get back" before turning on his heels and sweeping back into the same factory in which his grandfather, H F S Morgan, started building three-wheelers 102 years ago.

How appropriate, then, that it is Charles's new three-wheeler that has brought me back today. Shamefully I've never driven the original



so am in no position to compare and contrast, but even the prototype properly looks the part. Production cars will begin to nose their way out of the gates and into the arms of customers at the rate of around one a day, starting at the end of September. For now the prototype awaits. It is fascinating.

Let's start with the engine. It's made by respected US V-twin specialist S&S, whose products are more usually found rumbling around inside Harley-Davidsons. It displaces 1982cc, meaning each piston sweeps near enough an entire litre of capacity. Unsurprisingly it majors on torque rather than power, but this is hardly a problem. The whole assembly save the oil tank needed for its dry sump lubrication sits ahead of the double wishbone front suspension and feeds power rearward through a Mazda MX5 transmission to a fat, belt-driven



FACTFILE

ENGINE: 2.0-litre petrol, two cylinders
TOP SPEED: 115mph (approx)
PRICE: £30,000
POWER: 100bhp at 5200rpm
FUEL: 40mpg approx
www.morgan-motor.co.uk

rear tyre whose width probably exceeds that of both front tyres combined.

The chassis is a simple steel spaceframe designed by Morgan but manufactured in Hinckley, while the body is not some glassfibre lash-up but made from beautifully crafted and ultra-light aluminium by Premier Sheet Metal in Coventry. Pretty much all Morgan does is paint, trim and assemble them.

I have been a touch nervous of sporting three-wheelers ever since one all but inverted on me around 15 years ago. More than a touch actually – I've not driven one since.

The cockpit is snug enough to make a Caterham feel spacious. The seat is fixed but the pedal box moves, and while I still felt short of legroom, Morgan assures me production cars will fit even my 6ft 4in frame. What will not be provided, at least in this generation, ›››



SLK350 boasts quality build and is firmly aimed at the US market

MERCEDES-BENZ SLK350

THERE IS MUCH TO BE learned from this, the third all-new generation of SLK roadster, about how Mercedes is slowly repositioning itself in the world. It is bigger, more comfortable, better equipped and, crucially for those like me who have never truly fitted into either of its predecessors, substantially more spacious inside. So far so good, then.

But what you notice more than all of the above is the sheer quality of the thing. Twenty years ago Mercedes construction standards were unapproached by any of the other mass manufacturers; then came a slide to the point where not only did Audis and BMWs seem better built, Volkswagens did too. Now Mercedes appears to be back where it belongs: the SLK is not just good-looking with a lovely interior, it has that vault-like feel I remember from W124s of old. What is all the more remarkable is that Mercedes has achieved this using a concept as architecturally flawed as the roadster.

I just wish the car weren't so straight-laced. Until the AMG version arrives later this year, the SLK350 is as punchy as they come, and with over 300bhp there is no shortage of shove. But the enthusiasm you'd expect to be shown is notable by its absence. This SLK is a fast car, but not a fun one. It knows its biggest market is in the US where many people live not hours but days from fine driving roads and spend the majority of their lives crawling along urban freeways or cruising at 65mph on arrow-straight Interstates. There you don't need a car with steering full of feel and near-telepathic response to every command, so Mercedes doesn't provide them.

I think the SLK is a well-judged product from a company that knows its customer intimately. Sure, I'd rather have a more cramped, noisier and less comfortable Porsche Boxster every hour of every day of the week, but that won't bother Mercedes, for the SLK is not aimed at me but a rather more sensible, not to mention wealthy, constituency of punter.

FACTFILE

ENGINE: 3.5-litre petrol, six cylinders
TOP SPEED: 155mph
PRICE: £44,265
POWER: 302bhp at 6800rpm
FUEL/CO_2: 39.8mpg, 167g/km
www.mercedes-benz.co.uk



is anywhere to put your left foot other than resting it on top of the clutch. The footwell is too cramped in any case and had I not pulled on my race boots in a rare moment of clarity, I'd have been driving in my socks.

You turn the key and then to reach the starter button you flip up the same cover as Eurofighter pilots flip to reach their missile release switch. I guess a little theatre never did any harm.

The air-cooled V-twin settles down at a rumbustiously farting, thumping, rasping idle. It only revs to 5200rpm and seems to make the same noise only at differing volumes throughout. It is to a Ferrari V12 what Muddy Waters is to Mozart, and none the worse for that.

Tug the fly-off handbrake, find first and burp your way out of the factory. As Morgans have been trundling up and down Malvern's High Street for longer than even Malvern's oldest resident is likely to remember, it causes no great sensation. Appreciative glances, the odd pointing finger, but nothing like the show-stopping reception I imagine its sound and sight will likely be accorded elsewhere.

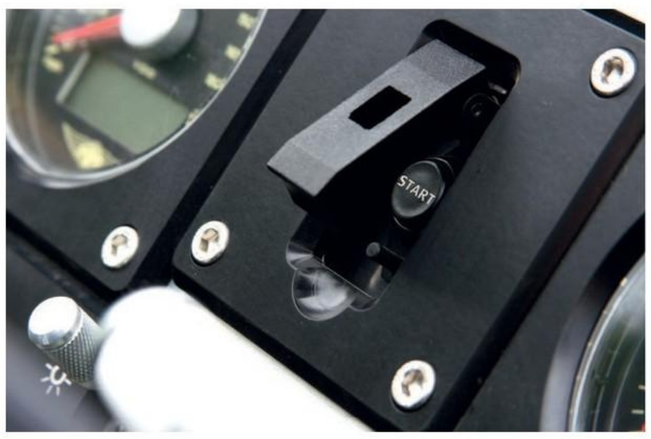
The roads round here are no place to take any car in less than optimal configuration and tune. Turns over blind crests pepper the Malvern Hills, and there are myriad camber and surface changes, not to mention some fiendish corner combinations with evilly tightening radii. How could a car hobbled with what appears to be the significant disability of having only three wheels possibly cope?

Strange thing is it doesn't feel like it's a limb down. The engine's finest characteristic is the way it delivers explosive power at less than 2000rpm, yet despite what you might think would be the traction limitations of one-wheel drive and all that weight slung out front, you will not overwhelm the longitudinal grip of that rear tyre on a dry surface unless you dump the clutch from a standstill.



Torquey twin is US-sourced. Below: footwell is cramped, but start button is neat touch







Prototype Morgan was set up well – it didn't feel as if it was short of a wheel

You soon learn that torque is everything and that even at as low as 5000rpm it's time to find another gear. Here lies disappointment, for the gearbox is nothing like the quick and slick machine it is in an MX5. I hope this is representative of nothing more than the fact it's in a hard-worked, used and abused prototype.

So what you do is use fourth on roads you'd normally tackle in third, let the torque take the strain and concentrate on your driving instead.

Whoever set this car up needs recognition for the achievement. Despite the deeply unsettling experience of my last three-wheeler outing, within 10 minutes I was driving this three-wheeler with the same level of commitment as I would a Caterham or Lotus Elise. On the track it might be different, but on public roads where margins must be left, I never once felt constrained by the car's unorthodox configuration.



At sane speeds it doesn't over- or understeer: it just steers. And if the width of the front tyres alone makes that seem implausible, I felt the same until I drove it. Ultimately it does understeer gently, yet it combines this with ride comfort that will amaze anyone used to Morgan's traditional sliding pillars. It's no limousine, but it won't make your bones rattle.

But its greatest trick is its ability to make slow seem fast. If you drive modern, powerful sports cars on huge tyres along a fine stretch of road, usually your choice is either to drive in a way not too prejudicial to the liberty of your licence which often defeats the point, or take the risk, drive the car as its maker intended and incur the wrath of other road users. By making 70mph seem like about 110mph, the Morgan solves this puzzle rather neatly. You'll enjoy the car, keep your licence, amuse rather than infuriate the locals and spend less time stuck in traffic because you take longer to get from the head of one queue to the tail of the next.

Charles Morgan will sell you a 3 Wheeler for £30,000 but you'll need to be prepared to wait. He already has 500 deposit cheques, enough to fill every order from now until this time next year, and that's before any customer has driven one and before the car goes on sale in the US which, as a motorised tricycle, it is entitled to do.

I think he's going to get swamped and not just because the car looks wonderful, is a delight to drive and is beautifully built. I think it's deftly timed, too. It appeals across the ages (Morgan has had orders from people who owned original three-wheelers), is easy to enjoy legally, and because it weighs less than 500kg and does over 40mpg, is easier than most recreational cars to justify in these ecologically aware times.

For now, then, all seems well at Morgan, which as it is now our largest indigenous, independently-owned car manufacturer is reassuring. Next spring Charles Morgan will pull the covers off yet another new car to propel his company forward. Which is all the excuse I will need for another trip to Malvern.



Extended Wheelbase Ghost cleverly disguises a more spacious interior

ROLLS-ROYCE GHOST (EWB)

THINGS NOT TO CALL THIS new variant of the Ghost if you wish to stay friends with the folk at Goodwood: this car is not 'stretched' or 'long wheelbase', it is 'Extended Wheelbase', though if you really want an old-fashioned look, call it 'EWB'.

I can see why. One of the fossils that passed for a teacher at school was called EWB and it's not an association I'd care to be reminded of. But call it what you will, its appeal lies in offering the interior room of a stretched Ghost while disguising its extra 6½in so cleverly on the outside, I had to get one of the Rolls chaps to park one of the long (I mean extended) wheelbase cars next to a standard Ghost to tell the difference.

It's all in the rear door, and the room it creates inside means this Ghost is substantially more spacious than a Phantom, though, at £229,000, usefully over £50,000 more affordable. Will this steal sales from the flagship model? Apparently not. In the rarefied world of Rolls-Royce, there are Ghost customers and Phantom customers, and only collectors have both.

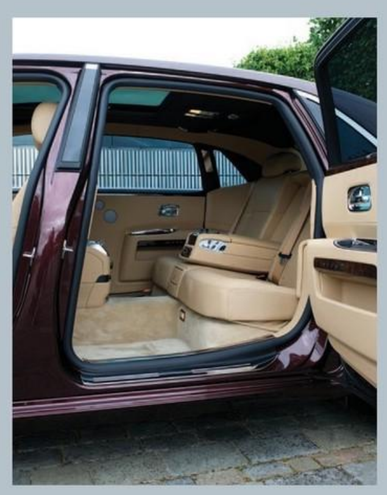
In engineering terms, it was a simple job: no changes to the engine or suspension, nor to the chassis to offset the inevitable loss of torsional rigidity brought by positioning the wheels even further apart. Weight goes up by 132lb, but almost half of that is down to the standard sunroof.

I took it out on the roads of West Sussex, spending time in all four seats. I couldn't decide whether I preferred it with or without the steering wheel in my hands, which suggests that Rolls-Royce has judged this car just about perfectly.

Oddly, however, I still don't get that frisson of excitement I feel when I drive a Phantom. These days a Phantom seems old, slow, and technologically antediluvian, and it was never pretty even when new. But in the way they address the road and the ambience of their interior, they offer something no other car on sale can approach, not even the faster, prettier, more spacious and far cheaper Ghost with its, er, elongated wheelbase.

FACTFILE

ENGINE: 6.6-litre petrol, 12 cylinders
TOP SPEED: 155mph
PRICE: £229,000 approx
POWER: 563bhp at 5250rpm
FUEL/CO_2: 20.8mph, 319g/km
www.rolls-roycemotorcars.com







Panamera packs plenty of power – but that is also its main disadvantage

PORSCHE PANAMERA TURBO S

IT PROBABLY DIDN'T HELP that the car I got out of to climb aboard this new Porsche Panamera Turbo S was an 85bhp Kia Picanto, but when I first sampled its 542bhp it was to overtake what I thought might be a couple of cars in a long line of traffic. As we swept past the third, fourth and fifth it occurred to me I had perhaps underestimated this car.

For over £100,000 less than Ferrari charges for its new FF, here is a Porsche that I'd bet plenty would be just as fast from one point to the next. It doesn't sound as good as the Ferrari or have such a special cabin, but its interior is still a pretty fine place to pass the time and combines with an impressive ride quality and outstanding refinement to add up to an outstanding long-distance, all-purpose weapon.

But it's still a car more to admire than to desire. Despite the wrecking-ball power, it's not what I call fun to drive. The steering is too aggressive and lacking in feel, the car too wide to thread down the lanes with any confidence. On my usual fast car test route of quick but challenging humps, turns and twists, I actually found the provision of so much power without the commensurate reassurance from the helm mildly intimidating.



This Panamera would be at its brilliant best devouring countries wholesale, but in that case would you not be better off in either the forthcoming diesel or hybrid versions? They're not so powerful, but more power is emphatically not what this car needs. I'll have driven both in a couple of months' time and will let you know.



FACTFILE

ENGINE: 4.8-litre petrol, eight cylinders, twin turbochargers

TOP SPEED: 190mph

PRICE: £122,623 approx

POWER: 542bhp at 6000rpm

FUEL/CO2: 24.6mpg, 270g/km

www.porsche.co.uk

AND THAT REMINDS ME...

WB had long-established work practices – and who was I to try and change them?

Many may remember that towards the end of the last century the Tee family sold this title to Haymarket; some may choose to forget that it then became my privilege to edit it.

Under-resourced for years, *Motor Sport's* only assets were its name and green cover, then and now deputy editor Gordon Cruickshank and, of course, Bill Boddy – then a trifling 83 years old.

Working with WB was, for the most part, an editor's dream. He always had something to say, had a unique and engaging way of saying it, was never late (and often early) with his copy and knew more about his subject than anyone else.

But his means of transferring his thoughts from his office in Powys to ours in Teddington was, frankly, a nightmare. Copy arrived by fax, typed on a machine that may have pre-dated him, with annotations typed or illegibly scrawled in tiny letters between closely spaced lines and quite often up the side of the paper.

Action was needed. I wanted to meet the great man who, even then, was not easily tempted from his home, so arming myself only with Simon Taylor and a computer, I set off for mid-Wales.

Bill and his late wife Winifred were charm personified. She made tea while Bill listened assiduously as I set up the computer and showed him how to open a Word document, write and edit his words on screen, and save them to a disc he could post to us. I returned to London, assured the office secretary her ordeal was over and awaited the arrival of the first disc.

I was still waiting when drawn away to freelance life four years later.

Now, as Bill's family undertake the sad business of sifting through his belongings, I hope the discovery of an unused 15-year-old Macintosh will afford a smile at the memory of the day a gauche new editor visited a grand old editor thinking that, in one afternoon, he could change the habits of an illustrious lifetime.



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LONDON

TO F1 AND THE WORLD BEYOND

WHEN LUXURY CAR BRAND INFINITI JOINED FORCES WITH RED BULL, IT WASN'T JUST A MARKETING PLOY

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

"If you'd said 10 or 20 years ago that you were going to have a drinks company running a Formula 1 team and a car company doing the sponsorship, everyone would have thought you were nuts."

Simon Sproule, corporate vice-president of Nissan Motorsport, has a point. However, when Infiniti – the luxury car division of Nissan – became a headline sponsor for Red Bull Racing in 2011 this is exactly what happened. The partnership was born out of the Renault-Nissan Alliance and marks the first time that Infiniti has gone anywhere near F1.

Yes, the-two year deal is a marketing exercise, and Sproule freely admits that, but there is much more to it. "When we did the deal we were obviously concerned about credibility," he tells me at the Nissan Design Europe office in London. "Very early on I had a heated discussion with an F1 journalist (not Nigel Roebuck, we think...) who was having a real go at us and thought it was all bogus marketing crap. I said, 'Look, we have a choice as a brand and we can either spend our money in golf, classical music etc, or we can come to Formula 1. What would you prefer? If you don't want our investment then we'll go and sponsor a Premier League football team'.

"Suddenly he said 'no, no I didn't mean it like that'. But you have to accept that there are other ways for car companies to get involved in Formula 1 besides making the car and running the team."

So if it's not just a marketing exercise, what does Infiniti – a brand with nothing in its car line-up that it could credibly say was influenced by F1 technology – expect to gain from the sponsorship? "What we made sure of when we did the deal was that it wouldn't just be some stickers on the car, that we would open the door to a technical collaboration," explains

Sproule. "Ferrari is in a class of its own when it comes to linking F1 with road cars and I don't think anyone else will come close. We are taking a very different approach.

"What we agreed was to let the engineers from both companies get together and figure out what is of interest to them. F1 is the cutting edge of technology, yes, but as a car company we are looking 10 years ahead for some of our big strategic decisions. We're actually looking at some of the same stuff as the F1 guys in terms of very advanced material science, weight reductions, aerodynamics, power train and battery technology.

"You've probably sat in many press conferences with many car companies who've said, 'oh yes, the brakes are directly from F1', so I'm not going to try and sell you that old shtick again. However, the fact that our engineers are now sitting in the room with the Red Bull guys, the fact that we've opened the door to a technical collaboration... Well, let's see where it goes, shall we? It's just willingness on both sides to work together on projects."

> "We made sure it's not just stickers on the car, it's a technical collaboration"

You may doubt the potential, but bear in mind that Red Bull team boss Christian Horner has recently announced that he wants Red Bull to be recognised as a proper engineering firm and that it will move into the car market by building a sports car with Infiniti. He has also admitted that Red Bull is quite naïve in terms of battery and hybrid technology – a field in which Infiniti and Nissan excel.

So what of the marketing angle? "We were looking for global marketing platforms for Infiniti, because outside America people don't know about it. If you asked anyone in Europe, the Middle East, China or places like that if they could name a luxury car maker they would probably say one of the German manufacturers, then maybe Lexus, then possibly us. We had a fundamental problem.

"Our growth in the future needs to be in Europe and the emerging markets, and that is where F1 is most popular. We had an agency run the numbers and we also looked at a Premier League football team, cooking, golf, tennis, classical music, the Albert Hall... a whole number of things. What the stress test revealed was that F1 was very good and it offered big numbers. That's why we're in it."

It would have been remiss of me not to mention the likes of Honda, BMW and Toyota, all of which have left the sport in recent years. Without wanting to sound rude, why did Infiniti want to get involved if it didn't work for other car manufacturers? "It really wasn't a worry," says Sproule. "It all depends on your scope to think outside the box, which is what I'm going to challenge our doubters with. We're using F1 in a way that I think, for a lot of brands, it should be used. It's a global marketing platform and a car manufacturer can use it in the same way that the likes of Vodafone do. We're using it in a traditional way as a global brand, but in a non-traditional way as a car company."

Will it work? And will the technical partnership help either side? In one respect it is already working – Infiniti has experienced a huge increase in brand awareness. In a recent survey Infiniti was named the fourth 'most seen brand' of all F1 team sponsors, beaten only by Red Bull, Vodafone and Santander. Not only that, but Horner seems to be finding it very useful as well. An interesting technical partnership? It looks like it. A marketing-driven decision? Certainly – but let's not forget that this is a car company which is investing in F1. And that doesn't happen every day.


Sproule with Sebastian Vettel, who may well benefit from the Red Bull/Infiniti tech link

HUNTINGDON, CAMBS

LOLA TAKES PRIDE IN ITS HERITAGE

FORMER CHIEF ENGINEER TO RUN NEW HERITAGE CENTRE

IN 1958 A SMALL COMPANY called Lola Cars was created by Eric Broadley to build an 1100cc sports racer. Back then very few people had heard of Lola, but nowadays it is one of the world's most famous race car manufacturers.

"We turned out a hell of a lot of cars," says Bob Marston as we sip coffee in the soon-to-be Lola Heritage HQ in Huntingdon. Marston (below) was Broadley's "sidekick" between the late 1960s and early '80s, and has now taken on the task of running Lola Heritage and organising all the designs, drawings and history from a company that has been turning out racers for 53 years. "I personally worked on 80 different sorts of car, and we cleared our 1000th car quite a few years before I left. As for total numbers to date? I think the official number is well over 4000."

Bob may have helped design and draw many of those cars, but the precious drawings are currently housed at >>>



the Lola factory in a row of cardboard boxes that stretches for over 10 metres. "The heritage centre has moved quite a few times and inevitably things get lost along the way, so we are missing quite a few drawings," says Marston as we wander down a corridor filled with boxes.

"Anyone who owns a Lola can call me and hopefully I can help. Most of the time it will be something along the lines of 'have you got a spare for this'? That we don't, but I can usually find the original drawings of a part and you can then get one made.

"The biggest headache is that all these cars were modified, and if someone has a T300 Formula 5000 car now, it almost certainly won't have the same front and rear wings as when it was built. You try and have a look at other cars, but in this case if you try and check it against the Frank Gardner car that's a waste of time, because that was a works entry and it



changed three times a week! In cases like that we ask for a photo and then we can work from there.

"We really want to make this office a proper base for Lola Heritage and my aim is to try and work myself out of a job. I want to archive all the drawings and part numbers etc properly so that someone could walk in tomorrow, pick up a query and have a pretty good idea of where to start."

Next to the desk where we're sitting are three huge boxes which Bob tells me contain "just the drawings for the Lola T70 parts". This is a huge job that the ex-chief engineer has taken on in retirement.

With the history and support that Lola Cars has, however, the new emphasis on its heritage will be welcome news to anyone who runs one of its cars. If you've just pranged your Lola 334 Formula 5000 and need a new upright, or indeed if you want to find out what your car looked like when it left the factory, then visit www.lolaheritage.co.uk or contact Bob Marston on 01480 451301.

HAPPY DAYS WITH ERIC AND CO

BOB MARSTON LOVED HIS TIME AT LOLA – EVEN THE SCARY BITS...

SOON AFTER SITTING DOWN to chat with Bob Marston, conversation turned to what it was like to work at Lola in its heyday. The new chief of Lola Heritage carved a career in motor racing and the aerospace industry, taking in Marcos, Cooper, Team Surtees, Lola of course, Royale and British Aerospace.

"Thinking back now Lola really was a great place to work," says Bob. "Eric (Broadley) was terrific and in the 13 years we worked together we never had a cross word. The only time he got cross was the day after Jo Bonnier was killed (aboard a Lola-Cosworth T280 at Le Mans in 1972). It was understandable really.

"Eric was the clever guy as far as I was concerned, he was the lateral thinker. He would always come up with the concept of whatever it was we were going to build. He'd go off, work at home and come back with a quarter-scale clay model of the shape. I would then take that and produce all the body sections. We used to do everything by hand with full-scale drawings and I didn't actually see a computer until I went to work at British Aerospace!

"Some of the best times were when we went testing. Once we were at Elkhart Lake in the US with the first Can-Am car I did, the 220. Peter Revson was having problems getting it into top (gear) so he said, 'look, why don't you jump in and I'll show you'.

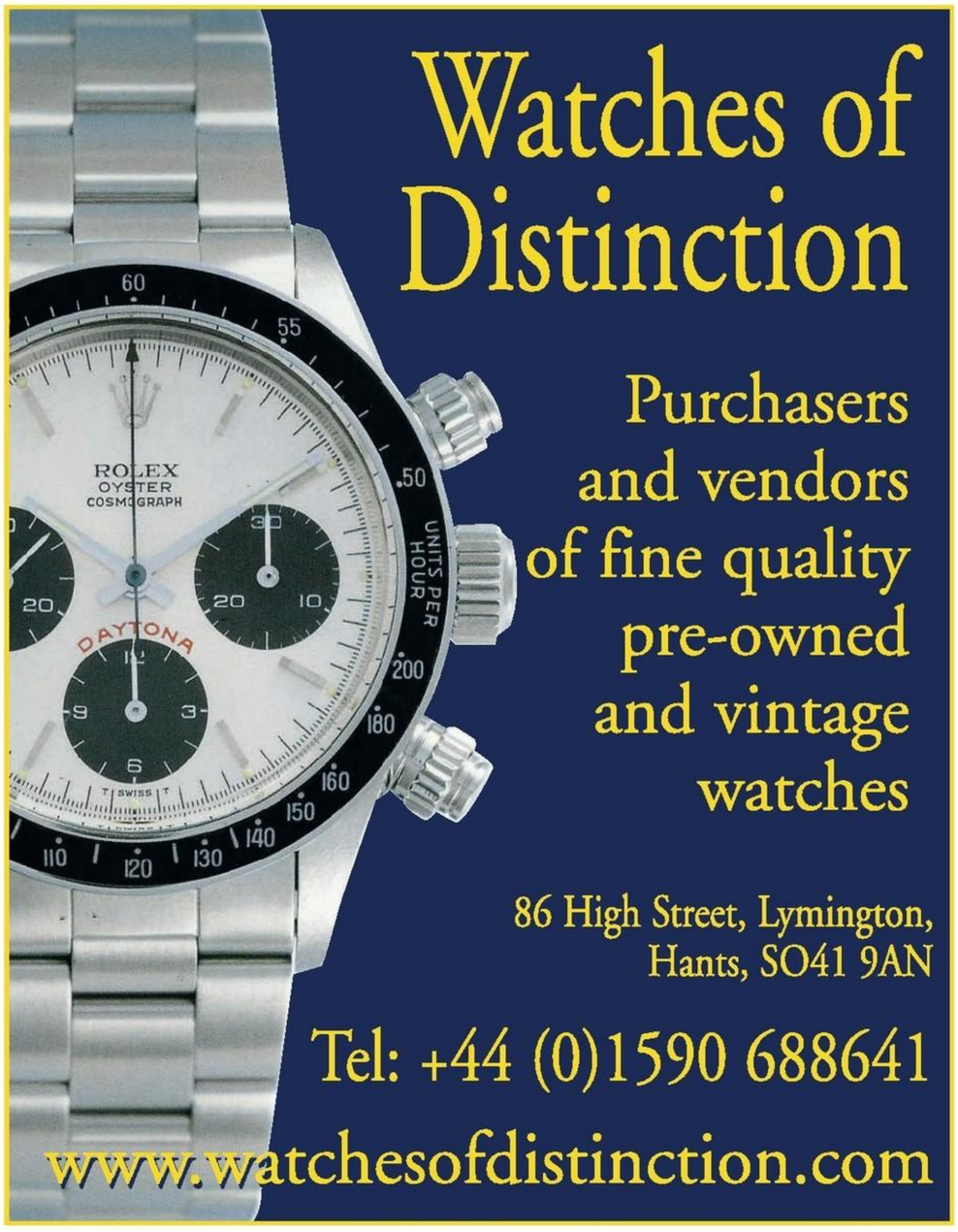
"We threw some overalls in and I sat on them on the chassis. There were no seat belts but I clambered in and he just took off round the old circuit. Down the straights he was saying, 'look, look, it won't go into top'. We were doing about 150mph or something and I couldn't even open my eyes. I was hiding as low as possible. I just said 'yeah, yeah I see'. I never did look!"

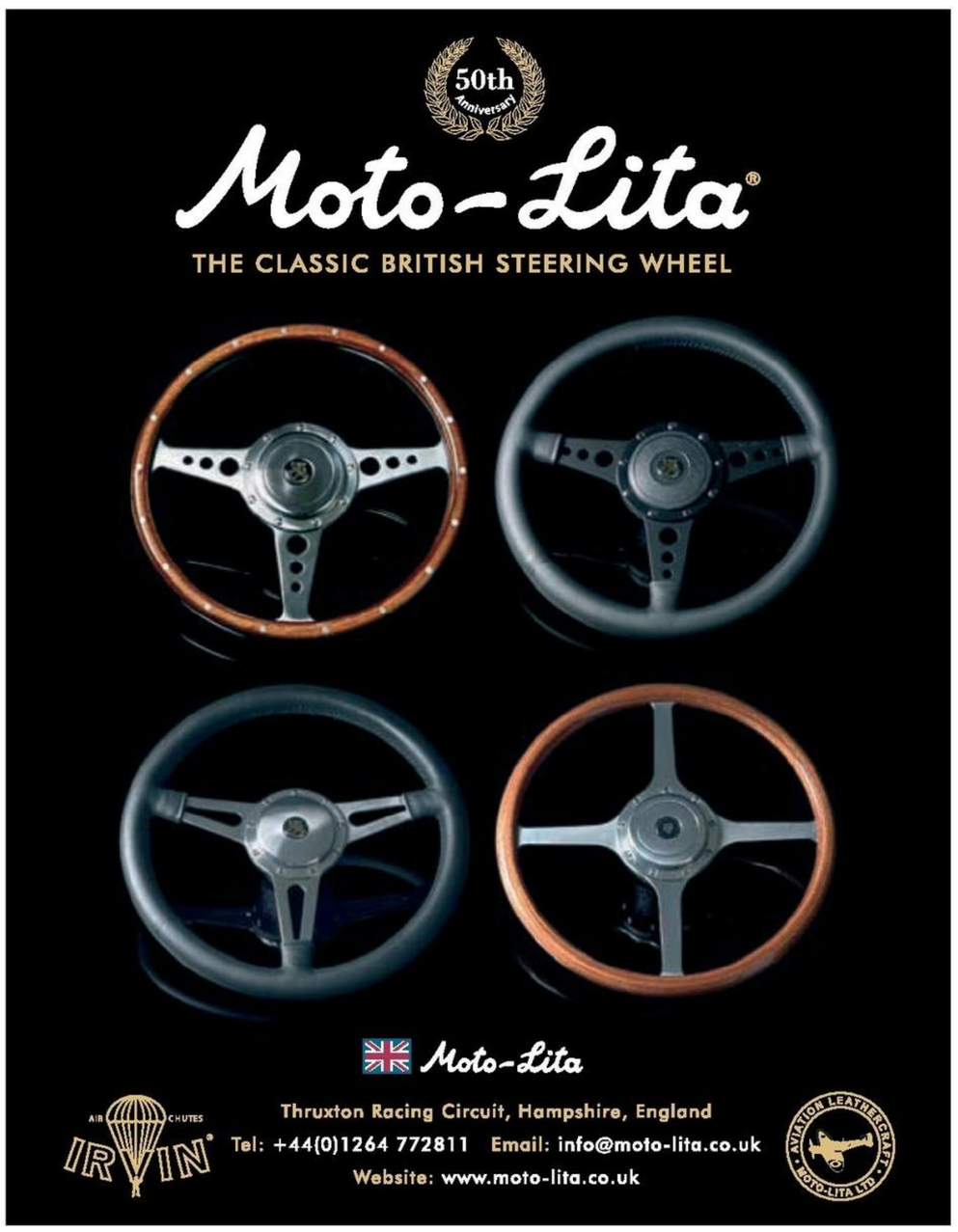
Somehow I find it hard to imagine an Aston Martin mechanic jumping into the now-sidelined AMR-One to check whether Darren Turner's claims of a faulty gearbox were true... Ⓜ





Bob Marston squeezes into Peter Revson's Lola 220. Above left: Eric Broadley at the factory in 1975


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Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

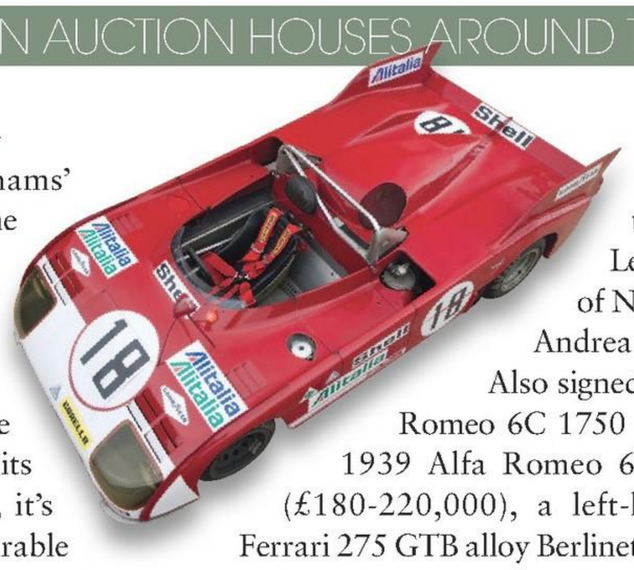
– BONHAMS –

Jaguar power features in Bonhams' Goodwood Revival sale, where one of Briggs Cunningham's Lister-Jaguars is coming up. This is the first of two the millionaire team leader ordered, which dominated SCCA racing in 1958-9 in the hands of Walt Hansgen. Wearing its original 'Knobbly' body (above), it's an unspoiled example of these desirable machines, with a fine history (POA). In the same sale is the Ropner semi-Lightweight E-type, built at the factory on a steel hull but with all the competition goodies. In the same sympathetic hands for 30 years, this is perhaps the ultimate Jaguar road car (POA). Let's hope this lovely original vehicle isn't 'hot-rodded' to go racing.

Bonhams is also selling the ex-Team Bonnier 1971 Lola 290 DFV sports car. Jo shared the car with Gérard Larrousse in the '72 Nürburgring 1000Kms where they finished sixth. The car (estimated at £300-350,000) is in race-ready condition and has only completed 15 shakedown laps on a new 3-litre Cosworth engine.

– RM AUCTIONS –

Preparations for RM's annual Battersea sale on October 26 are underway, with various lots announced. Last year's sale amassed more than £19 million, and the 2011 event is off to a strong start with a 1972 Alfa Romeo 33-3 TT (inset) on the books. The car (estimate £525-575,000) was



campaigned by the Autodelta team and raced at Le Mans in the hands of Nino Vaccarella and Andrea de Adamich.

Also signed up is a 1929 Alfa Romeo 6C 1750 (£100-130,000), a 1939 Alfa Romeo 6C 2500 cabriolet (£180-220,000), a left-hand drive 1966 Ferrari 275 GTB alloy Berlinetta (£660-720,000) and a 1958 Lister-Chevrolet (£300-375,000).

– SILVERSTONE AUCTIONS –

On July 20 the company held its first car sale following June's successful bike auction. The headline car – James Hunt's 1975 Hesketh F1 which won at Zandvoort – didn't sell during the auction but found a new owner by private treaty.

Other competition cars sold well, including a 1962 Morris Mini Cooper Mk1 rally car (£21,500), the 1961 Deep Sanderson 301 prototype (£36,000), an FIA Appendix K 1965 Lotus Cortina (£29,250), a 1986 Argo JM19 Group C racer (£43,000) and the ex-Andy Rouse/Pete Hall 1967 Camaro that raced in the ICS Championship and the Classic Thunder Series between 1998 and 2001 (£43,000).

– AUCTIONS AMERICA –

Sixty-eight vehicles from Indiana's Rag Tops Auto Museum will be crossing the block on September 1-4 at Auctions America's Auburn Fall Collector Car Weekend. The diverse range of cars includes everything from a 1957 DeSoto Firedome convertible (£85-110,000) to a 2001 Darrell Gwynn/Mike Dunn Top Fuel dragster, sponsored by the New York Yankees and autographed by various players (£30-60,000).

– H&H SALES –

London's Imperial War Museum is the setting for H&H's September 21 sale. Among various classic road-going Astons and a couple of Jaguars is a 1929 Bentley 4½-litre 'Le Mans' tourer (£400-500,000). This isn't just any 4½ – according to factory records chassis NX 3457 was supplied new to 'Bentley Boy' Captain Woolf Barnato. The car is offered with factory records, logbooks and other paperwork.

– SHANNONS –

At Shannons' Collector and Muscle Car Auction on July 24 a Manx Norton fuel tank sold for £3100. Quite pricey? Well, this one was signed by Barry Sheene, Giacomo Agostini, Phil Read, Wayne Gardner, Valentino Rossi, Troy Corser, James Toseland, Max Biaggi and others.

There will be a full review of the Monterey auctions in next month's magazine.

FORTHCOMING AUCTIONS

SEP 1-4 AUCTIONS AMERICA *Auburn Fall Collectors Car Weekend*, Indiana, USA Tel: 001 954 566 2209

SEP 4 COYS *The Excellence of Porsche*, Royal Agriculture College, Cirencester Tel: 020 8614 7888

SEP 10 BONHAMS *Beaulieu Collectors Motor Cars, Motorcycles and Automobilia*, National Motor Museum, Beaulieu, Hampshire Tel: 020 7468 5804

SEP 15-18 MECUM *St Charles Auction*, Pheasant Run Resort, St Charles, Illinois, USA Tel: 001 815 568 8888

SEP 16 BONHAMS *Goodwood Revival Collectors Motor Cars*, Goodwood, Sussex Tel: 020 7468 5804

SEP 17 OLDTIMER GALERIE *No Limit Auction*, Toffen, Switzerland Tel: 0041 31 819 61 61

SEP 18 BONHAMS *Fairfield Concours d'Elegance: Exceptional Collectors' Motorcars*, Connecticut, USA Tel: 001 212 461 6515

SEP 19/20 BARONS *Annual British Heritage*, Sandown Park, Surrey Tel: 023 8066 8413

SEP 21 H&H SALES LTD *Collectors Cars and Automobilia*, Imperial War Museum, London Tel: 08458 334455

SEP 21 BRIGHTWELLS *Classic Cars and Motorcycles*, Leominster, Herefordshire Tel: 01568 611122

SEP 22 DVCA *Classic Cars and Automobilia*, Gartell Light Railway, Somerset, Tel: 01963 363353

SEP 22-24 BARRETT-JACKSON *Las Vegas Auction*, Las Vegas, USA Tel: 001 480 663 6255

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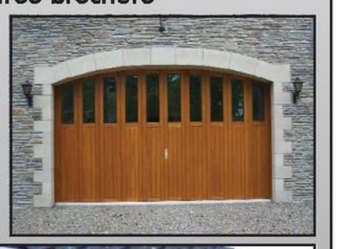
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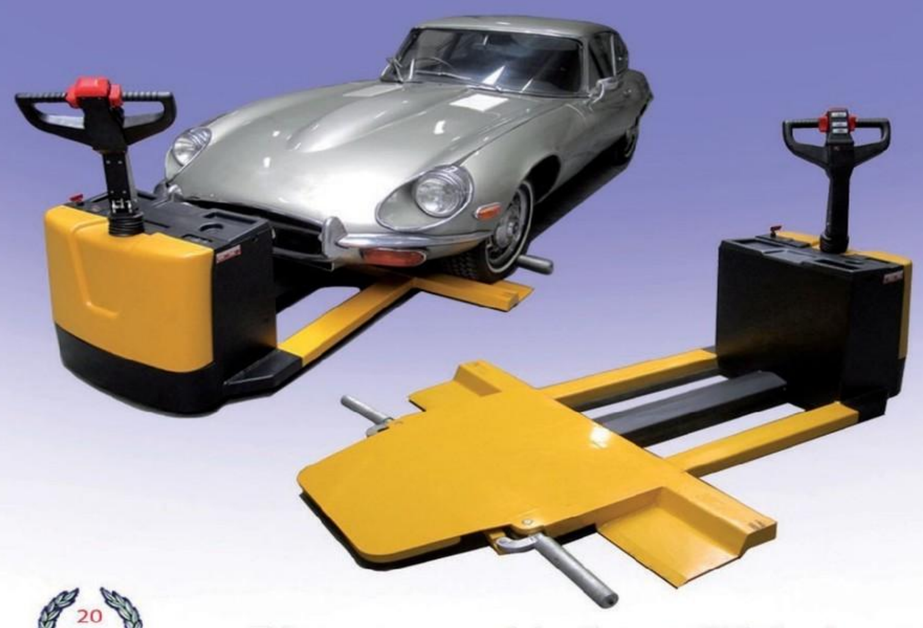
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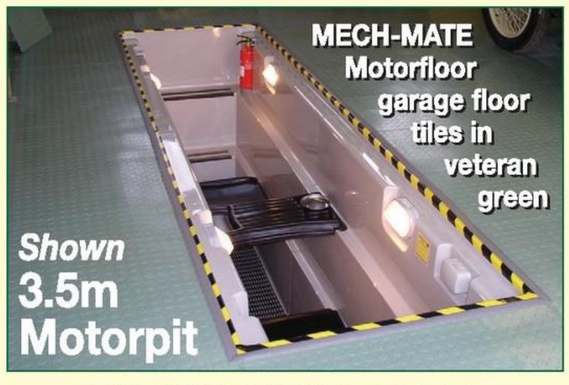
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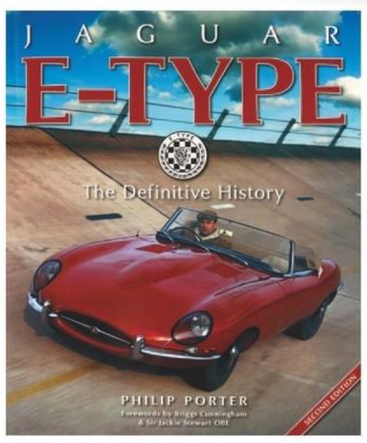
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JAGUAR E-TYPE

THE DEFINITIVE HISTORY

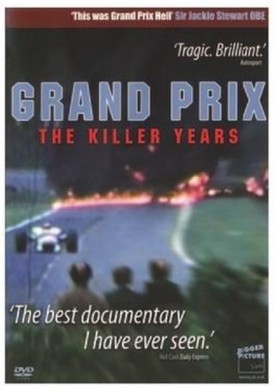
by Philip Porter

Porter has already written a book under this title, but as it came out in 1989 and he has not stopped delving into Jaguar history since, it was time to conduct what he calls an 'overhaul' of this monster work. The resulting Mk2 has become the long-wheelbase version with all optional extras: a mighty tome, it now packs 690 pages, with hundreds of additional photos. There's even more detail of how the E-type came into being, with letters, drawings and notes from Norman Dewis, Bill Heynes and the like illuminating the endless experiments and testing which finally produced a sensational road car.

As well as the mechanical details, Porter assembles press comments, adverts, TV commercials and even cartoons to convey the car's context, while the competition story is not just about the big names but also the keen owners who raced their road cars. The new edition notably incorporates a lot more information on the Lightweights, especially the laboriously restored Lindner Low-Drag car, brought back to life after its terrible smash, while the 'Variations' chapter now includes the svelte Eagle Speedster. As for the multiple Appendices, these are a packed fact fund. Who'd have thought they sold more E-types in Papua New Guinea than Peru?

Lavish in presentation and awash with illustrations, this should keep the most obsessive E-type addict quiet for a month or two. **GC**

Published by Haynes Publishing, ISBN 978 0 85733 122 9, £99



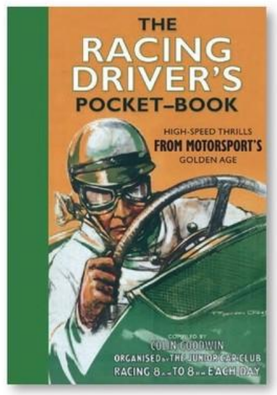
GRAND PRIX

THE KILLER YEARS

This documentary charts the tragic story of the many accidents and deaths in Grand Prix racing during the 1960s and '70s. For many the DVD will be a sad reminder of how many great drivers lost their lives during this dark period in the sport's history, especially with some very graphic footage of the accidents and their aftermaths. The grainy film of Lorenzo Bandini being pulled from his burnt-out Ferrari at the 1967 Monaco Grand Prix is particularly harrowing.

However, the race footage and interviews throughout are extremely good. Sir Jackie Stewart, Jacky Ickx, Emerson Fittipaldi, Nina Rindt and many others offer insight to what it was like to be involved in Formula 1 during this time and what impact these accidents had on them. Despite the sensationalist title it's an extremely well put together DVD and a hard reminder of how lucky we are nowadays. **EF**

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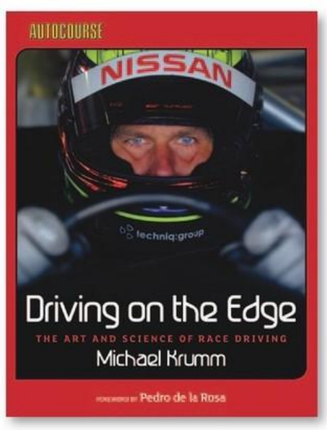
by Colin Goodwin

This is an interesting departure from the conventional. Instead of new writing about historical events, this cherry-picks from period reports to assemble a wonderfully diverse selection of motor racing milestones, races and circuits from the start of four-wheeled competition through to the mid-50s.

There are reports from major races, correct race driving techniques, essential info and checklists for aspiring drivers, as well as driver profiles and more. The *Boy's Own* style of writing is comfortingly old-fashioned.

The small book size will appeal to anyone looking for an affordable gift for enthusiasts of a certain vintage who remember the 'golden age' of motor sport and wish that nice Raymond Baxter was still on the telly… **DC**

Published by Conway, ISBN 978 1 84486 134 7, £7.99



DRIVING ON THE EDGE

THE ART AND SCIENCE OF RACE DRIVING

by Michael Krumm

Michael Krumm is one of those drivers who should have made it to Formula 1, but didn't through no fault of his own. However, he has earned huge respect from his fellow pros plying his trade out of the limelight. Now 41 years old, he has enjoyed great success in Japan and races for Nissan in the FIA GT1 World Championship.

Now he has used that experience to write this brilliant book. As you can probably guess from the title, it's a technical and highly detailed guide to race driving. Krumm covers everything from a basic understanding of pitch and roll to the secrets of driving technique and racing lines, from racecraft to the black art of finding a set-up.

Young 'wannabes', club racers of varying experience and even seasoned racing pros should pick this up. They say you never stop learning, and Krumm is a teacher to whom you'll want to listen. **DS**

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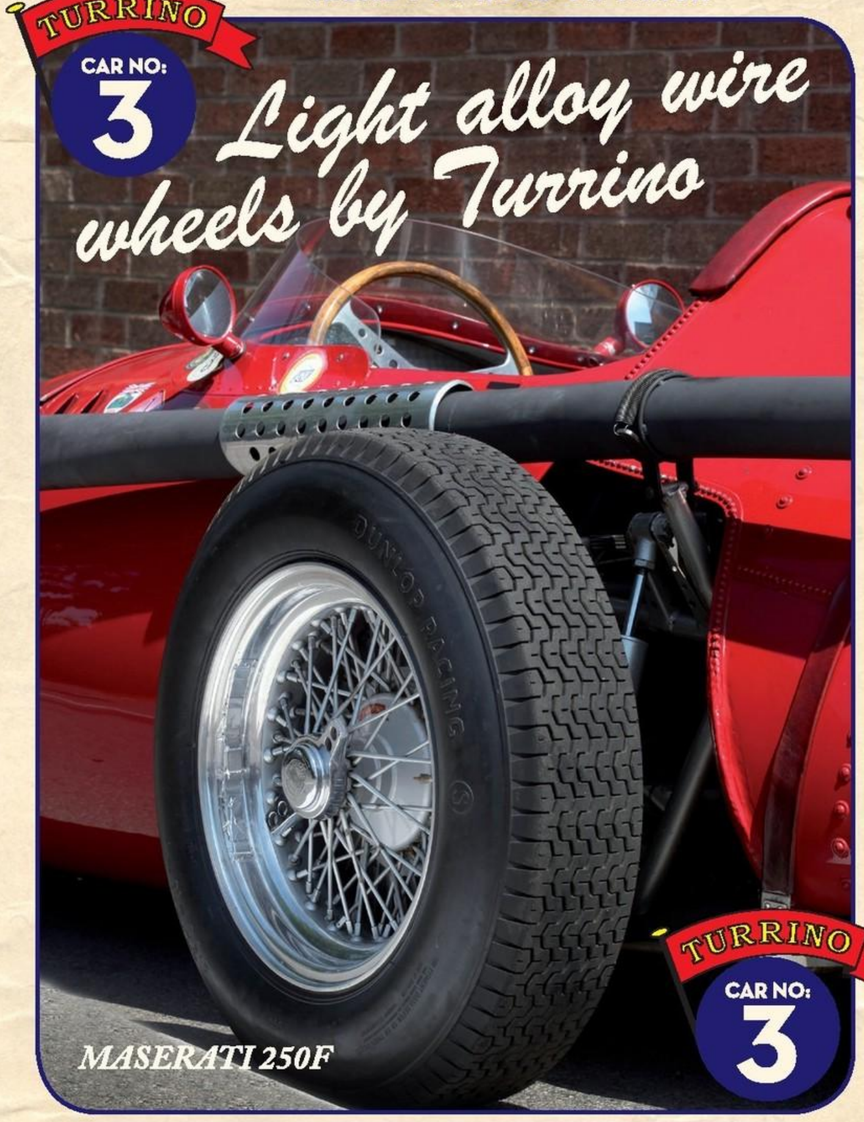
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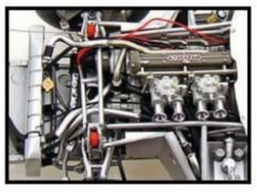
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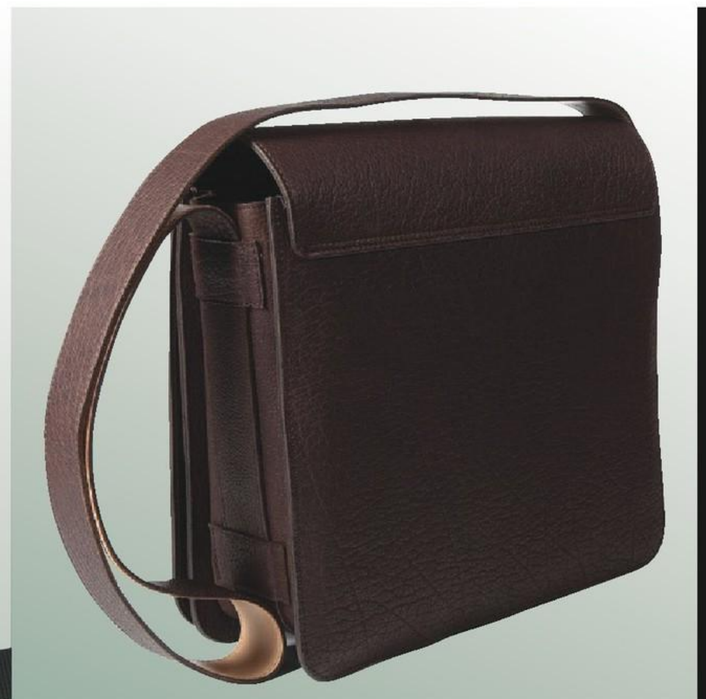
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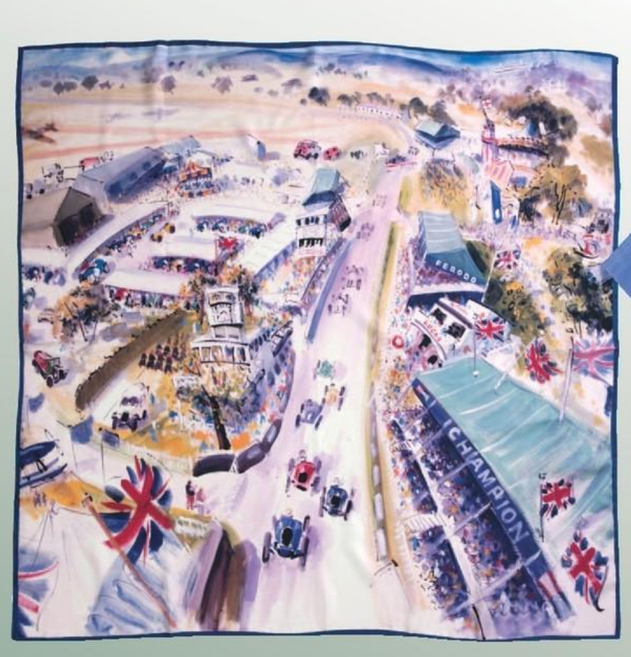
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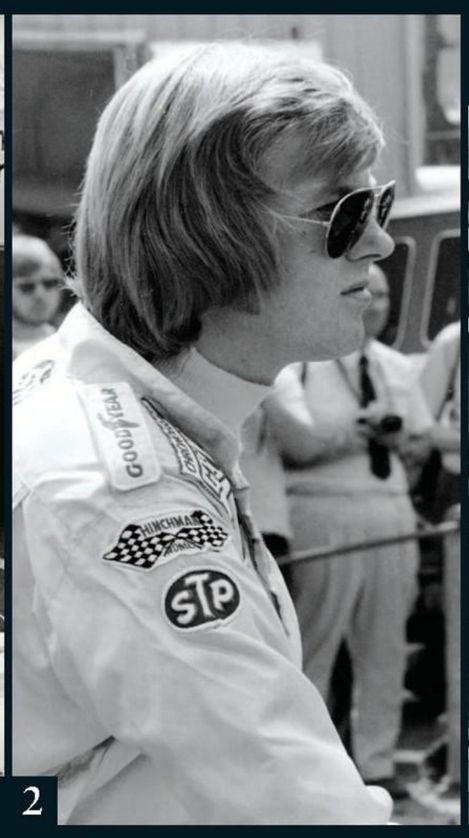




YOU WERE THERE

Jenks didn't find the race inspiring – as told in his *Motor Sport* report of the time – but there were still those who enjoyed the 1972 British GP





1 2



3

ROBIN DOWN

SLR camera in hand, Robin made the most of practice for the 1972 British GP at Brands Hatch. "I find the pictures almost unbearably poignant," he says. "Tragedy awaited too many individuals. The cars were fragile, the circuits punishing, but that was why we watched – to see extreme heroic skill." {1} A mechanic fuels Tim Schenken's Surtees TS9B, which suffered suspension failure in the race. {2} Ronnie Peterson crashed low-on-fuel March 721G two laps from the flag, but was classified seventh. {3} & {6} Ferrari works on Jacky Ickx's 312B2. Poleman Ickx led before an oil leak intervened. {4} BRM ran three cars – only Jean-Pierre Beltoise's finished, in 11th. {5} Mike Beuttler (March) was final runner in 13th. {7} Nanni Galli's efforts in Tecno were spoilt by a suspected rear puncture on lap 10.



4



5



6



7

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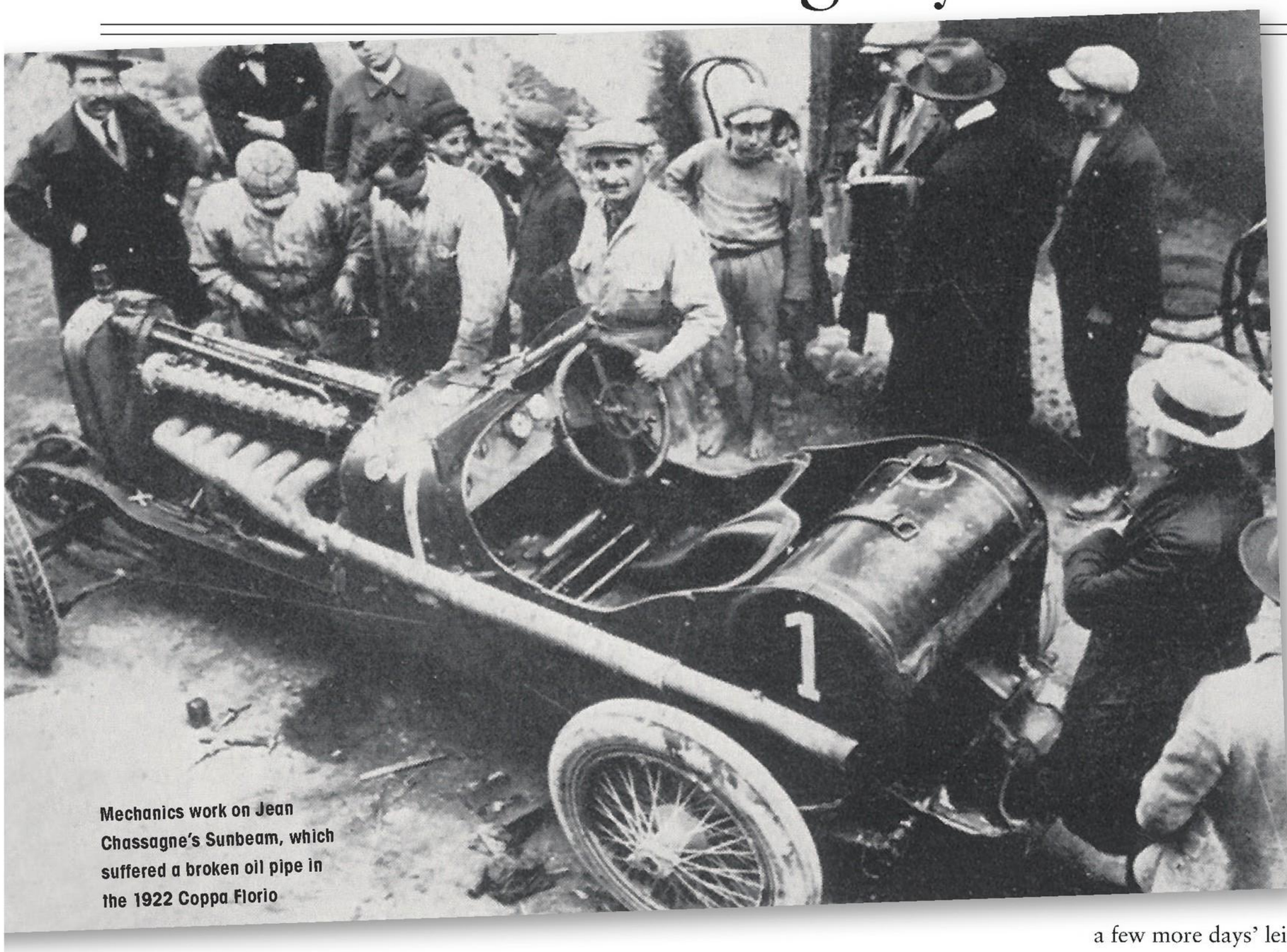
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Mechanics work on Jean Chassagne's Sunbeam, which suffered a broken oil pipe in the 1922 Coppa Florio

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ROVING RACERS ON THE HIGH SEAS

Faced with two races a week apart in Spain and Sicily, the S-T-D team set sail with keen yachtsman Kenelm Lee Guinness

Contesting two important international races a week apart with a sea crossing splitting the venues has always been a challenge. Today, to save time, air freight would be standard, but no easy option existed in 1922 when Louis Coatalen's Sunbeam-Talbot-Darracq factory team confronted the problem.

They wanted to contest both the Penya Rhin GP for voiturettes in Barcelona, Spain and the Coppa Florio on the Madonie mountain circuit in Sicily a week later, fielding three Talbot-Darracqs in Spain and two Sunbeams in Sicily, with the same drivers and mechanics for both.

Now, while numerous current and recent Formula 1 superstars could well afford to match S-T-D driver Kenelm Lee Guinness's solution, it was pretty sensational at the time. 'KLG' – yes, the spark plug company was his – actually ran a converted 'Castle' class trawler as his private motor yacht, *Ocean Rover*. He was an enthusiastic and accomplished sailor, and urged his team-mates, "There's nothing like a yachting cruise, you know – no hotels to worry about, no timetables, plenty of sea air – you'll love it!"

Coatalen was a sea-wise Breton and French team driver Jean Chassagne a former sailor, so they both quickly supported Guinness's master plan. But Irish-born Henry Segrave wasn't so keen. He had childhood memories of seasickness on Irish Sea ferries – but appreciating he was outnumbered he also agreed. So late that October 'Bill' Guinness put into Southampton with *Ocean Rover* for two 4.9-litre six-cylinder Sunbeams, using 1922 TT chassis, to be craned into her forward hold, together with a Sunbeam tourer as team tender. Thereafter they set sail for Le Havre, where the Talbot-Darracq voiturettes were loaded, despite one having been damaged en route from S-T-D's Suresnes factory in Paris.

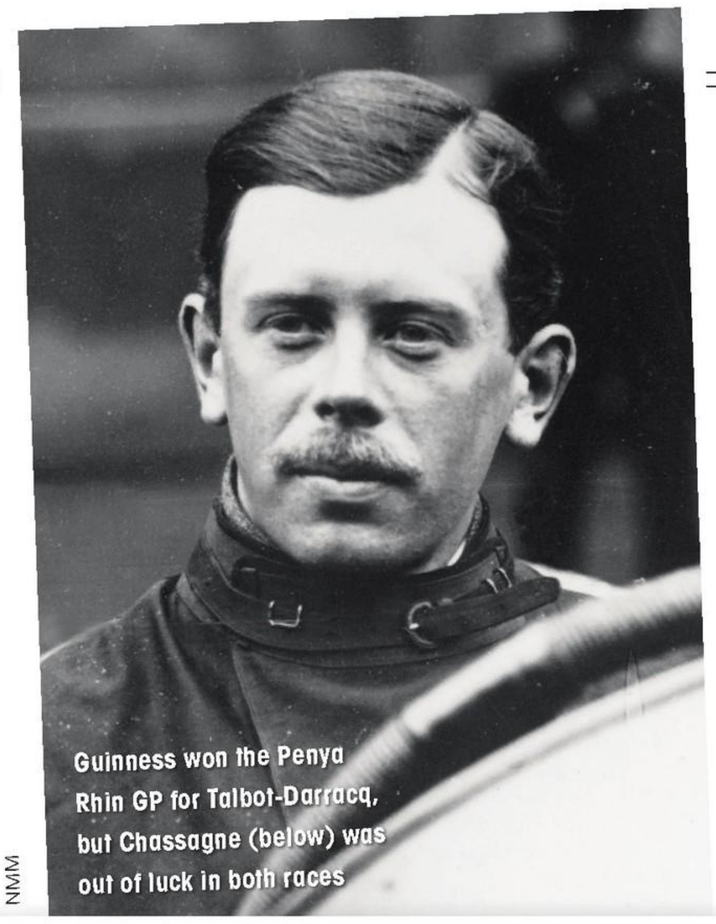
A telegram then arrived, informing Coatalen that the Coppa Florio race had just been postponed for a week, from November 12 to the 19th, which promised a few more days' leisurely cruising in the Med. But the initial leg of their voyage from Le Havre through the Bay of Biscay encountered immediate storms. Coatalen had planned to have the cars race-prepared aboard ship but as *Ocean Rover* pitched and rolled her way south so the hapless mechanics spent more time gagging over the rails than working.

Bill Guinness was a tough skipper, and at one stage as strange noises emanated from the hold, he sent Segrave to investigate. They feared one of the cars might have broken adrift, but Segrave found instead that a large crate of bloaters had toppled and burst open, spilling the fish into bilge water and oil which was heaving side-to-side as the little ship rolled. Segrave claimed to have rushed to the cars to take a deep breath from a fuel tank, but then felt even worse so dashed up on deck where the gale settled his stomach.

Later that night the ship's rolling twice threw Segrave from his bunk. He struggled into the deck house lounge planning to doss down on a sofa there, only to find riding mechanic Moriceau had beaten him to it. A massive roll then sheared the floor fixings on the chair Segrave had adopted, and both he and Moriceau landed on a floor awash with sea water, Segrave

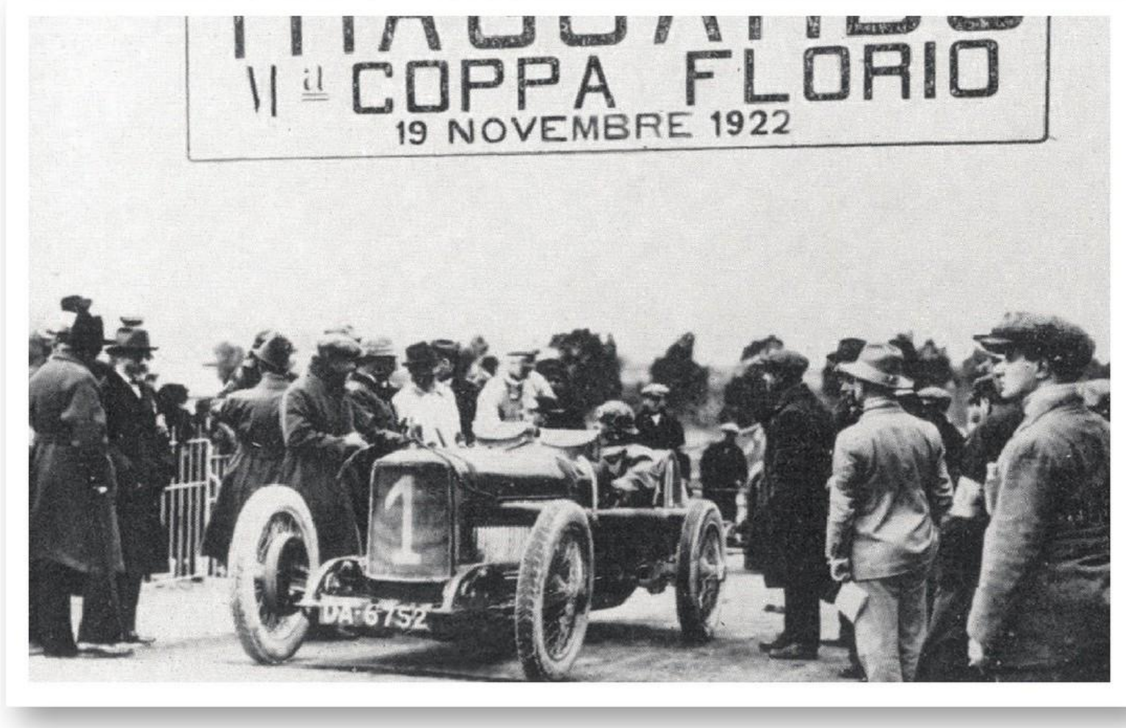
spluttering, "Guinness was right – there's nothing like a bloody yachting cruise!"

KLG himself admitted next morning the weather was "not too good", and put into Gibraltar to tidy up and appease his 'crew' before sailing on, up Spain's Mediterranean coast, to Barcelona. The Penya Rhin GP was being run on an 8.7-mile road circuit at Villafranca de Panades. 'The Invincible Talbots' had their work cut out against strong opposition, and while KLG led, Chassagne's car broke a valve and Segrave's caught fire. Moriceau hung his feet over the cockpit side, but Segrave – busy pressing on – could not. Thankfully as he accelerated onto a straight the flames around his pedals blew out. At the pits Segrave showed his burned shoes to Coatalen who merely responded, "If it catches fire again, put your feet in a puddle!" Bill Guinness scored his third consecutive voiturette race win and Talbot-Darracq's sixth in six races, beating Louis Zborowski's Aston Martin. The singed Segrave placed fourth.



Guinness won the Penya Rhin GP for Talbot-Darracq, but Chassagne (below) was out of luck in both races

NMM



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Two days later, the winner and his now apprehensive 'crew' set sail for Sicily, only to be battered by another storm off Sardinia. Ultimately they put into Palermo, then sailed round to Termini where *Ocean Rover* was to serve as team HQ. Segrave and Moriceau set off in their 4.9-litre car for a reconnaissance lap, despite Count Florio's warning it was getting late. Out in the mountains they had to repair a broken water pipe which delayed them sufficiently for night to fall. Without lights on the sinuous roads Segrave crept home in bottom gear, with Moriceau perched on the car's hot bonnet, calling directions. Rain then fell, and reaching a village they sought shelter, dined on bread and chocolate, and dossed down in a hay barn – infested with insect life.

On race day, cars were despatched at five-minute intervals, and Segrave and Moriceau soon came upon Meregalli's rolled Diatto. The driver had broken an arm but his mechanic had been killed. The Sunbeam crew helped until qualified medical aid arrived, before rejoining the race. They worked their way up to fifth on lap two, when Moriceau lifted aboard a keg of water to top up their leaking radiator. They then came upon Chassagne's Sunbeam which had broken an oil pipe, losing all lubricant. A local offered olive oil, which was eagerly accepted, and Chassagne headed for the pits, where Segrave also stopped with a punctured tyre. Coatalen demanded, "Where the blazes have you both been?" before ordering Chassagne's engine to be drained and refilled with proper oil, and Segrave to go "all out".

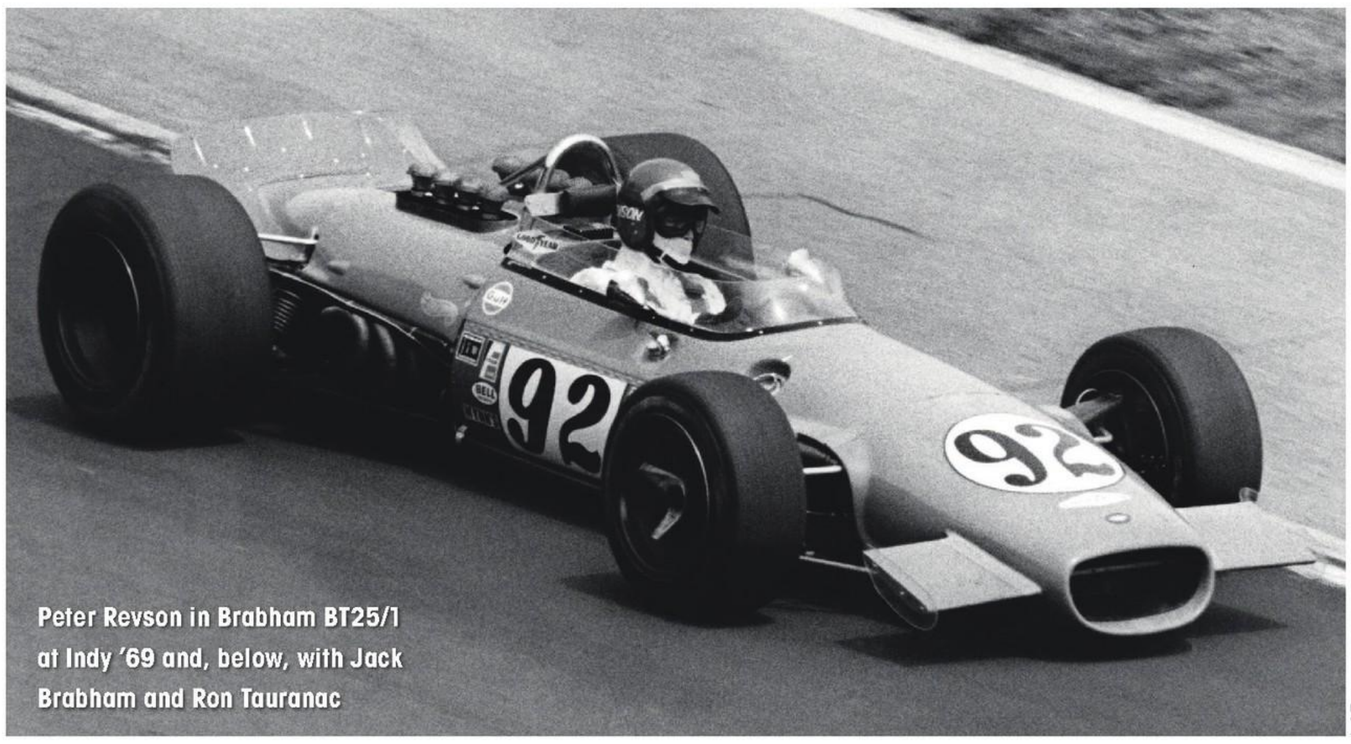
André Boillot was leading in his Peugeot, with Becquet's second, being caught rapidly by Segrave until the Sunbeam struck a gully and Moriceau was bounced high from his seat, losing the water keg which bounced away down the mountainside. They had to stop to retrieve it, only to find that its bung had been driven in, so they could only race on with a half-full radiator. Segrave threw caution to the wind and flogged into Becquet's advantage, taking second place – after eight hours' racing he finished 76 minutes behind Boillot. Then it was everyone back on the skylark for another 'yachting cruise' back home. Incredibly, *Ocean Rover* still survives, as the Cruz bar and restaurant, in Leith harbour, Scotland. You just couldn't write this stuff… real racers.

'Original' D-type – complete with drawn-on house!

The proof of genuine historic car provenance often lies in the detail. Recently, poring over the entrails of a 1950s sports-racing car, it was initially quite difficult to determine what survived from that original period after the predations of many years' subsequent updates, improvements, spit-and-hope blacksmith mods, damage repairs and layer upon layer of ever more lavishly-applied paint. It was evident that some of the body panels were really quite recent replacements – unmistakable when not only the wheeling grain is still visible on unpainted inner surfaces, but so are the guide lines which had been scribed for rivet holes to be drilled.

Way back I recall sliding under a Jaguar D-type tub which the owner hotly claimed was a 1950s original that had been "stripped back" to bare metal. Underneath it with an inspection lamp burning my ear I then found on the tub's rear bulkhead skin not only sharply-defined, bright and reflective scribe lines but also a scratched-on sketch of a little house, with four criss-cross windows, front door approached by a winding garden path and – the *pièce de résistance* – a crooked chimney on top emitting a curly plume of smoke. It had obviously been a slow day at the panel shop.

But where there is such a stark divergence between what an owner wants to own, and what he actually owns, the capacity of so many for self-deception seldom fails to amaze me. »»»



Peter Revson in Brabham BT25/1 at Indy '69 and, below, with Jack Brabham and Ron Tauranac

LAT

Brabham carcass with an Indy past

Leading British restorer/racing car preparer Rick Hall stumbled across something recently which amused him – and which he sent on to me. It was a letter that I wrote in 1973 to Brian Davies, who was at that time restoring cars for the Donington Collection in Tom Wheatcroft's contemporary workshop at his builders' yard in Wigston, Leicester.

I had just recently found the carcass of a 1968-69 Repco Brabham BT25 Indianapolis car lying in a tiny, dark lock-up garage behind a row of houses in Chessington, not far off the Kingston Bypass in Surrey. Tom had done a deal with Jack Brabham and Ron Tauranac of Motor Racing Developments Ltd – the Brabham manufacturing company – to buy the remains, and I had been trying to locate as much of the then five-year-old car as I could to help the restoration. My letter read (in part) as follows:

'I went to see Ron Tauranac on Saturday, and found he had lots of bits for the Indy car. He's given me two front wheels, the steering rack – which I had seen in that garage originally, he'd taken it out to rebuild it for us – and a Hewland LG600 gearbox casing and nearly complete set of internals. This is the 'box off the car and it has a 'filler cap' sticking out the back so they could mate up a trolley starter.

'The car was raced by Jack in the '69 Indy 500, and on the next day it was being scrutineered in the garages. They wound it up onto TDC while checking the capacity and it sparked down a disconnected fuel tank breather into a left-side tank full of methanol fumes! There was 'ell of a bang and the left-side monocoque was blown out complete.

'So they brought it home, fitted a new skin they had already wheeled, and stripped the paint back to the metal on the other side ready for 1970 and a new sponsor. The rear subframe was also stripped back to the metal and slightly altered in the light of experience, but another sponsor never came along for two cars so this one just rusted to the state we have it in today. I also have the seat and one of those nose spoilers as seen in the photo with a perspex end-fence. I'll bring all these up during the week if poss... Interesting, in't it?'

Well, it interested us at the time. But with the benefit of some 38 years' hindsight I believe I was misinformed. That particular chassis was not Jack's at Indy in 1969 – BT25/2, later ex-John Martin and Bill Simpson, which is owned today by collector Aaron Lewis in Australia – but his team-mate Peter Revson's – BT25/1 – which actually finished fifth and effectively began the elevation of Revvy's career from self-funded dilettante privateer into a genuine front-line professional racing driver. This was the blown-apart car...



IRL Media

Jack and Ron's Repco Brabham Indy projects were never lavish, often last-minute, but they punched above their weight. For 1968 the BT25 became Ron's first monocoque-chassised design, largely to provide fuel bag sheathing protection.

During '68, Jack readily deferred to his much-admired and immensely daring young team-mate Jochen Rindt, not only in Formula 1 but also at Indy. There during qualifying on Sunday May 19 rain greased the Speedway. Both Jochen and Denny Hulme – driving an Eagle – were anxious to qualify that first weekend since the Monaco GP the following Sunday would take precedence over Indy second qualifying. But after rain breaks Jochen only began his run around 6pm, and after three ever-faster warm-up laps on the cold track he raised his hand to start his timed attempt to make the 33-strong grid. His first two laps were then timed at 163.8mph, the third at 165.017, the fourth back to 163.3. He just made the grid, at 164.144, slowest that weekend... but one of the bravest, for assorted reasons.

Both Black Jack and Jochen were notoriously keen on saving every expense. The Austrian's return air ticket was fixed-date, non-refundable – "el cheapo racing and all that"... so Jochen duly went out "and scared the crap out of everyone watching. The front of the car could be seen right through Turn 4 pointing towards the pits as it was drifting sideways. Indy drivers and mechanics all came out to watch this lunatic who was obviously going to hit the wall, virtually laying bets he wouldn't come round for the next lap. But he pressed on, qualified and came into the pits to a round of applause..."

Sadly on race day Rindt's Repco engine burned a piston to put him out after only five of the scheduled 200 laps. Back for another try in 1969 both BT25s qualified, BT25/2 driven by Jack and BT25/1 by Revson. On the night before the race Tauranac had nothing left to do but was puzzled by Peter's complaints that his engine was down on power. "It wasn't my job, but I looked at the fuel system and found there was a tight pipe bend immediately after the pump, so I set about putting a better radius on it on the table in my hotel room. We re-installed it next morning and Peter promptly went from last place on the grid to finish fifth. It became apparent during the race that the engine was now virtually flooding and he had to make extra fuel stops due to running so rich."

The Repco engine ran F1-style Lucas fuel injection rather than Indy's typical Hilborn "piss and splash" system. The viscosity of USAC's methanol fuel didn't suit the fine tolerances within Lucas's barrel metering unit. Meanwhile Jack's race had ended due to "the horrible Joe Hunt magneto he was talked into in conjunction with the Spalding distributor". Presumably their potential place bonuses had looked attractive...

So Tom Wheatcroft's lads restored Peter's burst BT25 which was subsequently driven by – among other people – John Noakes of BBC TV's *Blue Peter*. They used Donington's initial Melbourne Loop circuit on an overcast day, much like Indy qualifying that first weekend in 1968. But Noaksie wasn't Rindt. The first time he opened the throttle, he skated straight off onto the wet grass where he then spun like a garden sprinkler, all recorded by an onboard camera. We could almost hear "Ooh, aah, eek, aye, flippin 'eck, OOH Ph---!" from the trackside... The video probably survives somewhere.

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Parting Shot

Spanish Grand Prix, Jerez, September 27, 1987

With his Williams-Honda's rear wing generating twin vortices, Nelson Piquet powers to fourth place. The Brazilian's active-ride FW11B had started the race from pole, but team-mate Nigel Mansell ultimately won in a car fitted with standard suspension.

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MODEL	MAX AMPS CHARGE/BOOST	EX VAT	INC VAT
BC100N	15/100	£47.99	£57.59
BC130N	15/120	£59.98	£71.98
BC210N	25/200	£94.99	£113.99
BC410E	35/400	£129.98	£155.98
BC320E	35/310	£159.98	£191.98
BC520N	50/510	£184.99	£221.99

Clarke ENGINE CRANES



BEST SELLER

FROM ONLY £139.98 EX.VAT £167.98 INC.VAT

MODEL	DESC.	EX VAT	INC VAT
CFC500F	½ ton folding	£139.98	£167.98
CFC100	1 ton folding	£149.98	£179.98
CFC1000LR	1 ton long reach	£179.98	£215.98
CFC1000	1 ton folding	£219.98	£263.98
HDFC2	1 ton pro folding	£499.00	£598.80

Fully tested to proof load

- Folding and fixed frames available
- Robust, rugged construction
- Overload safety valve

Clarke ENGINE STANDS



FROM ONLY £44.99 EX.VAT £53.99 INC.VAT

Fully tested to proof load

CES500A
- Rotates through 360°
- Engines up to 227Kg

Only £44.99 EX VAT £53.99 INC VAT

CES750A (SHOWN)
- Rotates through 360°
- Engines up to 340Kg
- Includes tool tray

Only £59.98 Ex VAT £71.98 Inc VAT

Clarke POLISHERS



£69.98 EX.VAT £83.98 INC.VAT

- Pro Sander/polisher includes wool bonnet, pad for polishing & Velcro rubber pad for sanding
- Variable speed
- 1300W

£24.99 EX.VAT £29.99 INC.VAT

NEW



- Ideal for polishing paintwork on cars, boats, etc.
- Inc. 3 polishing bonnets & 3 wax applicator bonnets
- 230V

Clarke EXTRA LARGE EXTRA HEAVY DUTY

BALL BEARING ROLLER DRAWERS

GAS STRUTS Hold lid open

UP TO 56" WIDE

HEAVY DUTY

FROM ONLY £249.98 EX.VAT £299.98 INC.VAT

‡ was £562.80 inc.VAT



MODEL	DESC.	DIMS WXDXH(mm)	EX VAT	INC VAT
CBB229B	21 Dr chest	1045x415x486	£249.98	£299.98
CBB228B	8 Dr cabinet	1126x468x1000	£429.00	£514.80
1 CBB224B	14 Dr chest	1045x415x486	£279.98	£335.98
2 CBB226V	16 Dr cabinet	1126x468x1000	£479.00	£574.80
CBB231B*	56"wide 9 Dr chest	1460x615x490	£429.00	£514.80
CBB230B	56"wide 13 Dr cabinet	1503x622x1011	£699.00	£838.80

Clarke BATTERY TESTER

- Tests state & condition of 6v & 12v lead acid batteries • Ideal for garages & fleet use

£19.98 EX.VAT £23.98 INC.VAT



ALUMINIUM RACING JACK



LOW ENTRY ONLY 79MM

£86.99 EX.VAT £104.39 INC.VAT

- Super lightweight - only 10.3kg
- 1.25 tonne capacity
- Rubber contact pad helps prevent damage to vehicle

Clarke HEAVY DUTY JACKS

FROM ONLY £399.98 EX.VAT £479.98 INC.VAT

CTJ10GLB 5 & 10 TONNE

IDEAL FOR COMMERCIAL VEHICLES



‡ PRICE CUT! was £718.80 inc.VAT

MODEL	CAPACITY (TONNES)	SADDLE HEIGHT MIN-MAX (MM)	EX VAT	INC VAT
CTJ5GLB	5	165-565	£339.98	£479.98
CTJ10GLB ‡	10	175-686	£549.00	£658.80

Clarke 2 TONNE TROLLEY JACKS



FROM ONLY £19.98 EX.VAT £23.98 INC.VAT

voted Best Buy in Car Mechanics Test

MODEL	TYPE	EX VAT	INC VAT
CTJ2B	DIY	£19.98	£23.98
CTJ2Q	Quick Lift	£25.99	£31.19
CTJ2QLG	Pro Instant	£69.98	£83.98
CTJ2001G	Pro Garage	£72.99	£87.59
CTJ2GLC #	Pro Long High Lift	£159.98	£191.98

Clarke 3 TONNE JACKS

FROM ONLY £44.99 EX.VAT £53.99 INC.VAT

QUICK LIFT



MODEL	TYPE	SADDLE HEIGHT MIN-MAX mm	EX VAT	INC VAT
CTJ3000QL	Quick Lift	195-520	£44.99	£53.99
CTJ3000G	Garage Jack	120-520	£79.98	£95.98
CTJ3QLG	Pro Instant Lift	145-520	£83.99	£100.79

Clarke SPOT WELDERS



- Ideal for automotive bodyshops • Spot welding time adjustable from 0.1-1.2 sec.

FROM ONLY £359.98 EX.VAT £431.98 INC.VAT

MODEL	MAX WELDING THICKNESS	RATING POWER	EX VAT	INC VAT
CSW6T	1+1mm	1.2kW	£359.98	£431.98
CSW13T	2+2mm	2.3kW	£449.00	£538.80

Clarke ARC ACTIVATED HEADSHIELDS



£49.98 EX.VAT £59.98 INC.VAT

£54.99 EX.VAT £65.99 INC.VAT

- Activates instantly when Arc is struck • Protects to EN379
- Suitable for arc, MIG, TIG & gas welding

Clarke HYDRAULIC MOTORCYCLE LIFT



£349.00 EX.VAT £418.80 INC.VAT

FOLDS FLAT FOR EASY STORAGE

- Safety locking device • Hinged ramp for easy loading • Table size 2200 x 685mm • Fully mobile • Max lift height 770mm

AIR ASSISTED VERSION ALSO AVAILABLE only £399.98 EX VAT £479.98 INC VAT

Clarke BLAST CABINETS

- Blast away paint, surface rust, scale, burrs, carbon & dirt & revitalise aluminium • Min. air flow 10cfm • Bench & floor standing models



FROM ONLY £109.98 EX.VAT £131.98 INC.VAT

ALUMINIUM OXIDE POWDER FROM ONLY £9.98 EX.VAT £11.98 INC.VAT

MODEL	DESC.	TYPE	EX VAT	INC VAT
CSB20B	Compact Cabinet	Bench	£109.98	£131.98
SB30	Large Cabinet	Floor	£299.98	£359.98

Clarke PRESSURISED SANDBLASTER

- Heavy duty steel construction sandblaster for the quick removal of surface rust, paint, dirt/grease etc. • 32 litre tank • 65-125psi working pressure



INCLUDES SANDBLASTING GUN, DELIVERY HOSE, 4 CERAMIC NOZZLES AND SAFETY HOOD

£124.99 EX.VAT £149.99 INC.VAT

Clarke TURBO FAN GAS HEATERS

- Low cost heating for the garage, workshop etc. • Propane gas fired



FROM ONLY £79.98 EX.VAT £95.98 INC.VAT

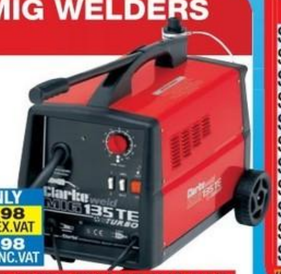
LITTLE DEVIL SS

*Corrosion Resistant Stainless Steel

MODEL	MAX. BTU	EX. VAT	INC. VAT
Little Devil	35,000	£79.98	£95.98
Devil 650	52,000	£89.98	£107.98
Little Devil SS *	35,000	£99.98	£119.98
Devil 660 SS *	52,000	£114.99	£137.99
Devil 850	107,000	£139.98	£167.98
Devil 860 SS *	107,000	£149.98	£179.98
Devil 1250	149,000	£169.98	£203.98
Devil 1260 SS *	149,000	£179.98	£215.98
Devil 1850	200,000	£299.98	£359.98
Devil 3000	281,000	£339.98	£407.98
Devil 3150	344,000	£469.98	£563.98

Clarke MIG WELDERS

All models include:
- Gas regulator
- Earth clamp
- Face mask
- Welding torch Pro90-151TE includes CO2 gas bottle



FROM ONLY £179.98 EX.VAT £215.98 INC.VAT

MODEL	MIN-MAX AMPS	EX VAT	INC VAT
PRO90	24-90	£179.98	£215.98
110E	30-100	£199.00	£238.80
135TE Turbo	30-130	£219.98	£263.98
151TE Turbo	30-150	£249.98	£299.98
165TEM Turbo	30-155	£329.98	£395.98
175TECM Turbo	30-170	£399.98	£479.98
205TE Turbo	30-185	£429.98	£515.98

Clarke INDUSTRIAL MIG WELDERS

- Ideal for automotive and industrial use

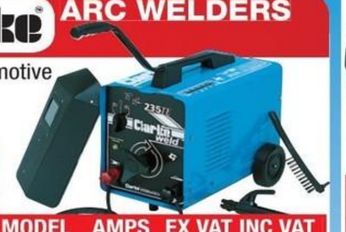


FROM ONLY £599.98 EX.VAT £719.98 INC.VAT

MODEL	MIN/MAX AMPS	EX. VAT	INC. VAT
MIG220TE	40/200	£599.98	£719.98
MIG255TEC	30/250	£799.00	£958.80
MIG270TE	30/260	£649.00	£778.80
MIG455TE	30/400	£1649.00	£1978.80

Clarke ARC WELDERS

For DIY, automotive garage and industrial applications.



FROM ONLY £59.98 EX.VAT £71.98 INC.VAT

#Turbo fan cooled

SEE THE FULL RANGE ONLINE & IN-STORE

MODEL	AMPS	EX VAT	INC VAT
105N	40-100	£59.98	£71.98
115N	30-110	£62.99	£75.59
160N	40-150	£64.99	£77.99
190N	50-185	£89.98	£107.98
190TEN#	35-180	£139.98	£167.98
235TEN#	40-210	£149.98	£179.98
350TE	55-330	£399.98	£479.98

Clarke PARTS WASHERS

PARTS WASHER FLUID AVAILABLE FROM £4.99 EX.VAT £5.99 INC .VAT



FROM ONLY £39.98 EX.VAT £47.98 INC.VAT

MODEL	TANK CAP.	TYPE	EX VAT	INC VAT
CW2D	10Ltrs	Bench	£39.98	£47.98
CW1D	45Ltrs	Floor	£99.98	£119.98
CWM20	22.5Ltrs	Floor	£129.98	£155.98
CW40	75Ltrs	Floor	£149.98	£179.98

Clarke TWIN BLADE SAW



£79.98 EX.VAT £95.98 INC.VAT

- Twin counter rotating blades cut through metal, wood and plastics with ease
- Leaves a clean burr free finish
- 28mm cutting depth • 230v, 650w motor

Clarke HOT WASHERS

MODEL SHOWN CLARKE HLS125



FROM ONLY £699.00 EX.VAT £838.80 INC.VAT

MODEL	MAX. PUMP PRESSURE	MOTOR	EX. VAT	INC. VAT
Clarke Jet King 145	1595 psi	2.4 Hp	£699.00	£838.80
Karcher HDS5/11†	1770 psi	3.2 kW	£995.00	£1194.00
Alto Neptune 2-25	1350 psi	2.9 kW	£1389.00	£1666.80
HLS125*	1450 psi	3 Hp	£1599.00	£1918.80
HLS160	2175psi	5Kw	£1998.00	£2397.60

PRICE CUT! †Was £1314.00 inc.VAT *Was £2038.80 inc.VAT

airmaster TURBO AIR COMPRESSORS

- Superb range ideal for DIY, hobby & semi-professional use



FROM ONLY £79.98 EX.VAT £95.98 INC.VAT

CLARKE 8MM AIR HOSE FROM ONLY £5.99 EX VAT £7.19 INC VAT

8/44

BIG 3HP 14CFM

MODEL	MOTOR	CFM	TANK	EX VAT	INC VAT
BT-AC200	1.5 Hp	6.2	24ltr	£79.98	£95.98
Tiger 8/44	2 Hp	7.8	24ltr	£114.99	£137.99
Tiger 8/64	2 Hp	7.8	50ltr	£164.99	£197.99
Tiger 9/24	2.5 Hp	8.7	24ltr	£149.98	£179.98
Tiger 9/60	2.5 Hp	8.7	50ltr	£189.98	£227.98

Clarke ARC/TIG INVERTERS



- Used for ARC & TIG welding, utilising the latest technology
- Low amp operation - ideal for auto bodywork & mild/stainless steel

FROM ONLY £149.98 EX.VAT £179.98 INC.VAT

MODEL	AMPS	ELECTRODE DIA.	EX VAT	INC VAT
AT100	5/85	1-2.5 mm	£149.98	£179.98
AT131	5/130	1.5-4.0 mm	£169.98	£203.98
AT150	5/150	1-4 mm	£229.98	£275.98

Clarke 24V CORDLESS IMPACT WRENCH

- Inc. 17, 19, 21 & 23mm chrome vanadium sockets
- 1 hour battery charger & 2x 24v Ni-Cd Batteries



CAR MECHANICS RECOMMENDED

CIR24 ONLY £89.98 EX.VAT £107.98 INC.VAT

HEAVY DUTY

NEW MODELS	MAX TORQUE	EX.VAT	INC.VAT
Corded CEW1000	450Nm	£54.99	£65.99
Cordless CIR450	450Nm	£119.98	£143.98

Clarke MULTIPURPOSE CIRCULAR SAW

- For cutting ferrous/non-ferrous metals • 500w motor • 4500rpm no load speed • 35mm max. Cut



CUTS METAL, WOOD & PLASTIC WITH THE SAME BLADE

£49.98 EX.VAT £59.98 INC.VAT

NEW

Clarke TOOL CHEST AND TOOLS

GREAT PACKAGE DEAL

BALL BEARING ROLLER DRAWERS

PRO USE

- Our popular CLB900 9 drawer tool chest and CLB1007 7 drawer tool cabinet complete with 322 hand tools
- Kit includes socket sets, drill & driver set, screwdrivers, spanners etc.

PRO208

322 HAND TOOLS



ALL THIS ONLY £414.99 EX.VAT £497.99 INC.VAT

SAVE OVER £77

Maximum call charges from a BT landline are 5p/min to 0844. Calls from mobile & other networks may vary.

Clarke JUMP STARTS — HEAVY DUTY 17KG



- Integral work light
- Extra long 1M leads
- 910 includes air compressor
- Long life battery

FROM ONLY £44.99 EX.VAT £53.99 INC.VAT

MODEL	START BOOST	PEAK AMPS	EX VAT	INC VAT
900	400A	900A	£44.99	£53.99
910	400A	900A	£54.99	£65.99
4000	700A	1500A	£94.99	£113.99
12/24	1000A@12v 500A@24v	2000A@12v 1000A@24v	£116.99	£140.39



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Clarke PETROL POWER WASHERS



BEST SELLER

FROM ONLY £379.98 EX.VAT £455.98 INC.VAT

Honda & Diesel engine models available

MODEL SHOWN PLS190

MODEL	MAX PRESSURE	ENGINE HP	EX VAT	INC VAT
PLS190	2697psi	6.5	£379.98	£455.98
PLS260	3625psi	13	£569.00	£682.80

Clarke JETSTAR PRESSURE WASHERS

- Lightweight & compact pressure washers
- Detergent applicator for extra cleaning power

FROM ONLY £44.99 EX.VAT £53.99 INC.VAT

NEW JETSTAR 1900



MODEL	MOTOR	MAX. PRESSURE	EX. VAT	INC. VAT
JS1750	1600w	1522psi	£44.99	£53.99
JS1900	2000w	1957psi	£79.98	£95.98
Jet 7000	1800w	1450psi	£129.98	£155.98

Clarke HYDRAULIC PRESSES



PROFESSIONAL QUALITY
Built for tough daily use in automotive/industrial workshops
- All models include gauge

FROM ONLY £199.98 EX.VAT £239.98 INC.VAT

MODEL	EX VAT	INC VAT
10 ton bench	£199.98	£239.98
10 ton floor	£219.98	£263.98
15 ton floor	£349.98	£419.98
25 ton floor	£739.00	£886.80
50 ton floor	£1499.00	£1798.80

Clarke DRILL PRESSES



- Tables tilt 0-45° left & right
- Depth gauge
- Chuck guards

FROM ONLY £59.98 EX.VAT £71.98 INC.VAT

B=Bench mounted F=Floor standing

MODEL	WATTS/ SPEEDS	EX VAT	INC VAT
CDP5DD	250/5	£59.98	£71.98
CDP101B	245/5	£74.99	£89.99
CDP151B	300/5	£99.98	£119.98
CDP-10B	370/12	£129.98	£155.98
CDP301B	510/12	£184.98	£221.98
CDP451F	510/16	£224.99	£269.99
CDP501F	980/12	£399.98	£479.98

Clarke CAR RAMPS

- Lift cars safely and quickly
- Tough angled steel construction

FROM ONLY £26.99 EX.VAT £32.39 INC.VAT



UK MADE

MODEL	CAPACITY	EXC VAT	INC VAT
CR2	2000KG	£26.99	£32.39
CRW25	2500KG	£36.99	£44.39

Clarke NEW TIGER PETROL PRESSURE WASHERS



TIGER 2500

- Portable high pressure power washers

FROM ONLY £179.98 EX.VAT £215.98 INC.VAT

MODEL	MAX. PRESSURE	ENGINE HP	EX. VAT	INC. VAT
Tiger 1700	1595psi	2.6	£179.98	£215.98
Tiger 2500	2465psi	4	£249.98	£299.98
Tiger 2900	2900psi	6.5	£299.98	£359.98

Clarke TRANSMISSION JACKS

- Convenient foot pedal lifting
- Heavy duty hydraulic cylinders
- Variable release control

250 KG 500 KG

FROM ONLY £119.98 EX.VAT £143.98 INC.VAT



MODEL	MAX LIFT HEIGHT	EX VAT	INC VAT
1/4 Ton	1960mm	£119.98	£143.98
1/2 Ton	1980mm	£169.98	£203.98

We also stock: Heavy Duty 1/2 tonne car/commercial vehicle transmission jack.

Clarke BODY REPAIR KITS

10 TON KIT H/Duty pump, ram, wedge ram & accessories, in a tough steel case.
ONLY £149.98 EX VAT £179.98 INC VAT

FROM ONLY £84.99 EX.VAT £101.99 INC.VAT

4 TON KIT Spreader wedge ram & accessories ONLY £84.99 EX VAT £101.99 INC VAT



Clarke CHAIN BLOCKS

- Hardened alloy steel chain
- Mechanical load brake
- CE approved

FROM ONLY £39.98 EX.VAT £47.98 INC.VAT



MODEL	CAP.	LIFT HT.	EX VAT	INC VAT
CCH500	500Kg	3.2m	£39.98	£47.98
CCH1000	1000Kg	3.2m	£49.98	£59.98
CCH2000	2000Kg	3.3m	£69.98	£83.98
CCH3000	3000Kg	3.4m	£89.98	£107.98
CCH5000	5000Kg	3.5m	£109.98	£131.98

Clarke BENCH GRINDERS & STANDS

STAND AVAILABLE FROM ONLY £39.98 EX.VAT £47.98 INC.VAT

- Stands come complete with bolt mountings and feet anchor holes

FROM ONLY £24.99 EX.VAT £29.99 INC.VAT

6" & 8" AVAILABLE WITH LIGHT



CBG8W features 8" whetstone & 6"drystone.
With sanding belt

MODEL	DUTY	WHEEL DIA.	EX VAT	INC VAT
CBG6RP	DIY	150mm	£24.99	£29.99
CBG6RZ	PRO	150mm	£34.99	£41.99
CBG6SB#	PRO	150mm	£44.99	£53.99
CBG86RWC	HD	150mm	£54.99	£65.99
CBG8RSC	HD	200mm	£54.99	£65.99
CBG8W (wet)	HD	150/200mm	£47.99	£57.59

Clarke AUTOMOTIVE WHEEL DOLLY SET

SOLD IN PAIRS



BIG 3" CASTORS

£44.99 EX.VAT £53.99 INC.VAT

- Four swivel castors for easy movement in confined spaces
- H/D steel construction - load rating 500kg per dolly

Clarke CAR CREEPERS



- Oil resistant vinyl covered padded backs & headrests
- Swivel castors for easy manoeuvrability

FROM ONLY £21.99 EX.VAT £26.39 INC.VAT

MODEL	DESCRIPTION	EX. VAT	INC. VAT
CMC36	Car creeper	£21.99	£26.39
CMC45	With adjustable headrest	£26.99	£32.39
CMC50	Folding car creeper	£39.98	£47.98

Clarke DOLLY TROLLEY

- The easy & practical way to move immobilised cars
- Max. Capacity 1000kg
- Can be used singularly or in pairs

6" Wheels: £99.98 Ex VAT £119.98 Inc VAT
8" Wheels: £109.98 Ex VAT £131.98 Inc VAT



FROM ONLY £99.98 EX.VAT £119.98 INC.VAT EACH

SAMSON CAR TRANSPORTER LASHING



£14.99 EX.VAT £17.99 INC.VAT

5000KG CAPACITY

SUPERWINCH



FROM ONLY £79.98 EX.VAT £95.98 INC.VAT

- 24v available

MODEL	CAPACITY	EX VAT	INC VAT
LT2000	907kg	£79.98	£95.98
GP3000	1360kg	£249.98	£299.98
S4000	1814kg	£299.98	£359.98
S5000	2268kg	£349.98	£419.98
9.5i	4309kg	£499.00	£598.80

Clarke ANGLE GRINDERS

FROM ONLY £19.98 EX.VAT £23.98 INC.VAT



INC. DISC & HANDLE

MODEL	DISC (mm)	MOTOR	EX VAT	INC VAT
CAG122	115	900w	£19.98	£23.98
B&D CD115	115	710w	£29.98	£35.98
CON115	115	1010w	£29.98	£35.98
CAG2350	230mm	2350w	£39.98	£47.98

Clarke HYDRAULIC BOTTLE JACKS

£7.99 EX.VAT £9.59 INC.VAT



MODEL	EX VAT	INC VAT	MODEL	EX VAT	INC VAT
2 tonne	£7.99	£9.59	8 tonne	£17.99	£21.59
4 tonne	£11.99	£14.39	12 tonne	£24.99	£29.99
6 tonne	£14.99	£17.99	20 tonne	£34.99	£41.99

Clarke ENGINEERS HEAVY DUTY STEEL WORKBENCHES

INCLUDES SINGLE LOCKABLE DRAWER

- Sturdy lower shelf
- Durable powder coated finish

FROM ONLY £159.98 EX.VAT £191.98 INC.VAT



Shown fitted with optional 3 Drawer Unit
ONLY £84.99 Ex.VAT
WAS £107.98 Inc vat
NOW £101.99 Inc vat

MODEL	DIMS WxDxH (mm)	EX VAT	INC VAT
CWB1000B	1000x650x880	£159.98	£191.98
CWB1500B	1500x650x880	£199.98	£239.98
CWB2000B	2000x650x880	£249.98	£299.98

Clarke STRUT SPRING COMPRESSOR

- Foot operated hydraulic powered
- Adjustable for spring up to 350mm dia. & 254mm in length
- Yoke travel: 340mm
- Weight 31.5kg

£99.98 EX.VAT £119.98 INC.VAT

1000 KG



Clarke SPRAY GUNS



PGF14

FROM ONLY £16.99 EX.VAT £20.39 INC.VAT

PRO12C

HUGE CHOICE IN-STORE/ ONLINE

MODEL	DESCRIPTION	EX VAT	INC VAT
Professional	1.2mm,	£19.98	£23.98
Spray Guns	1.4mm, 1.6mm		
Super Pro	1.4mm / 1.8mm	£27.99	£33.59
Gravity Fed Pro	PGF14	£26.99	£32.39
HVLP	AP15	£27.99	£33.59
Sand Blast	SB3	£16.99	£20.39

Clarke PRO AIR TOOLS



CAT24B

HUGE CHOICE IN-STORE/ONLINE

FROM ONLY £17.99 EX.VAT £21.59 INC.VAT

CAT23C

MODEL	DESCRIPTION	EX VAT	INC VAT
CAT29B	Air Hammer	£17.99	£21.59
CAT36B	Die Grinder Set	£21.99	£26.39
CAT24B	6" Dual Action Sander	£26.99	£32.39
CAT22B	1/2" Sq. Drive Ratchet	£29.98	£35.98
CAT27B	3/8" Air drill	£29.98	£35.98
CAT23C	1/2" Sq. Impact Wrench	£29.98	£35.98
CAT221B	14pce 1/2" Ratchet set	£36.99	£44.39
CAT32B	High Speed Saw	£44.99	£53.99
CAT73	Hydraulic Riveter	£49.98	£59.98

Clarke EXTRA WIDE INDUSTRIAL SHELVING



- Tough steel frame with laminated board shelves
- Boltless, quick & easy assembly

450 KG PER SHELF

WIDE 49"/1240mm



FROM ONLY £74.99 EX.VAT £89.99 INC.VAT

QUANTITY DISCOUNTS
SAVE 10% WHEN YOU BUY 5 ITEMS OR MORE WITH THE SAME ORDER CODE

MODEL	DIMS (WxDxHmm)	MAX. SHELF LOAD	EX. VAT	INC. VAT
CS5500	1240x480x915	450kg	£74.99	£89.99
CS4700	1940x610x1830	800kg	£199.98	£239.98

Clarke 10 TONNE TILTING BODY STRAIGHTENER

- Heavy gauge steel mainframe with multi position (including side to side) tilting anchor post.
- 10 ton hydraulic pump, ram & hose

£549.00 EX.VAT £658.80 INC.VAT



CBT10

Clarke BRAKE CALIPER WIND BACK TOOL SET

- Enables the rewinding of pistons back into the core on most disc brake calipers
- Left & right hand threaded bolt assemblies
- 15 adaptor plates to suit a wide variety of vehicles



CHT658

£44.99 EX.VAT £53.99 INC.VAT

Clarke 1/2" SOCKET SET

HUGE RANGE OF RATCHETS, SPANNERS & SOCKET SETS

Top quality chrome vanadium steel
- Lifetime guarantee
- 18 metric sockets 8 - 32mm

PRO155



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PORSCHE 997 - TURBO / C4S / C2S / C2

2009/10 - 997 TURBO COUPE PDK (GEN II) (GT SILVER) 13,000 MILES.
1 OWNER. Black Leather/Grey/Silver Alcantara Interior Sport Chrono Plus (PCM/Voice Control/PSM/PASM/Touch Screen Sat Nav/Tel.Module) BOSE I-Pod PDK Paddle-Shift Steering Wheel Carbon Fibre Interior Pack Porsche Carbon Fibre Race Seats Climate Control Xenon Headlights 19" RS Spyder Centre-Locking Alloys in Black (OPC Service History)

2008/9 - 997 TURBO COUPE TIPTRONIC S (BASALT BLACK) 25,000 MILES.
Black Leather Interior Red Stitching/Belts Carbon Fibre Interior Sport Chrono Package+ (PCM/PSM/PASM/PCCB/Touch Sat Nav/Tel. Module) BOSE Electric/Heated/Sports Seats Sunroof Climate Control Xenon Headlights 19" Turbo Alloys (OPC Service History)

2006/07 - 997 TURBO COUPE MANUAL (ARCTIC SILVER) 4,000 MILES.
1 OWNER. Black Leather Interior Sport Chrono (PCM/PSM/PASM/Sat Nav/Tel. Module) BOSE Full Electric/Heated Seats Cruise Control Sunroof Climate Control Xenon Headlights 19" Turbo Alloys (OPC Service History)

2006/7 - 997 TURBO COUPE TIPTRONIC S (BASALT BLACK) 30,000 MILES.
Black Leather Interior Red Seat Belts Sport Chrono (PCM/PSM/PASM/Sat Nav/Tel. Module) BOSE Full Electric/Heated Seats Cruise Sunroof Climate Control Xenon Headlights 19" Turbo Alloys (OPC Service History)

2010 - 997 C4S COUPE PDK (GEN II) (BASALT BLACK) 4,000 MILES.
Black Leather Interior 'Sport Chrono Plus' (PCM/Voice Control/PSM/PASM/Touch Screen Sat Nav/ Tel.Module) BOSE I-Pod Sunroof Climate Control Xenon Headlights 19" Sport-Design Alloys (OPC Service History)

2006 - 997 C2S CABRIOLET MANUAL (BASALT BLACK) 27,000 MILES.
Full Black Leather Interior 'Sport Chrono Pack' (PCM/PSM/Sat Nav/Tel.Module) BOSE Heated/Sports Seats Rear Park Assistance Crested Headrests Climate Control Xenon Headlights 19" Carrera S Alloys (OPC Service History)

2007/8 - 997 C2S COUPE TIPTRONIC S (ARCTIC SILVER) 9,000 MILES.
1 OWNER. Black Leather Interior (PCM/PSM/PASM/Sat Nav/Tel. Module) BOSE Sport Steering Wheel Sports Seats Sports Exhaust (Switchable) Rear Park Assist Rear Wiper Climate Control Xenon Headlights 19" Turbo Alloys (OPC Service History)

2006/7 - 997 C2S COUPE TIPTRONIC (METEOR GREY) 47,000 MILES.
Tan Leather Interior (PCM/PSM/PASM/Sat Nav/Tel. Module) BOSE 6CD I-POD Multi-Function St/Whl Cruise Control Heated/Sports Seats Sunroof Rear Park Assist Climate Control Xenon Headlights 19" Sport Design Alloys (OPC Service History)

2004/5 - 997 C2S COUPE MANUAL (GT SILVER) 24,000 MILES.
Black Leather Interior (PCM/PSM/Sat Nav/Tel.Module) BOSE CD Changer Sport Steering Wheel Sports Exhaust (Switchable) Alcantara Headlining Electric Seats Rear Park Assist Climate Control Xenon Headlights 19" Carrera Alloys (OPC Service History)

2005 - 997 C2S COUPE MANUAL (MIDNIGHT BLUE) 39,000 MILES.
Grey Leather Interior (PCM/PSM/PASM/Sat Nav/Tel.Module) BOSE Short Shifter White Dials Carbon Fibre Entry Guards Alcantara Headlining Electric/Heated Seats Climate Control Xenon Headlights 19" Carrera S Alloys (OPC Service History)

2005/6 - 997 C2 CABRIOLET MANUAL (ARCTIC SILVER) 22,000 MILES.
Metropole Blue Leather Metropole Blue Hood Interior Sport Chrono Pack (PCM/PSM/ /Tel.Module) BOSE Electric/Heated Seats Rear Park Assist Climate Control Xenon Headlights 19" Carrera S Alloys (OPC Service History)

2005 - 997 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) 30,000 MILES.
Metropole Blue Leather Interior/Hood (PCM/PSM/PASM/Sat Nav/Tel.Module) BOSE 6CD Changer Multi-Function Steering Wheel Cruise Control Heated Seats Wind Deflector Climate Control Xenon Headlights 19" Carrera S Alloys (OPC Service History)

2005 - 997 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) 30,000 MILES.
Metropole Blue Leather Interior/Hood (PCM/PSM/PASM/Sat Nav/Tel.Module) BOSE 6CD Changer Multi-Function Steering Wheel Cruise Control Heated Seats Wind Deflector Climate Control Xenon Headlights 19" Carrera S Alloys (OPC Service History)

PORSCHE 996 - GT3 / GT2 / TURBO / C4S / C2 / C4

2003 - 996 GT2 COUPE MANUAL (BASALT BLACK) 31,000 MILES.
Black Leather Interior (PCCB) Aluminum Pack GT2 Bucket Sports Seats Climate Control Xenon Headlights 18" Porsche GT2 Light-Weight Alloy Wheels (OPC Service History)

2002 - 996 GT2 COUPE MANUAL (POLAR SILVER) 25,000 MILES.
Black Leather Interior (PCCB/Sat Nav) Aluminium Pack Bucket Sports Seats Recent Service & New Tyres Park Assistance Climate Control Xenon Headlights 18" GT2 Light Weight Alloy Wheels (OPC Service History)

2001/2 - 996 TURBO COUPE MANUAL (MERIDIEN SILVER) 44,000 MILES.
Mid Grey Leather Interior (PCM/PSM/Sat Nav/Tel.Module) BOSE Sunroof White Dials Computer Climate Control Xenon Headlights 18" Turbo Alloys (OPC Service History)

2005 - 996 C4S COUPE TIPTRONIC S (MIDNIGHT BLUE) 48,000 MILES.
Metropole Blue Leather Interior (PCM/PSM/Sat Nav/Tel.Module) BOSE Switchable Sports Exhaust Aluminium Trim/Threshold-Plates Electric/Heated/ Memory Seats Climate Control Xenon Headlights 18" Porsche Techno Alloys (OPC Service History)

2002 - 996 TARGA TIPTRONIC (SEAL GREY) 74,000 MILES.
Black Leather Interior (PSM/Sat Nav/Tel.Module) BOSE Crested Headrests Full Carbon Pack Cruise Control Sports/Electric Seats Climate Control Xenon Headlights 18" GT3 Split-Rim Alloys (OPC Service History)

2002/3 - 996 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) 47,000 MILES.
Black Leather Interior (PSM/Sat Nav/Tel.Module) Kenwood Stereo With MP3 & DVD Player Stereo Pack Sports/Heated Seats Aluminum Pack Uprated Radio System & CD-Changer Climate Control 18" Turbo Alloys (OPC Service History)

2003 - 996 C2 COUPE MANUAL (MIDNIGHT BLUE) 52,000 MILES.
Black Leather Interior (PCM/PSM) Heated Seats Rear Wiper Crested Headrests
Climate Control Xenon Headlights 18" Carrera Alloys (OPC Service History)

2002/3 - 996 C2 COUPE MANUAL (ARCTIC SILVER) 46,000 MILES.
Black Leather Interior (PSM) Porsche Radio Heated Seats Rear Wiper Park Assist Climate Control Xenon Headlights 18" Carrera Alloys (OPC Service History)

PORSCHE 993 - TURBO / C2S / C4S / C2 / C4 / TARGA

1997 - 993 TURBO COUPE MANUAL (FOREST GREEN) 29,000 MILES.
Cashmere Leather Interior Full Carbon Fibre Pack Rear Roof Spoiler White Dials Electric Sunroof/Seats Sports Seats Rear Wiper Lightweight Pedals Stainless Steel Kick-Plates Turbo Red Calipers Climate Control 18" Split Rim Multi Spoke Alloys (OPC Service History)

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 MILES.
Grey Leather Interior Wood Package Electric Sunroof/Seats Sports Seats Cruise Control Uprated Becker CD Player/Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

1995 - 993 TURBO COUPE MANUAL (BASALT BLACK) 51,000 MILES.
Grey Leather Interior On-Board Computer Electric Sunroof/Seats Sports Seats Rear Wiper Uprated Sony CD Radio Nokia Digital Sound System Sports Seats Turbo Red Calipers Full Climate Control 18" Turbo Alloys (OPC Service History)

1996 - 993 TURBO COUPE MANUAL (MIDNIGHT BLUE) 67,000 MILES.
Classic Grey Leather Interior Rear Roof Spoiler Electric Sunroof/Seats Sports Seats Rear Wiper Uprated Sony Stereo/CD Player Turbo Red Calipers Full Climate Control 18" Porsche Turbo Alloy Wheels (OPC Service History)

1996 - 993 C4S COUPE MANUAL (IRIS BLUE) 59,000 MILES.
(VARIORAM) Marble Grey Leather Interior with Blue Dash Sunroof On Board Computer Electric Seats Sony Radio & CD-Changer Electric Windows/Mirrors Rear Wiper Porsche Climate Control 18" Turbo Alloys (OPC Service History)

1997 - 993 C2S COUPE TIPTRONIC (FOREST GREEN) 42,000 MILES.
(VARIORAM) Cashmere/Tan Leather Interior Rear Roof Spoiler With Integrated Break Light Sports Seats Electric Windows/Mirrors/Sunroof/Seats Full Climate Control 18" Turbo Alloys (OPC Service History & Specialist Service History)

1997 - 993 C2S COUPE MANAUL (ARCTIC SILVER) 49,000 MILES.
(VARIORAM) Black Leather Interior On Board Computer Electric Sunroof Electric Seats Sports Seats Rear Wiper Electric Windows/Mirrors Turbo Front/Rear Spoiler Full Climate Control 18" Turbo Alloys (OPC Service History)

1997 - 993 C2S COUPE MANAUL (ARCTIC SILVER) 70,000 MILES.
(VARIORAM) Black Leather Interior Uprated Stereo/CD Player Rear Roof Spoiler With Integrated Brake Light Electric Sunroof/Seats/Windows/Mirrors Sports Seats Full Climate Control 18" Turbo Alloy Wheels (OPC Service History & Specialist Service History)

1996 - 993 C2 TARGA TIPTRONIC S (MIDNIGHT BLUE) 68,000 MILES.
(VARIORAM) Klassik Grey Leather Interior Uprated Blaupunkt DAB/CD Player Rear Windscreen Wiper Immobiliser Electric Targa-Top Roof Electric Windows/Mirrors Electric Seats Climate Control 17" Porsche Alloy Wheels (OPC Service History)

1995 - 993 C2 COUPE MANUAL (BLACK METALLIC) 66,000 MILES.
Black Leather Interior On Board Computer Electric Windows/Mirrors/Sunroof Climate Control 17" Porsche Carrera Alloy Wheels Full Official Porsche Centre & Specialist Service History

1995 - 993 C2 COUPE MANUAL (RS-SPEC) (MIDNIGHT BLUE) 58,000 MILES.
Marble Grey Leather Sports Seats Sunroof CD Radio RS Specification Onboard Computer Electric Windows/ Mirrors/ Sunroof Sports Seats Rear Wiper Climate Control New 18" Porsche Turbo Alloy Wheels & Tyres (OPC Service History)

1995 - 993 C2 COUPE TIPTRONIC S (SLATE GRAY) 81,000 MILES.
Slate Gray Metallic Full Black Leather Interior On Board Computer Electric Windows/ Mirrors/Sunroof Climate Control 18" Porsche Turbo Alloy Wheels (OPC & Specialist Service History)

1995 - 993 C2 COUPE TIPTRONIC (SLATE GRAY) 115,000 MILES.
Grey Leather Interior On Board Computer Uprated Stereo and Speakers Electric Windows /Mirrors/ Sunroof Climate Control 17" Porsche Carrera Cup Alloy Wheels (OPC & Specialist Service History)

1994 - 993 C2 CABRIOLET TIPTRONIC S (RIVIERA BLUE) 82,000 MILES.
Metropole Blue Leather Interior Electric Windows/Mirrors/Hood Turbo Rear Spoiler & RS Front Spoiler (Original Spoilers & Bumper Included Also Painted Riviera Blue) Climate Control 16" Porsche Carrera Alloy Wheels (OPC & Specialist Service History)

1988 - 911 3.2 COUPE MANUAL (GRAND-PRIX WHITE) 88,000 MILES.
Navy Leather Interior/White Piping Sports/Electric Seats Pioneer Stereo & CD-Changer Rear Wiper Sunroof Porsche Fuchs 16" Alloy Wheels (OPC & Specialist Service History)

PORSCHE BOXSTER - 986 / 987 / 'S'

2007/8 - 987 BOXSTER S MANUAL (METEOR GREY) 38,000 MILES.
Black/Grey Leather Interior (PSM/PASM) BOSE Sound System 6 CD Changer Heated/Sports Seats Crested Headrests Colour Crested Wheel Centres Part Electric Seats Rear Park Assist Climate Control Xenon Headlights 19" Carrera Alloys (OPC Service History)

2006 – 987 BOXSTER S MANUAL (MIDNIGHT BLUE) 36,000 MILES.
Tan Leather Interior (PCM/PSM/PASM/Sat Nav/Tel.Module) BOSE I-POD Connection Electric/Heated Seats White Dials Passenger Climate Control Xenon Headlights 19" Carrera S Alloys (OPC Service History)

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2003 – F360 SPIDER F1 (ROSSO CORSA) 16,000 MILES.
Crema Leather Interior Red Piping Embossed Seats Ferrari Navtrack Scuderia Badges Wind Deflector Full Toolkit and Leather Folders Car Cover Electric Seats/Windows Climate Control (Full Ferrari Maindealer Service History/Recent Service, Belts Change, New Clutch)

1998 - F550 MARANELLO COUPE MANUAL (SILVER) 53,000 MILES.
Full Leather Interior Satellite Navigation with DVD ASR Sports Mode Electric Seats Upgraded Radio & 6 CD-Changer Climate Control (Ferrari Service History)

1976 - 308 GT4 COUPE MANUAL (ROSSO RED) 84,000 MILES.
Rosso Red Cream Leather with Red Carpet Electric Mirrors Electric Windows 16" Ferrari Alloys (Ferrari Service History)

1973 - DAYTONA 365 GTB/4 RHD (ROSSO RED) 38,000 MILES.
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1972 - DINO 246 GT (WHITE-ORIGINAL PAINT) 38,000 MILES.
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1967 - 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 MILES.
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1969 – JAGUAR E-TYPE 4.2 MANUAL 'FIXED HEAD COUPE' (SERIES 2) (BRITISH RACING GREEN) 16,000 MILES.
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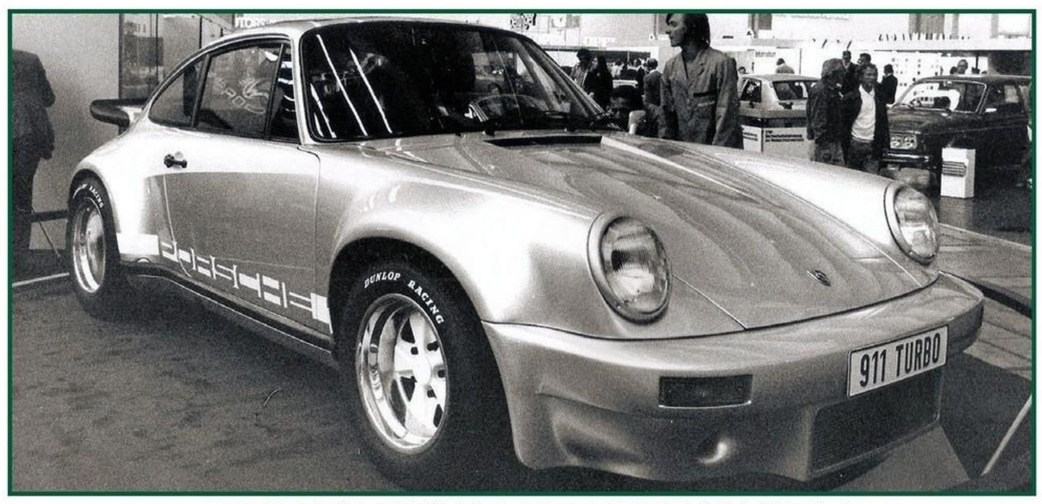
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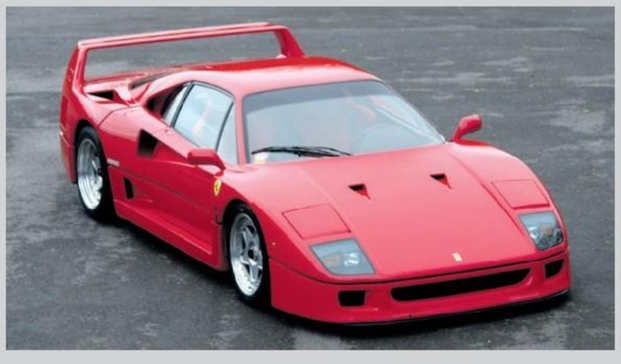
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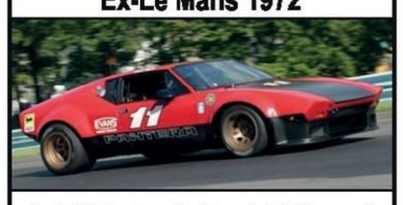
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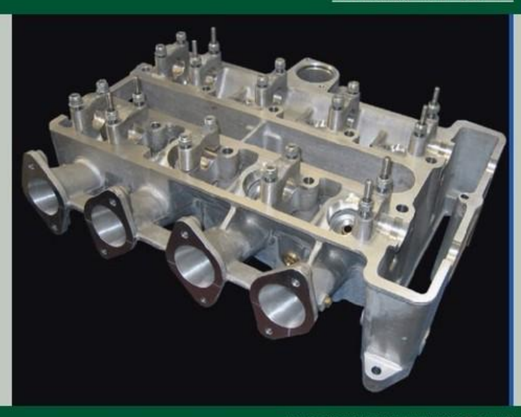
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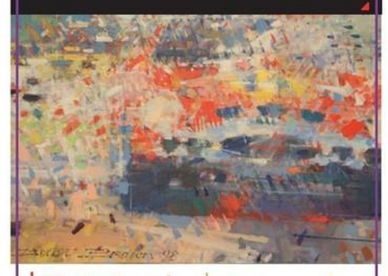
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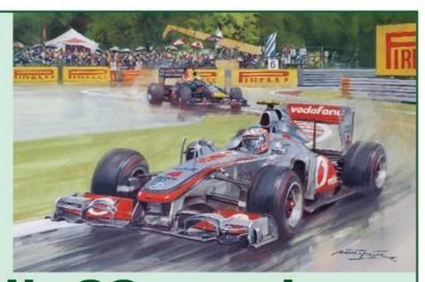
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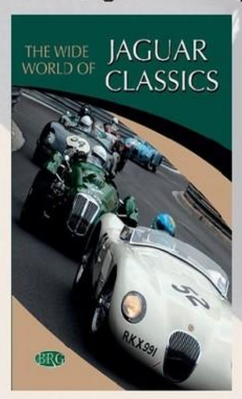
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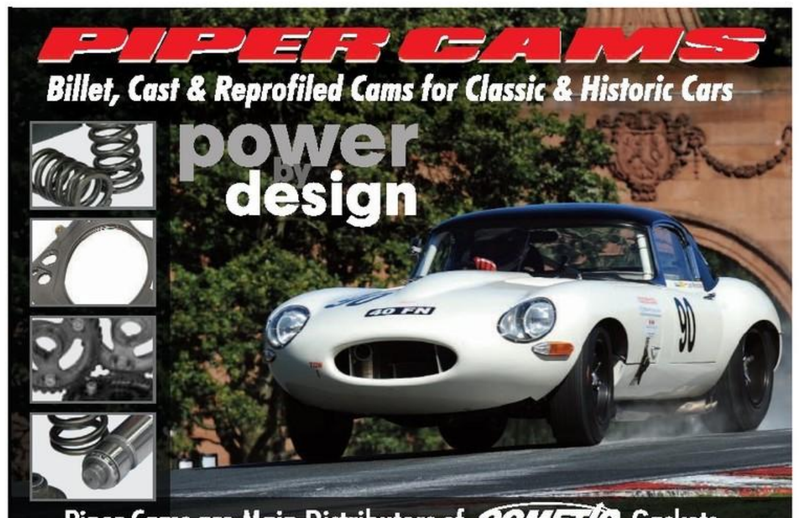
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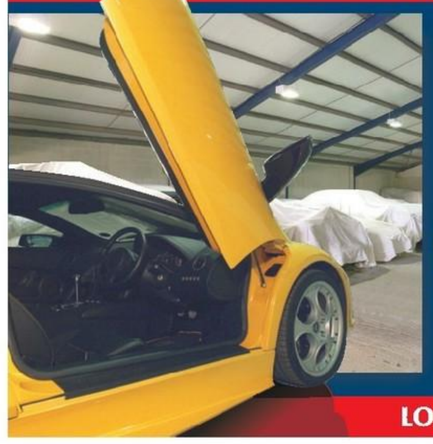
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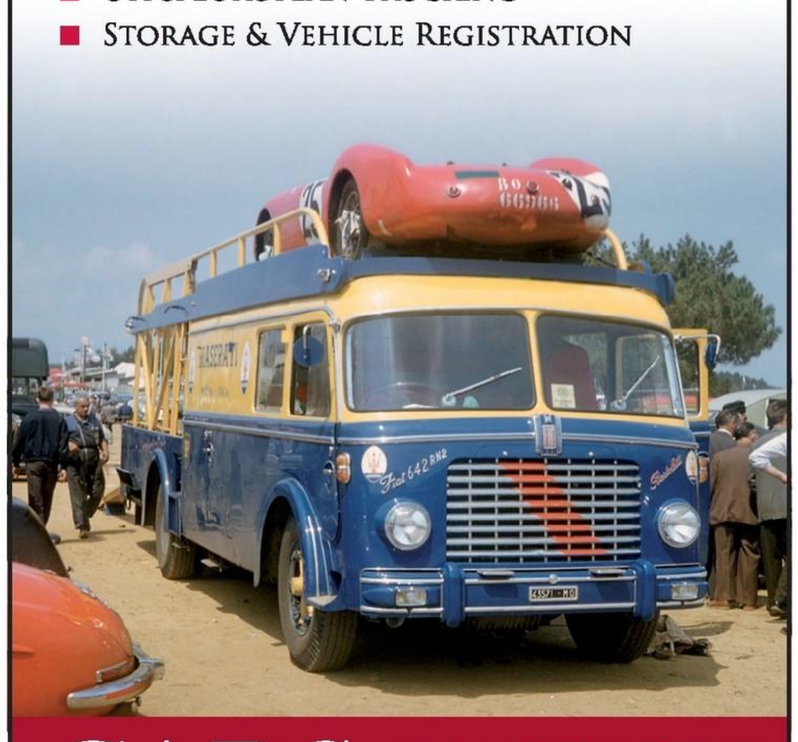
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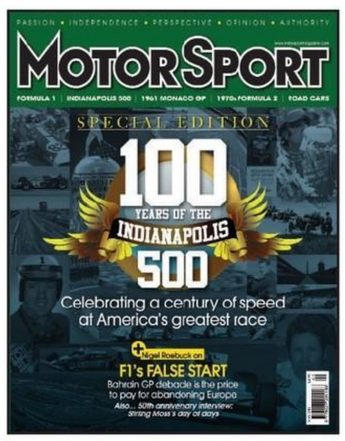
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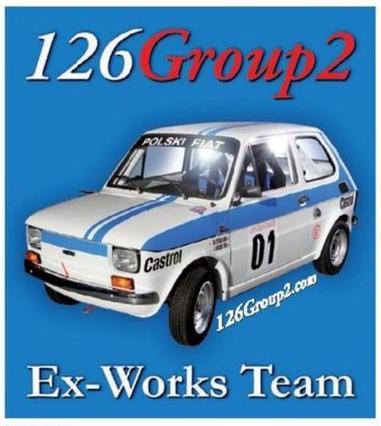
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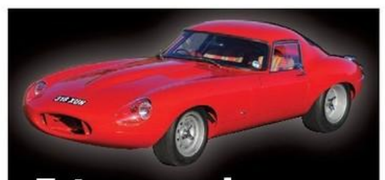


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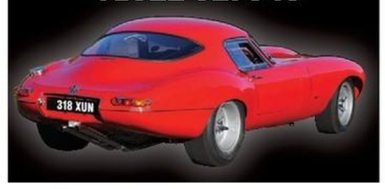


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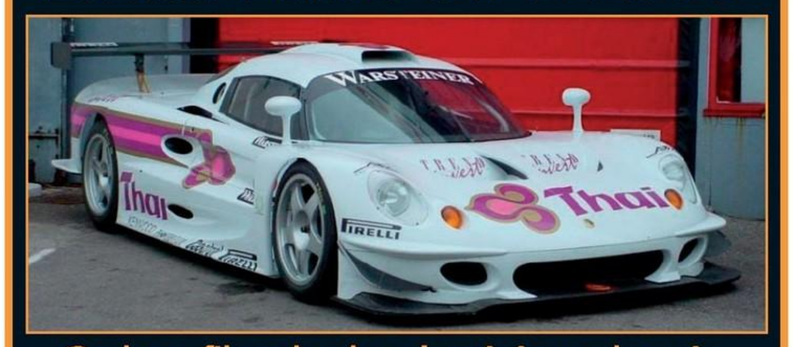
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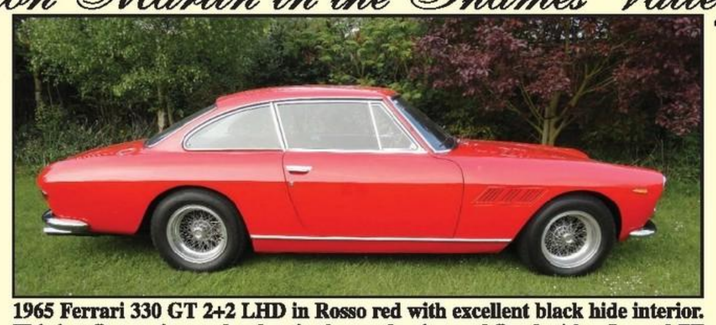
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2007 Aston Martin DB9 finished in Meteorite silver with contrasting beige hide interior. A beautiful 2 owner car with a full service history and only 20,000 miles. No faults and like a new car £57,950



1965 Ferrari 330 GT 2+2 LHD in Rosso red with excellent black hide interior. This is a first series car but late in the production and fitted with a 5 speed ZF gearbox. The car has spent the last 10 years in a Portuguese museum and has recently been serviced by Bob Houghton. Will undoubtedly rise in value £89,950



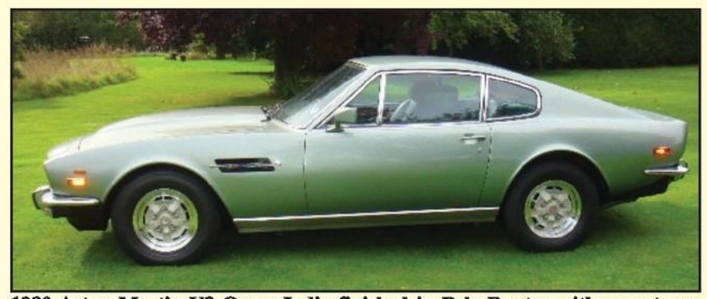
2006 (56) Aston Martin V8 Vantage in Black with Burgundy & Black hide interior. Despite the 57,000 miles, this car is in excellent condition and comes with full Aston service history. Very sensibly priced at £35,950



1979 Aston Martin V8 to full Vantage spec. Finished in Silver with contrasting St James red hide interior, this car has been beautifully kept and is in splendid condition throughout. Fitted with 5 speed manual transmission and Ronal wheels, the car is very competitively priced at £55,000



1973 Aston Martin DBS V8, Iconic 70's sports car and was the fastest production car in period. This one has been beautifully kept and has covered only 46,000 and comes with a comprehensive history file. Undoubtedly rising in value but sensibly priced at £39,950



1980 Aston Martin V8 Oscar India finished in Pale Pewter with sumptuous dark blue hide interior. This car is in excellent condition, has a comprehensive service history and comes with the benefit of a recent suspension upgrade. It was supplied to the last two owners by us and has been regularly maintained £45,000



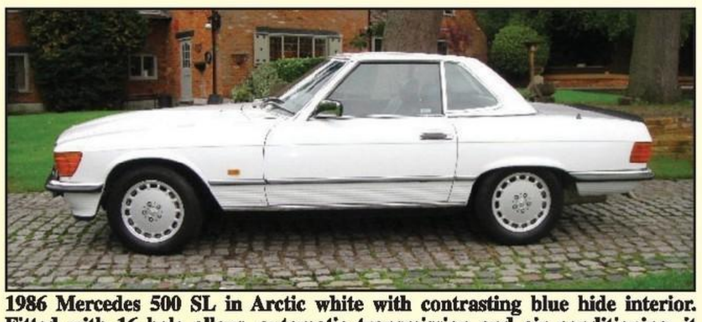
1958 Aston Martin DB MkIII finished in British Racing Green with black hide interior; this is a highly modified car with triple Webers, high lift camshafts and competition disc brakes and has a string of successes in AMOC events. Would make an ideal historic rally car £135,000



1962 MGA 1622 MkII Left Hand Drive. Finished in Peony red with contrasting black interior with matching black mohair hood and tonneau cover. This car has been the subject of a complete "body off" restoration and is perfect throughout. One of the best available and sensibly priced at £24,950



1997 Aston Martin DB7 Coupe finished in Mendip blue with Parchment and Pacific hide interior. This is a 56,000 mile car with a full service history and comes with all usual refinements, Excellent value at £19,950



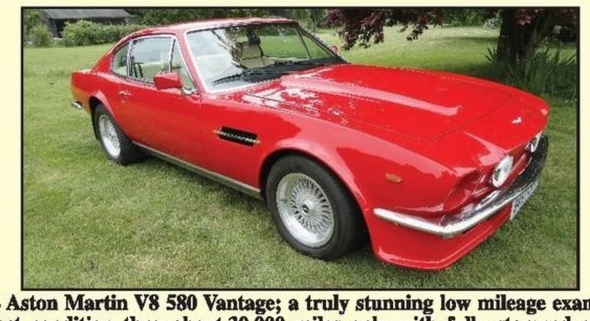
1986 Mercedes 500 SL in Arctic white with contrasting blue hide interior. Fitted with 16 hole alloys, automatic transmission and air conditioning, it comes with a very comprehensive service history and is very fairly priced at £12,950



1996 Porsche 993 Cabriolet finished in Diamond black with black mohair electric hood and black hide interior. The car has covered 92,000 miles and has a comprehensive service history and the specification includes touchtronic transmission, wider cup alloys and electric heated seats £17,950



1962 MGA MkII roadster finished in old English white with contrasting black hide interior. The car is in nice but not perfect condition and drives extremely well. MkII's were fitted with a1622cc BMC "B" series engine with increased power output and improved cooling. Huge fun at £16,950



1984 Aston Martin V8 580 Vantage; a truly stunning low mileage example in perfect condition throughout.30,000 miles only with fully stamped original service book with accompanying documented history file; original hand book, upgrade to Ronal wheels; very collectable. £85,000



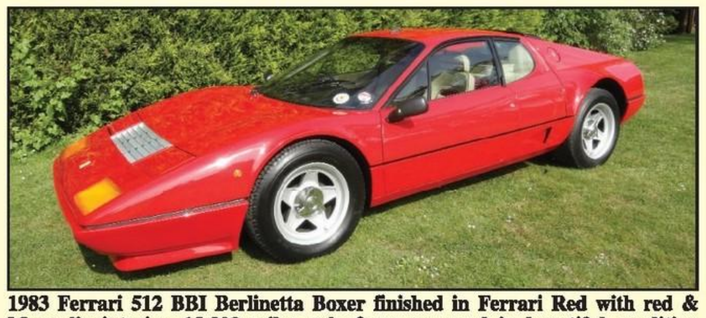
1998 Jaguar XK8 Convertible finished in Saphire Blue with magnolia hide interior and walnut cappings. This is a beautiful example that has done just 70,000 miles and has a complete service history. Excellent value at £7,995



1974 Aston Martin V8 SrsIII in Suffolk red with a bespoke hide interior trimmed by an expert aircraft trimmer. Huge history from new detailing all upgrades and servicing; Vantage style spoiler and grill, BBS Alloys, Seriously good Value at £39,995



1994 Bentley Continental "R" finished in Mason's Black with St James red hide interior with walnut cappings. This car is in excellent condition and has covered 116,000 miles and has a complete service history including £20,000 spent in the last 3 years, hence no future major expenditure expected £28,950



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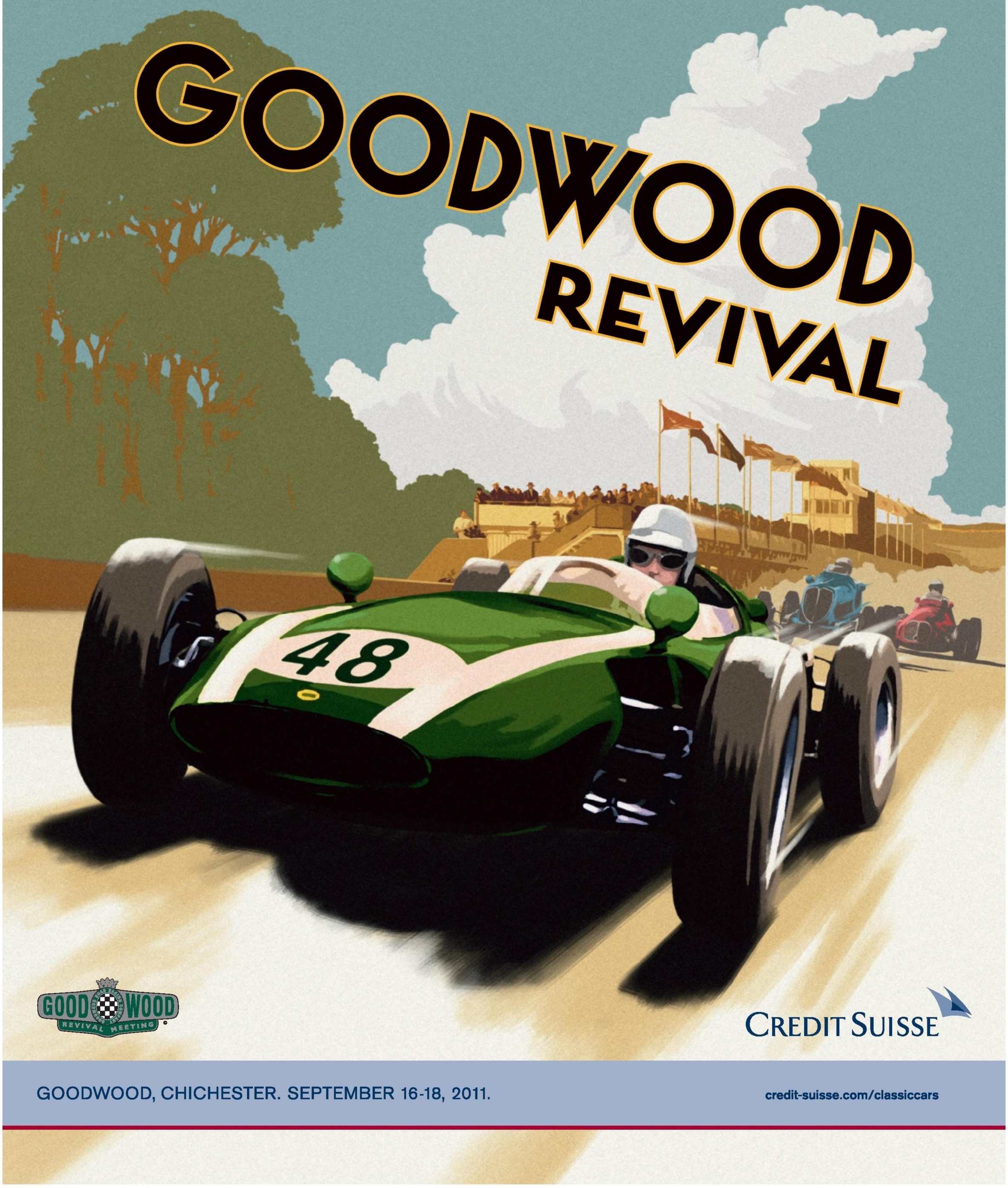
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