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BY SIMON TAYLOR

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Red Bull/Getty Images

Cover image: Mitch Pashavair

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Mitch Pashavair

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The road trip starts here

This magazine has never been content to offer the bare minimum. Motor racing is, and will always be, our *raison d'etre*, but for the 'magazine that gave its name to the sport' it has never been the results that matter, but how they're achieved. Denis Jenkinson and Bill Boddy always looked beyond the race track for their stories, in a constant bid to keep abreast of progress. Thus we do today, as we introduce the latest evolution in the revival of the 'green 'un'.

As usual, we've taken a glance back before forging ahead. Thanks to Bill, *Motor Sport* became a strong, vital and fiercely independent voice within the motor industry, WB testing all the latest cars and telling his readers decisively which models they should – and shouldn't – buy. Now we plan to regain that voice, with a new monthly section dedicated to road cars headed by one of our own. As a former editor of the magazine, Andrew Frankel understands this title and its readers like few others. And as many a PR man has found, he's not one to swallow the company line and certainly won't write to please. Perfect for *Motor Sport*!

The timing of this introduction could not be better. For the first time in decades road and race technologies are advancing together, feeding into each other for the benefit of all (see our cover story on the McLaren MP4-12C). The automotive world is changing rapidly, as it must – and motor racing is following suit. High-revving multi-cylinder engines stir our blood, but new technologies are pointing us towards small-capacity turbo motors, new types of valve actuation, hybrid power solutions and so on. As ever, the quest is fed by a need and desire for lighter, smaller, more powerful, more driveable, more economical and more reliable cars. The key word on road and track is as it ever was: efficiency.

Each month, Andrew drives a huge range of new cars, and will bring us the most interesting and advanced models on the market, in his own entertaining way. The trip begins on p98.

When I was small the scream of racing engines used to terrify me. Many a time on Brands Hatch's South Bank I'd refuse to get out of dad's car until there was a pause in the action, content to ignore the real thing and play with my toy cars on the back seat of his Viva. Thankfully it didn't last. I was six when I attended my first Grand Prix (Silverstone, 1981) and as I sat at Club Corner that Saturday morning, my stomach twitched and my heart beat faster at the first sound of Grand Prix cars leaving the pitlane for morning warm-up – but now out of excited anticipation rather than fear.

For all who love this sport, sound is as intrinsic as sight when it comes to experiencing a racing car on the limit. That struck me again as I watched Friday practice at the fast, new Abbey right-hander at Silverstone this year. Lewis Hamilton's total commitment in his ill-handling McLaren was impressive, but it was the sharp stinging in my ears as he arrived that really stuck.

We know from the letters we receive that many of you will agree. That's why you might be heartened to read Gordon Kirby's feature on the 2013 engine rules debate (see p92). Small-capacity turbos are inevitable as F1 attempts to pull itself into line with the world's car manufacturers, but the acknowledgment of the noise factor is good news. Martin Whitmarsh and Patrick Head haven't forgotten what matters. They'd both prefer a V6 to a four-cylinder simply because it would sound better, and they recognise that if Grand Prix racing dilutes its raw (or perhaps I should say 'roar') appeal the sport will lose its soul once and for all. As decisions go, the choice of power spec for 2013 and beyond is about as big as they get.

Max Mosley once asked Nigel Roebuck whether noise matters. What a stupid question.

Damien Smith, Editor

CONTRIBUTORS



Sam Hancock

You have to be winning in karts by age eight if you want to be a Porsche team owner, victorious GT racer and Aston Martin works driver like Hancock. Sam has been racing since before some of the *MS* staff were born – and he's only 30. He knows his way round a keyboard, too, so at this year's Le Mans he kept a full and frank diary for us. It's gripping stuff, especially as he gets close to a top-four finish…



Andrew Frankel

It'd hardly *be* a press launch if AF wasn't there. Thanks to his extensive experience our new road car section will become an authoritative source for news on what the car world is thinking, and where it's going next. And as a regular racer Andrew was well placed to visit McLaren, where engineers gave him exclusive access to their new supercar. Does racing still improve the breed? Read his conclusion on p40.



Gordon Cruickshank

The office phone bill took a hit this month while GC tracked down people who'd seen the inside of a unique racing Ferrari. In a complex career the car went around Europe, the States, Australia and South Africa, and its drivers are now spread as far as Spain and New Zealand. So he's hoping the bill isn't itemised… He'd have preferred face-to-face interviews, but oddly the boss wouldn't wear it.



Rob Widdows

Now we've clarified that Rob is not ex-racing driver Robin Widdows, we've given him instructions to visit events that intrigue him. In his new column Rob will report back on interesting places, cars and people anywhere they gather. We had a text from Ypres, then Spain, and he tried one from inside a Skoda on Goodwood's rally stage. We can't read that one, though the letters OMG appear a lot…



The last Pirelli F1 win, Nelson Piquet at Canada '91. Above: Pirelli CEO Francesco Gori, chairman Marco Tronchetti Provera and R&D head Maurizio Boiocchi announce new deal

Pirelli

Pirelli pushes for F1 test

THE RETURN OF PIRELLI TO Formula 1 after an absence of two decades has the potential to mix up the grid in 2011, as teams scramble to adjust to the new tyres.

Pirelli finally got the official nod from the World Motor Sport Council at the end of June, weeks after the teams had agreed to go with the Italian company rather than Michelin.

Although Pirelli has been developing its F1 tyres behind the scenes for some months, there is now a relatively short window in which to prove them on track.

"We had to start work because the decision was being delayed so much," Pirelli motor sport boss Paul Hembery told *Motor Sport*. "We're well aware of the timing. Wind tunnel tyres, for example, have to be ready by September. It sounds like a banal thing, but it's actually a specialised product."

Track testing is due to commence with a 2011 GP2 prototype at the end of July, while the company is still trying to find a suitable contemporary F1 machine to use as a test hack without being seen to favour any of the current teams. It also intends to use drivers who have no aspirations to race in F1 in 2011.

"We're still trying to define the F1 test car that we'll be using," said Hembery. "We don't want to provide any favouritism to any one team, but the teams somewhere along the line are going to have to accept that we need a relatively current car to actually do our work. I guess a 2009 Toyota would be an excellent starting point, but we don't know what they have left."



The new Korean International Circuit is nearing completion ahead of its inaugural Grand Prix on October 24. All the major structures are finished with track surfacing currently underway. Circuit boss Yung Cho Chung (above) said: "We are delighted with the progress of the project, which is both on schedule and being finished to an extremely high standard." The work is due to be completed in August.

Korean GP

The first proper test with all 12 teams involved will take place at Abu Dhabi in the days after the final Grand Prix of the season, which will provide a useful comparison with the Bridgestones used that weekend.

Pirelli has been working closely with FOTA's Technical Working Group, which has attempted to form a consensus on what the teams require. In essence Pirelli has been asked to create tyres that are similar in characteristic to the Bridgestones, in order to effect a smooth transition. "They have come up with some working ranges and asked us to design a product within these areas," said Hembery.

The teams have also agreed to build their 2011 cars within a small range of weight distribution. There is a concern that someone may luck into a huge advantage by having a significantly rear- or forward-biased distribution that happens to favour the new tyres.

Pirelli has indicated that it is willing to do what it can to create tyres that spice up the racing. The Canadian Grand Prix provided a timely example of what can happen when tyres are marginal, and drivers have to adapt.

"It's an element that will come back into F1," said Hembery. "We can't promise it overnight because we've got a big learning curve going to circuits where you can't test. But it's something that we'll work on, with the sport. You have to manage it. The team principals say as long as the tyres are the same, the drivers just have to get on with it! Clearly the drivers will be looking for optimum performance everywhere."

Pirelli is able to use a GP2 car for early testing because its tyres will have similar sizes and constructions in both categories in 2011. The company has already been gaining some single-seater knowledge, and information about European F1 venues, through its involvement in the GP3 series. *Adam Cooper*

New teams 'lack form'



DAVID RICHARDS, THE former team principal of BAR-Honda and Benetton, believes the performance of the new teams which joined Formula 1 this year has made it harder for other entrants to raise the money to take part.

Richards' engineering firm Prodrive was granted an F1 grid slot in 2008 but could not compete after the FIA failed to approve rules allowing teams to share car chassis. Last year Prodrive applied again for a slot but was rejected in favour of Lotus, HRT, Virgin and USF1, which failed to raise the funds to race. As *Motor Sport* went to press Lotus, HRT and Virgin had yet to score a point.

"They have disillusioned anyone of the idea that you could be competitive and it has prejudiced raising funds," said Richards (above). Prodrive raised £40 million last year for its F1 bid, but according to Richards it would not be able to repeat this as a consequence of the new teams' form. "Everyone had a dream – I'm sure Richard Branson had a dream a year ago – that starting a new team would challenge the establishment. We never believed that."

Richards says the close competition at the head of the field has taken attention away from the new teams, "otherwise we might have by mid-year started to see the recriminations and people questioning what is going on".

He said the new teams have been blighted by the FIA's failure to introduce a £40m budget cap, which would have levelled out the competition. Accordingly, Prodrive is not applying to take up the slot left vacant by USF1. Richards said he had "concluded that raising funds would be difficult".

But he added: "I don't rule out Prodrive returning to F1 in the next five years," and explained this would be through an acquisition rather than setting up a new team. Last year Prodrive had talks with Renault about taking over its F1 team. Richards said it came to nothing because "we had a clear business model and they chose a different route. When opportunities come along we will look at them."

Christian Sylt and Caroline Reid

IN BRIEF

■ The FIA is considering a licensing system for team members, which will allow it to hand out direct sanctions. That has not been possible previously, which is why in the case of Flavio Briatore and Pat Symonds last year the WMSC instead threatened penalties against teams, drivers or circuits who had anything to do with the former Renault men.

■ Pat Fry started work at Ferrari on July 1 in the role of assistant technical director. Fry, 46, left McLaren earlier this year after 18 years with the team that saw him in a variety of frontline engineering roles.

■ Lotus Racing boss Tony Fernandes is acquiring the rights to the Team Lotus name, which will allow him to formally rebadge his operation next season. The name has been owned by David Hunt and two other investors since the end of the 1994 season.



■ The Royal Mail issued a commemorative set of stamps to celebrate 10 British F1 World Champions ahead of July's British Grand Prix. The stamps (above), featuring Jenson Button, Lewis Hamilton, Damon Hill, Nigel Mansell, James Hunt, Jackie Stewart, Jim Clark, John Surtees, Graham Hill and Mike Hawthorn, are available from the Royal Mail and on eBay.

■ As little as three points separate Jenson Button, Lewis Hamilton and Mark Webber in the BRDC Gold Star Points for 2010. The trio are more than 20 points ahead of fourth-placed WTCC BMW driver Andy Priaulx.

■ Colour footage of the inaugural World Championship Grand Prix at Silverstone in 1950 has gone on sale for the first time. A DVD has been made from the footage, found in the National Film Archive, but only 500 copies are going on sale. They cost £15 and can be ordered from www.gomw.co.uk/cart/catalogue.

Austin GP 'still on schedule'

AUSTIN F1 PROMOTER TAVO HELLMUND insists that everything is still on schedule for its debut race in 2012.

Bernie Ecclestone recently made some mischievous comments to the effect that Austin would face a financial penalty should it not be ready in time to stage a US Grand Prix.

"We're not going to spend time building a facility and not have a GP," said Hellmund. "Of course we don't want to run a month or two behind. Everyone worries about the deadline. But what's the downside? There's a penalty. We're still building the place.

"The Tilke people have been in Austin pretty much non-stop, and have met with our architects and contractors. We're hammer down."

Hellmund led a delegation of 12 people from the Austin project on a visit to the British GP. They included Texas state comptroller Susan Combs – in effect the chief financial officer – who sanctioned a $25 million payment that will in effect be Ecclestone's annual fee.

Justifying the support she said: "It's going to put Texas and Austin on the global map, and it will brand Texas as the home of cars."



Renault F1

Kubica sticks with Renault

ROBERT KUBICA'S DECISION TO EXTEND his Renault deal until 2012 leaves the identity of his team-mate as the big question mark hanging over next year's Formula 1 line-up.

The eight drivers in the top four teams are expected to remain unchanged, meaning the second Renault seat is thus the most desirable on the grid. Team principal Eric Boullier (above with Kubica) has made it clear that Renault wants a quick driver who is capable of pushing the Pole.

The likes of Kimi Räikkönen, Adrian Sutil and Timo Glock have been mentioned, although the Finn looks set to stay in the World Rally Championship.

"If we can have two drivers fighting and challenging each other for the title, this is what I'm dreaming about," said Boullier. "It's not by arrogance I'm saying this. It sounds like the second race seat is very interesting for many other drivers."

Kubica had been linked with a future at Ferrari, but the confirmation some weeks ago of Felipe Massa retaining his seat meant he had no real alternative to Renault. Nevertheless, the deal reflects his satisfaction with the team. "I feel good and I like the atmosphere in the team, and that's it," he said. "It's very simple."

Movable rear wings get OK

THE WORLD MOTOR SPORT COUNCIL has mandated movable rear wings on Formula 1 cars in 2011 in an attempt to boost overtaking.

Drivers will be able to operate them throughout practice and qualifying, but in races they will only become active after the second lap, and then only when within a second of the car ahead. The driver will then have the option of deploying it to gain a straightline advantage over his rival. When he touches the brakes, it will be deactivated. Many drivers have criticised the plan as being too artificial.

The introduction of the wings will coincide with a ban on any aero device operated by driver movement, which means an end to the F-Duct. The movable front wing, introduced last year in a bid to allow cars to follow each other, is being scrapped.

The minimum weight will rise from 620 to 640kgs in 2011, giving teams more scope to run KERS. The limit was increased from 605kgs for 2010 for that purpose, although the teams agreed among themselves not to use KERS.

The 107 per cent qualifying rule will also be reinstated in 2011.

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Nigel Roebuck



REFLECTIONS
– Optimism replaces oppression at Silverstone
– More bad feeling in the Red Bull wing…
– Patrick Depailler – F1's automotive SAS man

There was something strange about Silverstone this year, and it was not simply to do with changes to the circuit, major though these were. It was oddly unsettling to find the familiar bridge before Copse gone – for how many years had one tramped over it en route from the car park to the paddock? – and indeed one noted change wherever one went.

There was more to it than that, though, and at the BRDC barbecue on Friday evening it finally dawned on me. The strangeness, the newness, came not from unfamiliar buildings, underpasses and the like, but from something in the air. For the first time in many years, Silverstone – the British Grand Prix weekend – was alive not with dissension but with *optimism*. Two years ago, after all, we believed Silverstone probably lost as a Formula 1 venue; last year it seemed that the British GP was probably dead as a round of the World Championship. As I joined the endless queue on the A43 that Sunday evening, the thought occurred that perhaps it was for the last time.

Now here we were, back at Silverstone, in July 2010, and wherever you looked there was harmony. Bernie Ecclestone declared himself happy with the changes so far carried out at the circuit – and when Bernie was last happy with *anything* at Silverstone people thought there was a future for the BRM V16. Long time ago.

It was over the 2008 Grand Prix weekend that the FIA announced, with gratuitous vindictiveness (and barely contained relish), that, as of 2010, the British round of the World Championship would be run not at Silverstone but rather at Donington.

Those familiar with Donington, while knowing it to be a good little circuit, rather doubted that it had the infrastructure and



so on to cope with putting on a World Championship Grand Prix. Could the necessary work *conceivably* be done to stage a race in two years' time? "Don't ask me," Ecclestone shrugged. "I'm not a civil engineer."

Whatever else, Bernie stressed, it was Donington or nowhere: F1 wasn't *ever* coming back to Silverstone after the 2009 race had been run. "If Donington doesn't come through," he said, "there won't be a race in Britain, simple as that – I'll sign a contract with another country…"

It must be said that the Donington announcement was greeted with profound cynicism in the press room, this in no way assuaged by a few minutes in the company of Simon Gillett, one of the joint CEOs of the project (and soon to be the only one). Gillett had a good line of patter, but motor racing has always been packed with people like that, and I was one of many who came away wholly unconvinced. No, Gillett had conceded, he didn't have any major backers lined up; the monies required for bringing the track up to Formula 1 spec – and for the little matter of persuading Bernard Charles to show up with 20-odd Grand Prix cars – would be raised by debentures. *Debentures*? And how big a part would Father Christmas play?

Later that afternoon I chatted with a member of Bernie's inner circle, and said I somewhat doubted that the British Grand Prix would ever go to Donington. In the subtlest way, he smilingly conveyed that he somewhat doubted it, too.

We were both somewhat right, as it turned out, and this is not a matter of 20:20 hindsight. Over time the Donington project went through crisis after crisis (usually of a fiscal nature) until finally it was conceded that, no, there wouldn't be a British Grand Prix there, after all. I don't think any of us took any great pleasure in being proved right – it was all too depressingly bleedin' obvious for that – but one was bound to wonder just what the hell it had all been about. The future of the British GP remained uncertain, just as before, the only difference being that now picturesque Donington Park looked as if it had been bombed.

By the time of the 2009 British Grand Prix it had become obvious that Donington, for all Gillett's protestations to the contrary, was going nowhere, and Ecclestone had rethought his assertion that 'F1 would never come back to Silverstone'. Indeed, he said that should Donington fail to come through, the British GP – should it be on the calendar, of course – would indeed be at Silverstone. No real surprise there: where else could it be run? »»»

LAT

Nigel Roebuck



Actually, Bernie had more on his mind than the British Grand Prix that weekend, for it was at Silverstone last year that F1 came closer to genuine civil war than at any time in its history. On the Thursday evening before the race, a FOTA meeting concluded that to continue dealing with a governing body headed by Max Mosley was no longer tenable. Essentially the plan was to go it alone, to run a FOTA championship (at venues pleasing to the sponsors, for a change), and to tell the FIA to get stuffed.

That was the polite version, anyway, and it's fair to say that the atmosphere in many motorhomes on the Friday was something close to euphoric: the big decision had been taken, the air cleared. In the paddock that weekend Mosley frothed and blathered and backtracked, while Ecclestone grimly said he had not worked this hard for this long to see F1 go down the pan, and intended to do everything he could to save it.

Against that backdrop, the future of the British Grand Prix was not uppermost in the minds of the powers-that-be. But for the fans, for the BRDC, for all to whom Silverstone and F1 were sacrosanct, it was quite a different matter. They got to see Grand Prix cars in action precisely once a year, and they didn't care to think of losing it. The French can tell you about that.

In the last year or so, though, all manner of good things have come to this sport. Twelve months ago the gentlemen of CVC, effectively the owners of F1 (in the sense that they hold the commercial rights), were in a state of panic, fearing that suddenly they owned the commercial rights to three-fifths of damn all. A meeting with FOTA president Luca di Montezemolo was sought, and – to the regret of some FOTA members – granted. Within a couple of days all the warring parties had reached some kind of truce, ending all talk of a breakaway, and confirming that F1 would remain united – the proviso being that M Mosley would indeed leave office in the autumn, when his 43rd term ended.

Peace in our time, then, and more was to come. After countless years of uncertainty about the future of the British Grand Prix, it was announced that a deal had been struck between CVC and the BRDC to run the race at the hitherto reviled Silverstone for the next 17 years, no less. With the race guaranteed, outside investors finally saw good reason to put money into Silverstone, and the first shoots were apparent the other week.

It's not easy to figure out quite how Ecclestone was persuaded at last to look kindly on Silverstone. At the time I was told by someone who should know that CVC's Donald McKenzie, perhaps mindful of the damage to the image of F1 if the British Grand Prix were allowed to disappear, was instrumental in making it happen – and, for that matter, that Bernie was not too thrilled about it. Certainly it seemed curious that, at the announcement of the new contract at a press conference at Grosvenor House, Ecclestone was not present.

> "I hear Mosley is dismayed by the way Todt is going about the job"

"When I heard about the deal," said Martin Brundle, "I sent him a little text saying, 'Thanks for getting the Grand Prix sorted, Bernie'. No response…"

There were suggestions at the time that Jean Todt, the incoming president of the FIA, had also been involved in the brokering of the deal. If such were the case, we never heard it officially confirmed, but then that wouldn't necessarily surprise me.

Brundle again, at the end of last year: "If I'd got the job Todt's got, the first thing I'd have done was shut my mouth, and go and find out what was going on – and had gone on – and then, a few months later, come out with something. And, thinking about it, that's exactly what he's done.

"We haven't heard a word from him about all sorts of things, have we? What did our new FIA president think about Toyota's withdrawal, or whatever? Not a word. Same with Bridgestone's forthcoming withdrawal. Let's see what he comes out with in the fullness of time – and see if he's got an answer for all of that. I'm told that he's been micro-managing things – looking into every single detail of what's going on…"

Such seems to be the case. Jean Todt may indeed have a powerful ego, but it is far less overt than that of his predecessor. He moves around quietly, seeing – and remembering – everything, but he feels no compulsion to make public his views on this, that and the other, which Max Mosley was increasingly wont to do, almost on a daily basis, it seemed.

"I think," Brundle said, "we should support Todt in whatever ways we need him in the sport. As for Mosley… you know the way we can best repay him? Not talk about him."

Paris, traditional home of the FIA, has inevitably always been a cauldron of





Todt and his actress partner Michelle Yeoh at Silverstone, where Red Bull again courted controversy (left)

LAT

rumour and gossip in the politics of motor racing, and word reaches me that Mosley, having blatantly championed the cause of Todt as his successor, is increasingly dismayed by the way Jean is going about the job.

So over the top was Max's support for his candidature that we concluded that a private agreement was in place, that Todt, once in office, would simply continue The Lord's Work. In point of fact, though, Jean is far too much his own man to do anything of the kind, and as soon as he got his feet under the table he quietly set about reformations of his own – not the least of which was the removal of certain key figures from the Mosley administration. In 2010 the stewards at each Grand Prix have been advised not by Alan Donnelly, Max's right-hand man, but by a racing driver – at Montréal, for example, it was Emerson Fittipaldi, at Silverstone Nigel Mansell – who might be able to bring knowledge and experience to bear in this controversy or that.

I'll admit that I was among those who feared that, in light of Mosley's overbearing patronage, a Todt presidency might just mean 'more of the same', and it causes me no distress at all to concede that – thus far, at least – I was wrong. Over time Max lost the plot to a point that he 'became the story', whereas Jean seems content to stay unobtrusively in the background, emerging only when necessary.

When Mosley would arrive at Silverstone, or wherever, it was as if a major political figure were among us. But although Todt indeed attended the British Grand Prix, it was completely without fanfare of any kind. I'll warrant, however, that he didn't miss anything.

The contrast with the British Grand Prix of 2009 was overwhelming in so many ways. Then we had had an FIA president in the death throes of office, plainly floundering as Formula 1 disintegrated around him; now we had the beginnings of a new Silverstone, its blue-riband race guaranteed for a good long time, and a man at the top of the sport who quietly gets things done. No surprise, all in all, that optimism was thick in the air.

Not all, of course, was sweetness and light during the weekend of the British Grand Prix – F1 would not be F1 without dissension somewhere, although I will admit that I was surprised at the source of it. Wherever you looked or listened – TV, radio, newspapers, websites – the concentration was on Red Bull Racing and the feuding within.

While it is a fact that Sebastian Vettel and Mark Webber are not twin souls, and never have been, still I was astonished to see evidence of fresh discord at Red Bull, given that such effort had been made, following their coming-together in the Turkish Grand Prix, to persuade the world that all was fundamentally well between Seb and Mark.

As I wrote last month in a piece about team-mates, both were extremely angry after a race which should have resulted in a Red Bull one-two, but team principal Christian Horner worked manfully to paper over the cracks, avoiding the apportioning of blame, and stressing it was time for everyone to put the whole thing behind them. To 'move on', as politicians have it.

Although Webber ultimately finished third in Istanbul, while Vettel retired on the spot, plainly Mark was aggrieved, not only by the loss of a lead he had held from the start, but by Helmut Marko's suggestion – absurd to most onlookers – that the accident had been his fault. As far as Webber was concerned, this constituted further evidence of his long-held conviction that Vettel was the favoured one in the team, that he – as David Coulthard has said of his time at McLaren with Mika Häkkinen – was thought of as 'the other driver'.

I should hasten to say, at this point, that the relationship between Webber and Horner has always been excellent, that Mark's perceptions of his standing within the team come from elsewhere. At the

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same time, though, Christian's position – necessarily trying to keep all parties happy – is not to be envied.

Contemporary F1, as we know, is a matter of constant updates and 'steps', the teams endlessly designing and building new bits and pieces for the cars in their efforts to be ahead of the game – without, of course, the facility these days to test them on track between the races.

There is no dispute that in 2010, as last year, Adrian Newey and his team have produced the quickest car. But nothing in F1 stands still, and over a season it is no more than inevitable that a performance advantage, perhaps huge in the early races, will be shaved. It's the nature of the game, but Red Bull – if sometimes a little shaky on reliability – has thus far retained a fundamental superiority. Only once in 10 races has another car – Lewis Hamilton's McLaren at Montréal – taken pole position in 2010.

For Silverstone, Red Bull brought forth a new front wing, and there was time to manufacture only two of them, one for Webber, one for Vettel. Clearly it was superior to the previous design, for the drivers, after trying both types on Friday, chose to stick with it. But in Saturday morning practice Vettel trundled slowly into the pits, his front wing dragging on the ground, having snapped out of its correct position on the Hangar Straight. 'Finger trouble', apparently, and no fault of the driver.

One of the two new wings was therefore out of commission for the balance of the weekend, and one's immediate thought was that Sebastian was unlucky, but, well, that's the way it is in motor racing.

Or not. When they came out to qualify in the afternoon, it was Vettel who had the only new wing, and Webber who was seething. Seb duly took pole, with Mark second on the grid.

At the press conference it was as if Webber were wearing some sort of mask from Madame Tussaud's. Throughout the proceedings his face was taut, expressionless, and his answers to questions were monosyllabic. Not like Mark at all. You didn't need to be a mind reader to sense a *volcanic* rage within him, and of course you knew why. Had he not, after the Istanbul debacle, been given assurances that there was no inherent favouritism towards Vettel within Red Bull? Now, only a few weeks later, here, on the face of it, was further proof of his belief that Vettel was indeed the chosen one, that Seb got what Seb wanted.

Webber lives not far from Silverstone, and soon he did the sensible thing – drove home, went out with his dogs for an hour, and then watched the British Speedway Grand Prix on TV. A passionate speedway fan, Mark would ordinarily have been in Cardiff for the event, there to cheer on his fellow countryman and close pal Jason Crump, but this year some bright spark thought it would be a good idea to have the two Grands Prix on the same weekend. Crump, who dominated the event last year, finished a close second this time – but the winner was another Aussie, Chris Holder, so for Webber there was cause for at least the beginnings of a smile.





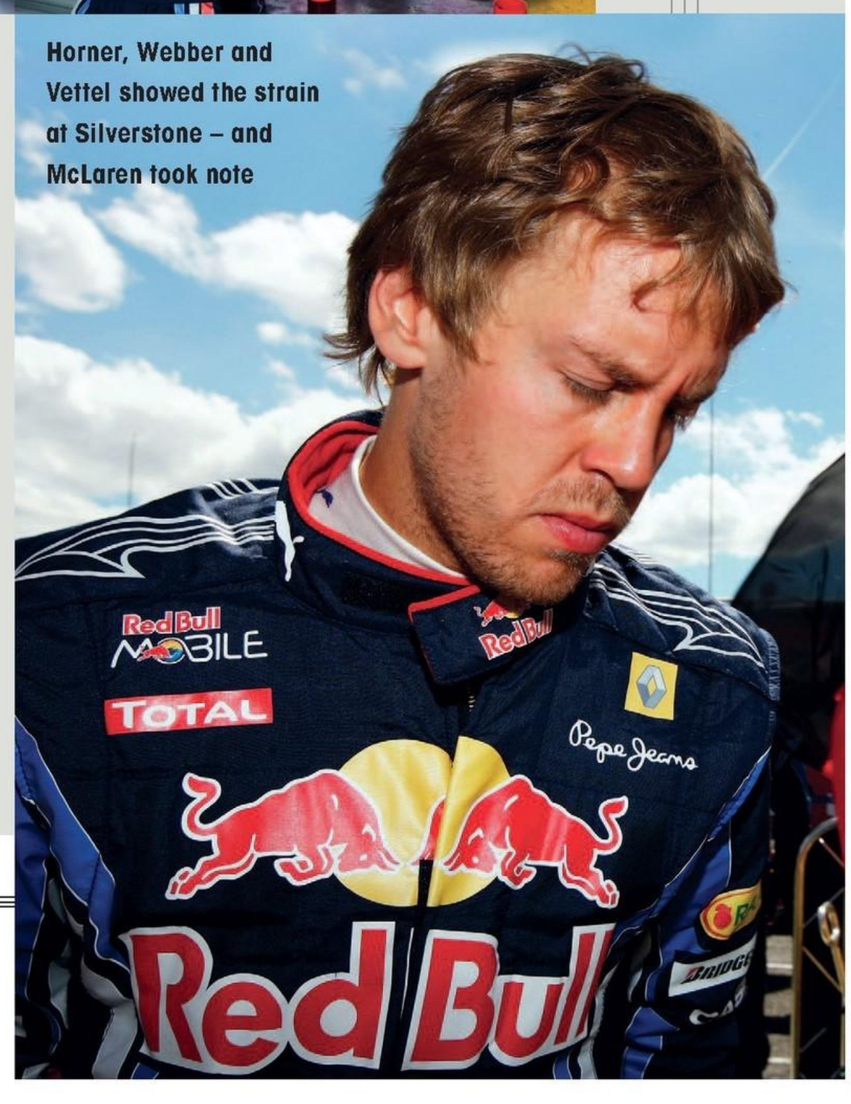
The following day, a few minutes before the start, I chatted with Mark's father. Alan Webber, mercifully, is not one of those obsessive 'racing fathers', but simply a good bloke who is his son's most devoted fan. Remarkably calm, too. At one point he touched on Mark's terrifying accident at Valencia, only a fortnight before, referring to it as, "The airborne thing in Spain…"

Webber Sr doesn't get easily ruffled, therefore, but it was evident that he felt a certain apprehensiveness about the race to come, not least the first lap. Silverstone – even in its latest incarnation – is not the easiest place for overtaking, and the likelihood was that whichever Red Bull driver had the lead into Copse would win the race. In Malaysia, lest we forget, Webber had been on pole – but Vettel snicked by into the first turn, and there he stayed for the duration.

This time it was the other way round. Webber exploded away from his second slot on the grid, immediately had momentum on Vettel, and simply ignored the predictable attempt to chop him over to the pitwall. Into Copse Vettel's right-rear tyre lost a momentary fight with Hamilton's left-front wing endplate, but by then it was all over anyway. Webber had checked out.

An hour and 25 minutes later, after taking the chequered flag, he responded cryptically to the somewhat muted message of congratulation over the radio: "Not bad for a number two driver…" There was of course elation at having won the British Grand Prix, and the circumstances made it especially sweet – but still the thing unmistakably simmered on. Red Bull Gives You Wings – but not necessarily the one you want.

Webber is immensely popular in the paddock, a straightforward and friendly man, utterly without pretension. He works



Horner, Webber and Vettel showed the strain at Silverstone – and McLaren took note

mighty hard at everything he does, be it his driving, his fitness, his personal appearances for Red Bull, whatever. In one way, though, he is something of an anachronism – and, as such, inevitably a concern for PR people – in that he will stick to this ridiculous notion that if you are asked a question you should answer it – and truthfully. 'Spin', for Mark Webber, is something that happens to you if you make a mistake in a racing car.

Thus, when he was maddened by events at Silverstone, it was beyond him to be able to hide it – and even had he been able to, he would have chosen not to, for that is his way. Know where you stand, mate. Clearly, members of his team were made uncomfortable by the overtness of some of his remarks – but then they know he tells it like it is, and they should have expected nothing else.

Come to that, they should have known it was coming from the very moment they concluded that Vettel should have the surviving new front wing. The decision was taken, they said, because at the time he was ahead of Webber in the championship – and should a similar situation arise in the future, the man with the most points, be it Seb or Mark, would get the nod. Had that policy been known to the world before it was put into practice, perhaps there might have been less of a brouhaha, but it wasn't.

Whatever, to those outside the team, it seemed a trifle extreme. Yes, going into Silverstone, Vettel was indeed ahead of Webber on points – 115 to 103 – but it was hardly as if one driver were flying high and the other nowhere. As well as that, this was midway through the season – race 10 of 19 – so it was not as if the World Championship had reached a crucial stage and only one of the drivers had a chance of winning it.

Had this been the Ferrari team in the Schumacher/Todt era, when Michael's team-mate – whoever he was – knew in advance of signing his contract that he was there only to serve the great one, or the Renault team through the Briatore years, when Flavio's stated policy was always to employ firm number one and two drivers, we would not have been surprised by what happened at Silverstone. But it was not: it was Red Bull, which had only recently – post-Istanbul – reaffirmed its equal commitment to Vettel and Webber.

That being so, I was surprised – to put it mildly – that the team again risked its reputation for even-handedness by taking the action it did, assuredly knowing in advance that Webber would be incensed, and that all the suggestions of favouritism towards Vettel would burst to the surface once more. There were claims that actually there wasn't a *great* deal of difference between the front wings, old and new, but if such were the case then why was it so important that Vettel should have the new one?

And that was really the whole point at issue here: the surviving new front wing was taken off Mark's car and transferred to Seb's, which – symbolically, if nothing else – served to foster the belief that Red Bull, in racing to help flog its product, would prefer to see its 23-year-old German as World Champion than its 34-year-old Australian.

Over at McLaren, meantime, they're rubbing their hands.



Red Bull/Getty Images

There is nothing very remarkable about the Heston services area on the M4 – in fact, nothing remarkable at all, now I think about it. Whenever I stop there, though, or drive by, or even see the word 'Heston', I think at once of Patrick Depailler. It was 30 years ago, on my way back from a visit to the old Williams factory in Didcot, that I pulled into the slip road at Heston, thinking to get a cup of coffee, and heard on the one o'clock news that Depailler had been killed at Hockenheim an hour or so earlier.

That morning I had been doing an interview with Frank Williams, and we had spoken of Depailler. Williams, being a great admirer of Patrick's combative mentality, had been immensely impressed by the way he had returned to racing after suffering dreadful leg injuries in a hang-gliding accident the previous year. Depailler, he said, reminded him of Clay Regazzoni and Jacques Laffite – drivers not in the superstar class, but capable of occasional greatness, and essential to the bedrock of Formula 1, men who loved racing more than themselves.

Earlier that year, 1980, Regazzoni had been crippled in an accident at Long Beach, and now faced the rest of his life in a wheelchair. "Clay did a great job for Williams when he was here last year," FW said. "Won us our first Grand Prix, after all. He was a team player in a way that F1 drivers rarely are – a totally adorable character. It's going to be bloody hard for him, coping with the situation he's in now – but he'll do it. He's made of strong stuff, Clay…"

True enough, and of course that moment came back to me six years later, when I met American Editor Gordon Kirby for lunch in New York, and he gave me the news that Williams had been terribly injured in a road accident in France and was paralysed. For strong stuff, look no further than Frank.

There is no human quality that he admires more than resilience, an unwillingness – no, *inability* – to give up, to be ground down by misfortune. "When Patrick smashed his legs last year," he said that morning, "it was a long time before he knew he would even *walk* again – but all he could think about was getting back in a racing car. Sort of bloke you'd have wanted with you in the trenches…"

He was. "Patrick was almost like a professional soldier – a *combat* soldier," said Nick Brittan, his longtime manager. "He absolutely loved what he was doing – there was nothing better in the world than being a bloody good race driver. He was the nearest thing to a sort of automotive SAS man – and people like that are aware there's a good chance that one day you're not going to pack your kit bag…"

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Undeniably Depailler's preferred way was to live life 'at the edge'. A few weeks before his death I interviewed him at Brands Hatch, during the pre-Grand Prix tests, and he talked about his predilection for big, overpowered motorcycles on which he would thrash around in the hills above his native Clermont-Ferrand. Someone had told me that sometimes he would do this wearing only a pair of shorts, but surely that couldn't be true. Patrick looked a little shame-faced: "Well... mmm, yes, sometimes, on a hot day...

"It's like, you know, how you feel after a quick lap at the Nürburgring – probably you've been a bit stupid, but the feeling of pleasure is fantastic..."

The news of Depailler's death affected me pragmatically as well as personally. It occurred on a Friday morning, and the following week's issue of *Autosport* was due to carry my Brands interview with Patrick, complete with front cover. I went straight to the office, broke the news to everyone, then set to the disheartening task of re-writing an interview as a tribute, while the layout guys made appropriate changes to the cover.

It was all very raw, for though I had interviewed Depailler four or five weeks earlier, I had transcribed the tape very recently, and the sound of Patrick's voice – soft, deep, the odd smoker's cough – was fresh in my mind. Now he was gone.

Most of Depailler's Grand Prix career had been spent at Tyrrell, and if at different times Ken employed drivers greater than Patrick, there were very few he so much liked. A few weeks after the accident I lunched with him in a local pub, and his voice cracked when he spoke of him.

"The thing about Patrick," Tyrrell said, "was that although sometimes he would do things that drove you mad, it was impossible to stay angry with him for long – he was like a little boy all his life, and that definitely worked in his favour a time or two. He was always wanting to go skiing or motorcycling, things like that, and he had this trusting belief that everything would be all right in the end. More than anyone I've known, he lived for the present.

"I gave Patrick his first F1 drive, at Clermont in 1972, and then offered him a third car for the North American races in '73. This was a big chance for him – and 10 days before he breaks his leg, falling off a bloody motorbike! Later, when he was driving full-time for me, I had it written into his contract that he had to keep away from dangerous toys..."



LAT

> "More than anyone I've known, Patrick lived for the present"

Depailler – like François Cevert, like Jean Alesi – thrived on the 'family' atmosphere that Ken and Norah inimitably managed to maintain in their team, and undoubtedly Patrick was indulged more than most.

At dinner with the team in Austria one year, I was amazed to see him drinking red wine – this was the night before the race, after all, and if the customs of F1 had not reached (or even approached) the ascetic levels of today, still it was a surprise to see Depailler with a glass in his hand. "Oh, he's French," Tyrrell said, with a wave of his hand. "It's different with them, isn't it? What can you do...?"

And, of course, come the end of the meal, Patrick lit the latest of many non-tipped Gauloises consumed each day. This was a very French Frenchman. "Some people say if I am a sportsman I should not smoke," he said to me that day at Brands. "Pah! I am driving a racing car, not running 10,000 metres! I tell you something," he went on, trying to sound serious now, "if I gave up, I might think about cigarettes during a race, and lose concentration and maybe go off. So you see," he concluded, "it's good for my driving that I smoke..."

And then the look, the hint of a twinkle in the eye that came so often to Patrick's face: did I mean what I said – or not?

Even 30 years ago the great majority of F1 drivers were highly organised individuals, each day of their life mapped out with precise timings, flight numbers, and the like. Depailler was not like that. Another remembered snatch of conversation with Tyrrell, again at the Österreichring, which began with Ken asking Patrick where he was going after the race.

"Not sure," said Patrick, declining to look his boss in the eye.

"What d'you mean, you're not sure?"

"Well, I drove from Clermont-Ferrand to Lyon to fly here, and my car is at the airport..."

"So what's the problem?"

"Er, well, there's no seat on the flight back to Lyon, so I think I have to go to Paris, and then back to Clermont somehow. And then I have to find someone to take me to Lyon to pick up my car..."

Tyrrell rolled his eyes. Depailler had simply made his travel arrangements too late, the kind of mistake you or I might make, but not what one would expect of a Grand Prix driver – well, save Chris Amon, perhaps. Maybe that was a reason why I liked both so much.

When I think of Depailler now, I remember him first in the Tyrrell P34 – the six-wheeler. It was a car I always »»»

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loathed, frankly, for although its novelty intrigued me, one of my fundamental requirements of a racing car is that it be easy on the eye, and the P34 I thought unsightly to a sinful degree.

Depailler, though, loved it. In the course of its two seasons, 1976 and '77, it was driven also by Jody Scheckter and Ronnie Peterson, but the car's designer, Derek Gardner, told me that Patrick was the driver by far the most committed to the project.

"He seemed to take to the car like a duck to water. Jody… well, you know, you'd see his head go down – he would drive it, but I knew it wasn't with total commitment. What I loved about Patrick – apart from the fact that he was such a nice bloke – was that he was an absolutely committed racer. He loved racing cars – to be a racing driver was the only thing he had ever wanted to do. He liked everything about the P34. It was a great pity that he didn't have that last little indefinable bit that gives you the chequered flag – he was so near on so many occasions. He was very good to work with. Occasionally, he'd be a bit mercurial – but he was a French racing driver, after all! He just loved racing…"

That he did, and particularly so at what he considered 'proper' circuits. Think of the Nordschleife in 1975, when he clung on to Lauda's season-dominating Ferrari for 10 of the 14 laps until a front suspension rocker buckled, or Mosport the following year, when he finished second to James Hunt's McLaren, then stopped as soon as he had taken the flag and stumbled from the car, semi-conscious.

For the last 20 laps, it transpired, a leak from the fuel pressure gauge had allowed petrol to spray straight into his face. "I became quite drunk, you know – and also my left eye closed. Fortunately, the burning pain in my back, from the fuel in the seat, was enough to keep me awake…"

Depailler won only two Grands Prix, for Tyrrell at Monaco in 1978 and for Ligier at Jarama the year after. It broke his heart, he told me, to leave Ken's team for Guy's, but he believed – correctly, as it turned out – that the Ligier would be a more competitive proposition for '79. At the time of the hang-gliding accident, at the end of May, he was lying equal third – with Gilles Villeneuve – in the World Championship.

Unlike Tyrrell, Ligier had inserted no clause in Patrick's contract precluding his playing with 'dangerous toys', and this was surely ill-advised, for Patrick was no tennis player and loved only what he called, "*Le sport dur*!

"It was not a dangerous day for hang-gliding," he told me, "but… I was flying too close to the mountain. There was a bit of turbulence there, and… well, it just threw me against the mountainside. It was my lack of experience that caused it – if I'd had more, I could maybe have done something to prevent it, but…"

But. Ligier was emphatically not amused, and I must say I found the team's attitude chillingly hard-nosed to a man who for some time stared at the prospect of life in a wheelchair. "For a long time," Patrick said, "there was the chance of amputation, and I was very frightened. Not for five months was I sure to drive again."

At the time I was struck by the fact that Depailler said 'drive', not 'walk' – almost as if that were a secondary consideration. It said everything about the man.

Gradually his shattered legs recovered (although he was left with a severe limp), but when Ligier discussed with him the question of returning to the team for 1980, it was on the basis that he would be a firm number two to Jacques Laffite. Completely unthinkable to Patrick, that: instead, he signed for Alfa Romeo, and soon proved to one and all that he had lost none of his pace and fight.

James Hunt liked Depailler, and admired his warrior mentality, but was privately convinced that he had a death wish. Nick Brittan totally disagreed: "No, no, not at all. Patrick loved life more than most people – but what he did, he accepted the inevitability of death. He knew he floated right out to the fine edge – he was powerful quick, after all, and I think he knew it was going to happen one day. There was never any question of retirement in his mind. I remember a dinner with him at Zandvoort, when I was trying to talk to him about getting his chaotic finances into shape. 'Patrick,' I said, 'we really ought to think about the future.' And I remember he smiled at that. 'No, no, Nick,' he said. 'The future is for other people…'

In the course of conversation that day at Brands, I mentioned to Depailler that my childhood hero had been Jean Behra, in so many ways his counterpart a couple of decades earlier, and it came as no surprise that Patrick's face lit up, that he too had idolised '*Jeannot*', who had been killed at AVUS on August 1, 1959.

At another German circuit, Hockenheim, on August 1, 1980, the front suspension of Patrick Depailler's Alfa failed at the entry to the flat-out *Ostkurve*, leaving him no chance of survival. I remember him with great fondness. Ⓜ

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



Depailler leads Ligier team-mate Laffite at Jarama '79

LAT


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Dallara to build new Indycar

AFTER MONTHS OF DEBATE and proposals from five different car builders – Dallara, Lola, Swift, BAT and Delta Wing – the IndyCar Series has decided to continue with Dallara as its spec car manufacturer for 2012-15.

Dallara will build its Indycars at a new facility in Speedway, Indiana and the Italian company will receive tax breaks from the city and state governments worth US$5 million. IndyCar hopes to bring variety to the table by encouraging other car or engine builders to design their own unique aerodynamic platform – front and rear wings, sidepods and engine cover.

"This is one of the most important decisions of the decade for the future of the Izod IndyCar Series, and the decisions we made were not easy," said IndyCar CEO Randy Bernard. "We tried to be cognizant of costs for the team owners while keeping in mind the fans, who want change. The team owners wanted to see cost reduction and we've given that to them. I believe we've made some changes that allow the teams to reduce their budgets and it was cream on the pie that we were able to get the governor, the mayor and the city of Speedway to jump in and help us deliver rebates to the team owners as well as bring all those jobs to the state of Indiana.

"The team owners wanted cost-efficiency and the fans wanted to see different cars on the race track," Bernard added. "They didn't want a single-car spec series. We will encourage other manufacturers to build their own aero packages [as suggested above] and bring variety to the series, and we're going to be pushing with auto manufacturers. We have a long way to go, but we've started on our path."

Brian Barnhart, IndyCar's president of competition and racing operations, said the 2012 Dallara's price has been pegged at US$385,000, a 45 per cent reduction over the current car. Dallara's aero kit is priced at US$36,000 and aero kits produced by other manufacturers must cost no more than US$70,000. Dallara has also agreed to a US$150,000 discount for the first 28 cars bought by teams located in Indiana.

"We're expecting a significant increase in the life of parts," said Barnhart. "This will result in an overall reduction in running costs of nearly 50 per cent. Any manufacturer can produce the aero kits for the chassis. However the parts must receive approval from the series, fit within certain price parameters, be available to all teams, and undergo safety testing. Each team can race two different aero kits during the season."

Bernard said of the decision to stay with Dallara: "There were several things that played in their favour. First and foremost they had a very detailed plan about how they wanted to move to the state of Indiana and Speedway. They had a fan experience and simulators and made a commitment to a great new facility right here in Indianapolis. That was a big part of it.

"We looked at Dallara from their history on the track and their credibility. On a weekly basis they have over 300 cars racing around the world. So the fact is they've had great success on the track and then there's the safety cell aspect of the rolling chassis. Dallara has a great record of safety with us."

Committee member Tony Purnell said: "The decision was a holistic approach, it was not one thing. When we stepped back from the various proposals and presentations we felt Dallara had the complete package. We were very comfortable going forward with them. They addressed every aspect we asked them to and did it with gusto."

The first new Dallara rolling chassis is scheduled to be ready in October 2011, with deliveries to teams starting in December.

Read Gordon Kirby's view on the Indycar decision in US Scene on p35

Delta Wing 'will still race'

Delta Wing designer Ben Bowlby could not hide his unhappiness about the IndyCar Series' decision to go with a new Dallara for 2012-15. "We're deeply and bitterly disappointed," said Bowlby. "An enormous amount of work has gone into the Delta Wing with a lot of people working their hearts out to put together a really credible option for the future, and I believe the Delta Wing was still the option that was environmentally correct.

"Chip (Ganassi) put the Delta Wing concept together to get the process moving and we certainly did that. We wanted to get costs down and we achieved that too. We also wanted to get the cars built in Indianapolis."

Bowlby believes the Delta Wing will surface elsewhere in racing. "The concept is too good to put aside," he said. "The genie is out of the bottle and we feel it has the environmental and auto industry relevance, not just in lip service but in reality. We will regroup and work out how we get the car on the track. We'll have to see what the investors in Delta Wing want to do."

Lola first to reveal shark-fin design

THIS IMAGE OF LOLA'S 2011 OPEN-TOP LMP2 contender (below) reveals the dramatic effect that the addition of a F1-style shark fin will have on the next generation of prototype machinery.

The shark fin is being introduced across the prototype classes under Le Mans rules as a result of an aerodynamic study commissioned by the FIA in the wake of a series of aerial accidents in the first half of 2008. The study,



undertaken by Delta Motorsport in the UK, resulted in a rule that mandates a giant fin which is required to have a minimum visible area of three square metres when viewed from the side.

Nick Carpenter, who led the computational fluid dynamics study at Delta, said the extreme size of the fin ensured it worked on different designs of car, both open- and closed-top.

The fin is designed to prevent a car taking off in the event of it going sideways. It works by creating a build-up of high pressure on the bodywork, which counteracts any rolling motion.

Lola has revealed that it is producing both open and closed designs to the new cost-cap regulations.

Resurfacing work starts at Daytona

FOR ONLY THE SECOND TIME IN ITS history, the Daytona International Speedway is being repaved in an attempt to iron out the 2.5-mile tri-oval's infamous bumps.

The project began on July 5 with former Daytona 500 winners Darrell and Michael Waltrip initiating the restoration by pulling up the original surface at Turn One. The existing asphalt, which replaced the original surface in 1978, will be removed down to the lime rock base. An estimated 50,000 tons of asphalt will be used to pave 1,435,000 sq ft. The restoration is scheduled to be completed by January 1 next year.

IN BRIEF

■ DTM sources have indicated that a rules tie-up with the Japanese Super GT series is on the cards for 2014 or '15. They are seeking common ground at the behest of BMW, which will only confirm its 2012 entry if it can race its DTM M3 elsewhere. A plan to let DTM and GT500 cars race together before then is also on the table.

■ The equivalence between petrol- and diesel-powered LMP1 cars was adjusted ahead of the Algarve round of the Le Mans Series in July. Petrol-powered P1s were given a four per cent larger diameter air restrictor.

■ French team ORECA will build an LMP2 contender to the new 2011 Le Mans rulebook. Hugues de Chaunac's team believes it can build a car to the €325,000 price cap around its existing LMP1 monocoque.

■ Cosworth has won two contracts from the Ministry of Defence to explore how technologies used to keep racing drivers safe could protect frontline troops. Tim Routsis, Cosworth Group chief executive, said: "It is encouraging to see the MoD recognise the potential of the technology available."

■ The Motorsport Industry Association held its annual summer reception at the House of Lords in July. MIA president Lord Astor of Hever, who is stepping down after 15 years, received the 2010 award for the 'most outstanding personal contribution to the motor sport industry'.

■ Nigel Mansell has won his long-running legal battle with a local council over the level of noise created by his outdoor karting circuit. East Devon District Council has withdrawn its case against Mansell Raceway Ltd after 30 months of wrangling.

■ Ex-F1 race engineer Steve Hallam has been awarded an honorary doctorate by the University of Huddersfield. Hallam started in F1 with Team Lotus in 1982 before joining McLaren in 1990, where he worked for 18 years before switching to NASCAR.

■ Indycar driver Mike Conway is recovering well after his Indy 500 crash. The Brit, who tried a simulator at the PureTech Racing Centre, said: "It was the first day my foot was out of plaster. I was surprised how well I could brake."



Peugeot pinpoints failures

CONROD FAILURE HAS BEEN IDENTIFIED as the cause of the three engine blow-ups that thwarted Peugeot's bid at the Le Mans 24 Hours last month.

Peugeot has revealed that the latest version of its turbodiesel V12 was running new conrods for this year and that each of the three cars that survived into the second half of the race suffered a similar failure. Analysis has shown these breakages resulted in the engine being stressed beyond the levels simulated during pre-event testing and on the bench.

Peugeot Sport technical director Bruno Famin said there were two reasons for this: high grip levels that resulted in the Peugeots running at full throttle for longer than expected, and cool conditions and minimal debris accumulation in the cooling system that aided combustion which "remained extremely efficient".

"There was nothing to suggest that we were closer to the limit than we had imagined," said Famin. "As it turned out, the race conditions tipped us the wrong side of that limit."



Davidson keeps works drive

BRITON ANTHONY DAVIDSON WILL REMAIN WITH PEUGEOT FOR A second season in 2011. The former Grand Prix driver (left), who made a full-time switch to sports cars with the French marque this year, was told along with the other eight Peugeot drivers that they would be retained for next season. Davidson said he was delighted with the news "because I've learnt over the past couple of years that you cannot take anything for granted".

Davidson has yet to sign a deal and the specifics of his programme have still to be worked out. It is likely he will contest more races than in 2010 because Peugeot has committed to racing its new 90X hybrid in the full Intercontinental Le Mans Cup.

Davidson has also been confirmed as one of Peugeot's drivers (with Nicolas Minassian) in a solo 908 at the Silverstone 1000Kms in September, and in one of two 908s for Petit Le Mans at Road Atlanta (with Marc Gené and Alex Wurz). It means he will have contested five races for Peugeot by the end of his maiden season with the French manufacturer.

Cabinet minister wins eco-rally

CHRIS HUHNE, THE SECRETARY OF STATE for Energy and Climate Change, claimed a motor sporting victory suited to his role when he took part in the Bridgestone Eco-Rally in July.

The Cabinet Minister drove the 55 miles from Brighton to London's Hyde Park in a Tesla Roadster.

The event showcased a range of low- and zero-emission cars in a free public exhibition. Ex-Ferrari F1 driver Eddie Irvine joined Williams ace Nico Hulkenberg and technical boss Patrick Head at the rally. "Having F1 names on board proves sustainable motoring has hit the mainstream," said Irvine.

Munich stadium to host DTM event

A RACE OF CHAMPIONS-STYLE PURSUIT event for DTM cars at the famous Olympic Stadium in Munich could become a points round in 2012.

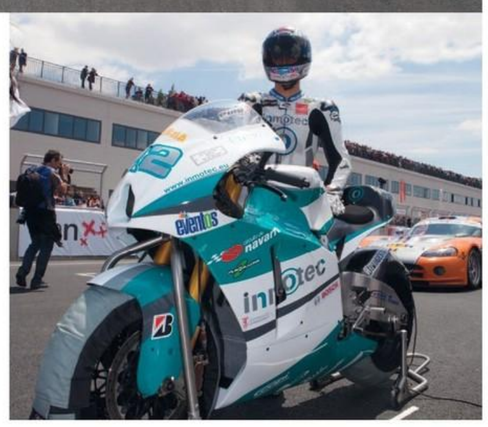
The first event on a specially laid out 1100m track in the stadium that hosted the 1972 Olympics will take place next July. Cars will race over two days.

ITR boss Hans-Werner Aufrecht said this was the "DTM coming to the fans". He added the target was for the race to be a championship round in 2012.

It is rumoured that BMW, which is building a car to the new-for-2012 DTM rules, could confirm its participation in the series at the event.



Delight at new track for Northern Spain



NORTHERN SPAIN HAS ITS FIRST MOTOR racing circuit. This is big news for racers and fans in this part of the world, with over 25,000 of them pouring through the gates of the Circuito de Navarra for the opening ceremony in June.

Enthusiasts have waited a long time for this, previously having to make the trip south to Jarama, or further still to Barcelona or Jerez. Now the regional government of Navarra has invested €43 million in a superb new facility fit for everything apart from an FIA World Championship Grand Prix.

The new 2.4-mile (3.9km) track, certified for Formula 1 testing by the FIA, lies in a spectacular valley on the edge of Los Arcos, two hours south of Bilbao. It is also a short hop from the French border and a few miles west of Pamplona, capital of Navarra and world-famous for its *encierro*, or running of the bulls. This event, which involves locals being chased through the streets by bulls, is important to the new circuit. Bosses plan to stage a race near to the *encierro* in July, when over a million people descend upon Pamplona.

Navarra is a multi-purpose facility offering two circuit layouts, a kart track and a 'sliding track' or skidpan with its own sprinkler system. There is also a classic car museum, corporate hospitality suites for track days, a restaurant and conference rooms, and huge spectator banks with a panoramic view of the racing.

The international circuit, FIA certified at Grade 2, has an 800-metre main straight followed by 15 challenging corners – six left- and nine right-handers.



Next year's third-generation GP2 contender takes its styling cues from Formula 1. The GP2/11, which like previous cars is built by Dallara in Italy, boasts an engine-cover shark fin and the wide front wing and narrow rear arrangement introduced into F1 at the beginning of 2009. The car, which tested for the first time at Magny-Cours in early July, will be introduced in time for this winter's GP2 Asia Series.



There are 32 pit garages with viewing terraces above and a paddock area of 41,000 square metres.

These are the bare facts and figures. But it is the passion for racing in north-western Spain that the government believes will be the key to success at this spectacular new addition to the country's motor sport business.

"There is enormous enthusiasm for all kinds of motor sport in this region, not just for cars but also for motorcycles," said Michel Ligonnet (top), former GT racer, circuit director and driving force behind the project. "Before, fans had to travel hundreds of kilometres to get to a race. We are hoping that enthusiasts will come from France and Britain too, (what with) being close to the border and to the ferries at Santander. This is the smallest region in Spain but the wealthiest, so the government – with the energetic support of their President Miguel Sanz – has been able to invest in what they believe will be a major boost to the regional economy."

A highlight of the opening day was the appearance of the new Inmotec Superbike (above left), designed and built just down the road from the circuit and ridden by local hero Ivan Silva. There was rapturous applause for the bike that carries the hopes of Spain on the international stage.

"This is a serious effort," says Ligonnet. "This is a technologically advanced machine produced here in a region that has huge enthusiasm for the sport and serious ambition. We have more than 1000 bikes here for the opening day and an impressive grid of GT cars. We have authority from the FIA and the FIM for F1 and MotoGP testing, and maybe one day in the future we will have the Spanish Grand Prix."

Circuito de Navarra lies alongside the ancient Christian pilgrimage route to Santiago de Compostela on the Atlantic coast. It will soon be on every motor racing enthusiast's international map too. *Rob Widdows*

This month on the *Motor Sport* website

www.motorsportmagazine.co.uk

FORUM FOCUS

We should have seen it coming, even before we uploaded Nigel Roebuck's British Grand Prix report onto the *Motor Sport* site, but the reaction to the Red Bull 'wing-swap' was unprecedented.

"It almost made sense to favour Vettel," commented Mario Carneiro Neto. "But at least they could be obvious about it – I can't imagine how pissed off Webber must be every time Horner or someone else tells the press they are treating both drivers equally."

DS was of a similar mind when he said: "It really strikes me how honest Webber is – he is a hard racer, but plays by the decency of the sport."

It was only minutes after that was posted that Michael S wanted to highlight some of Webber's antics on the track so far. "Webber is as nasty as it gets on track... pushing Alonso off in Suzuka '05, Rubens last year in Germany and Kimi in Brazil, the list goes on...

"He is also the first to be nasty about other drivers, criticising Kimi last year at Silverstone, and Kimi was not even near him! I'm not a fan of his behaviour at all..."

Our podcast with Christian Horner has retrospectively become even more popular as not only did we discuss his ideal driver line-up from the past (an *extremely* explosive combination of Mansell and Senna), but also Red Bull's equal treatment of both its drivers. "I was only able to listen to the June podcast after the British GP," said Tim from Chinchilla, "and Horner's comments on favouritism make extremely interesting listening post 'Wing-gate'!"

NIGEL'S NEWSLETTER

Nigel's Grand Prix reports are available to everyone, but to receive his monthly newsletter and Q&As you'll need to take 20 seconds to register on the top right-hand side of the homepage. It's worth it for the comments alone!

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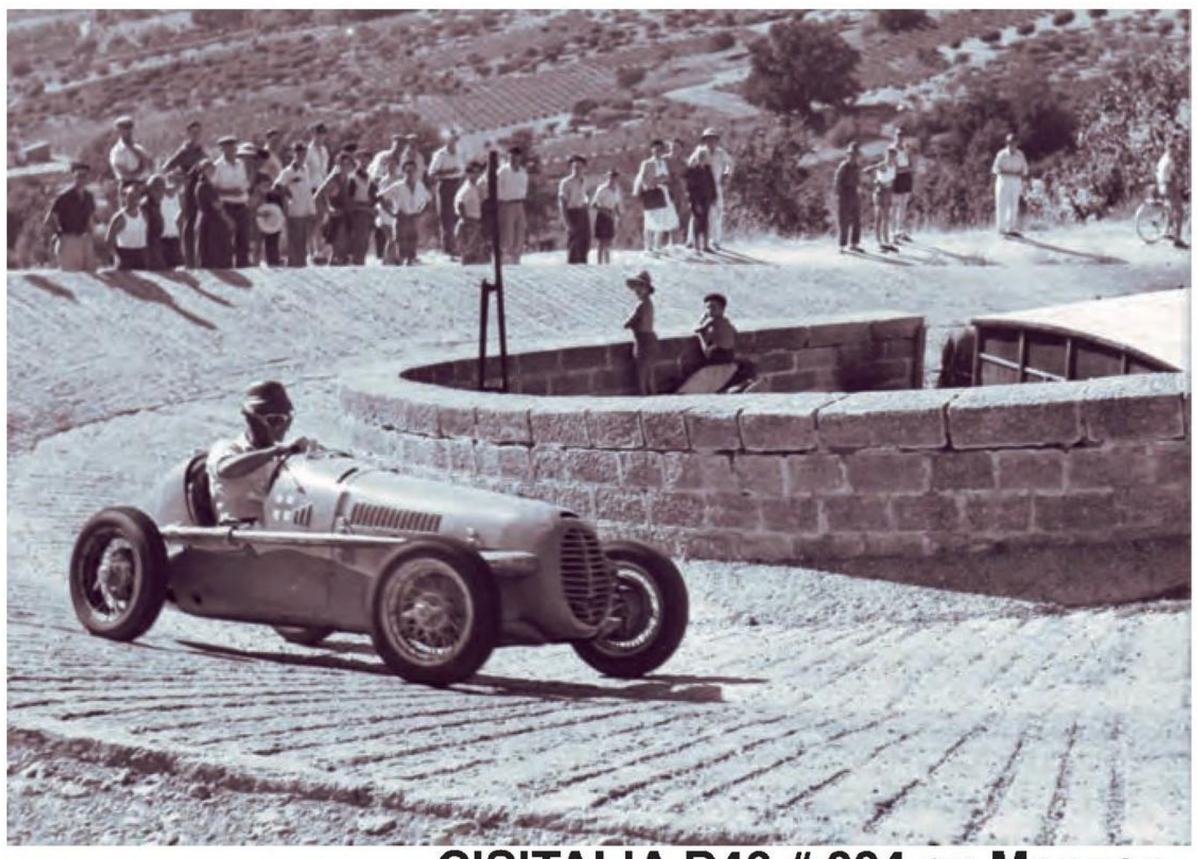
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RACING LIFE



Legends of Motorsports

LATEST LEG OF THE JOURNEY

ANOTHER HECTIC MONTH AND SOME GREAT NEWS FOR MY son Graham who's been having a tough time getting a competitive Indycar ride this year.

Thanks to his sponsor Quicktrim, a dietary supplement (most Americans eat far too much!), he now has a six-race deal and some stability in his programme. We've been talking to Quicktrim ever since the Indy 500 where they were really happy with their exposure and we've done a deal with Newman-Haas which is the team most likely to threaten the Penske/Ganassi juggernaut this season. Why not with our own team Rahal-Letterman? Well, we don't have the proper resources in place right now in mid-season and he needs to run with a team that's ready to fight for wins.

Graham has been down, but he's matured and right now he has a big smile on his face. The tough times have been good for him. And I think this is good news for the IndyCar Series, too. All the top positions in the championship are filled by non-Americans and this is a trend that, in the long term, may not be good for Indycar. There are several reasons why so few Americans are winning. First, a lot of famous American drivers retired at about the time I did after dominating the sport for decades. And there's no doubt the sport suffered from losing those names from the roster. For the past 10 years or so there's been a lot of new guys coming from Brazil, Australia, Britain and New Zealand. Also the two top teams, Penske and Ganassi, simply haven't been hiring American drivers and they are the teams providing the winning cars.

This is not great for the sport because Americans relate to American drivers, they like the generational aspect – you know, the Andrettis, the Unsers, the Pettys and the Earnhardts. For NASCAR, the old American racing families are still a huge draw, and the series bosses need to do more to make this happen in Indycar. One of the reasons the fans love NASCAR is because there are families who've been there for generations – mechanics, team owners and drivers. Dale Earnhardt Jr is nothing like as successful as his father, but year on year the fans vote for him as their most popular driver. That's how it is.

We went to Watkins Glen in New York State for the second event in our new Legends of Motorsport historic series, this being a familiar setting to those of you who remember the great days of the American Grand Prix. But you may also remember the weather at the Glen and this time, on the Sunday, the place looked like London Heathrow on a bad day. Heavy rain, fog and lots of mud (above). But we got through it and the crowd was very loyal, although at times the racing was like it used to be at the old Nürburgring – headlamps in the fog – and that was a shame.

Our third event at Mont Tremblant was a big success, the best weekend yet. The Canadians are fantastically enthusiastic about their historic racing, and very knowledgeable, and of course St Jovite is such a wonderful circuit. So we had a good crowd and I believe the vision we had for the series is coming right. We still need more entries but I'm confident that will come.

Jacques Villeneuve was a highlight. He drove a McLaren F1 GTR from the collection of Lawrence Stoll who also owns the circuit which, by the way, is in great shape. Jacques was great all weekend, engaging with the crowd, and really joining in the spirit of the event. Next we go to Sebring in Florida for our last race of this season on December 3-5.

Life is certainly varied right now, and I found myself racing an Alfa Romeo Giulietta at Monza in among everything else. That was interesting – there was time to read the newspaper on the straights – but just to be at Monza was special. I raced there in Formula 3 and I was reminded of what a great circuit it is, even though I'm not a fan of the 'new' chicanes. I'd never driven the Giulietta before, but it's like anything – you get in and you make the best of what you've been given.

RALF **SCHUMACHER** | BRUNO **SPENGLER** | PAUL **DI RESTA** | SUSIE **STODDART** | OLIVER **JARVIS** | JAMIE **GREEN** | GARY **PAFFETT** | DAVID **COULTHARD**

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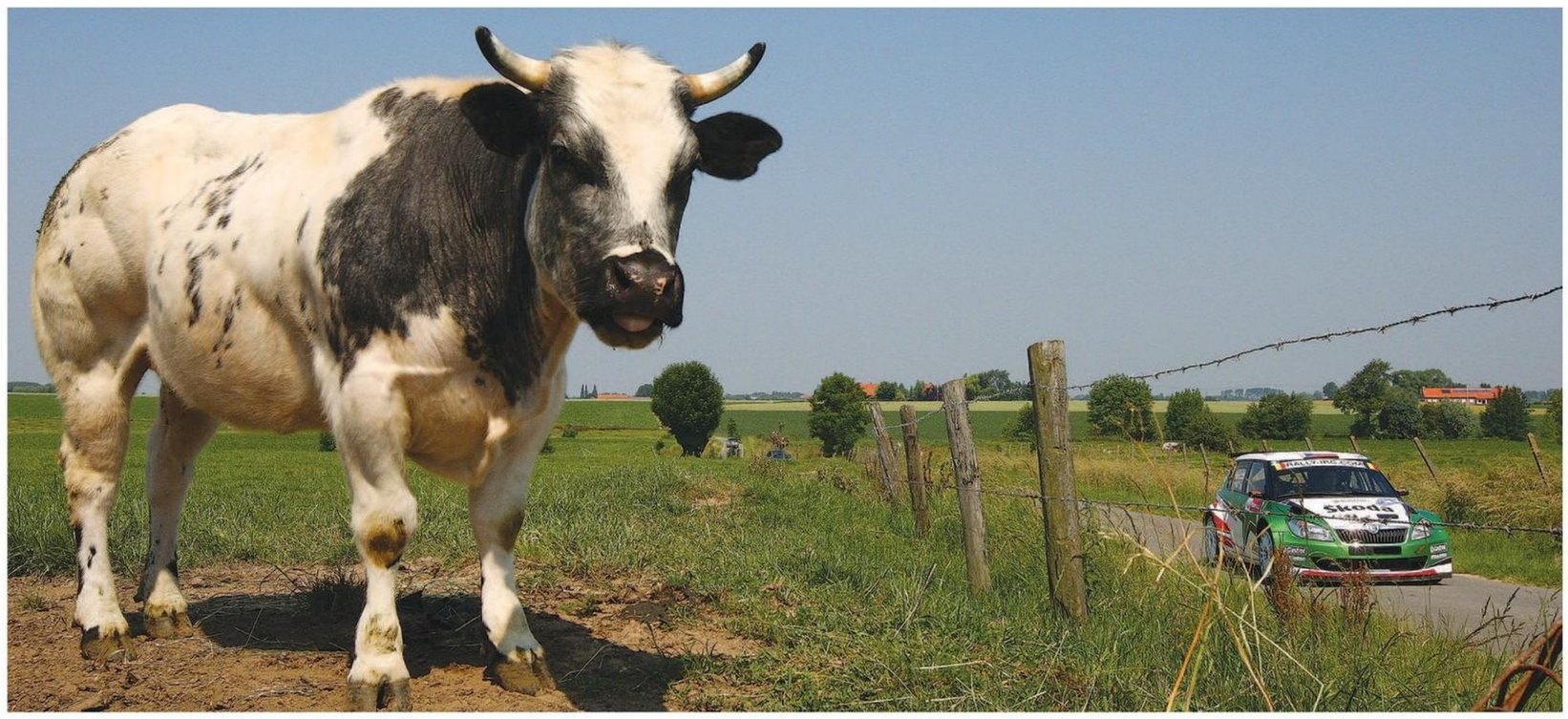
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Rob Widdows

DISPATCHES



HEARD ABOUT YPRES?

"I AM GIVING YOU YOUR OWN COLUMN," SAID A FAMILIAR voice on the telephone, "I want you to get out there, get under the skin of some events, see what's going on."

The Editor had spoken. He whose word must be obeyed.

So here we are, at the start of what I hope will be a fruitful journey. My constant companion, as I follow my nose through the world of motor racing, will be Madame Megane, a feisty French redhead, a bit of a looker, and a Dynamique Coupé to boot. I picked her up last month and she's proving to be a satisfying companion.

So, where to start? It's been a busy time, the highlight of which was a dip into the world that is the European rally championship, or rather the Intercontinental Rally Challenge. From here on in I refer to this series, for the sake of clarity, as the IRC. There was also the launch of a new circuit at Navarra in north-western Spain where Messrs Alonso, Pedrosa and Lorenzo have sent bull-fighting to the back pages. You can read about that in the news section.

I had not been to Ypres before, always driving past it en route to the Ardennes for the Belgian Grand Prix at Spa-Francorchamps. Now I know what I was missing, thanks to the delightful folk at the Skoda rally team. For the citizens of Ypres, or Wipers as the Tommies called it in the Great War, rally time is party time. The service area fills the town square, the guttural rattle of rally transmissions bouncing off the cobbles as the drivers pause for breath in the shadow of the magnificent Cloth Hall. Every café table is taken, every bistro bursting with chattering fans, while mechanics do in 20 minutes what takes a main dealer most of a day.

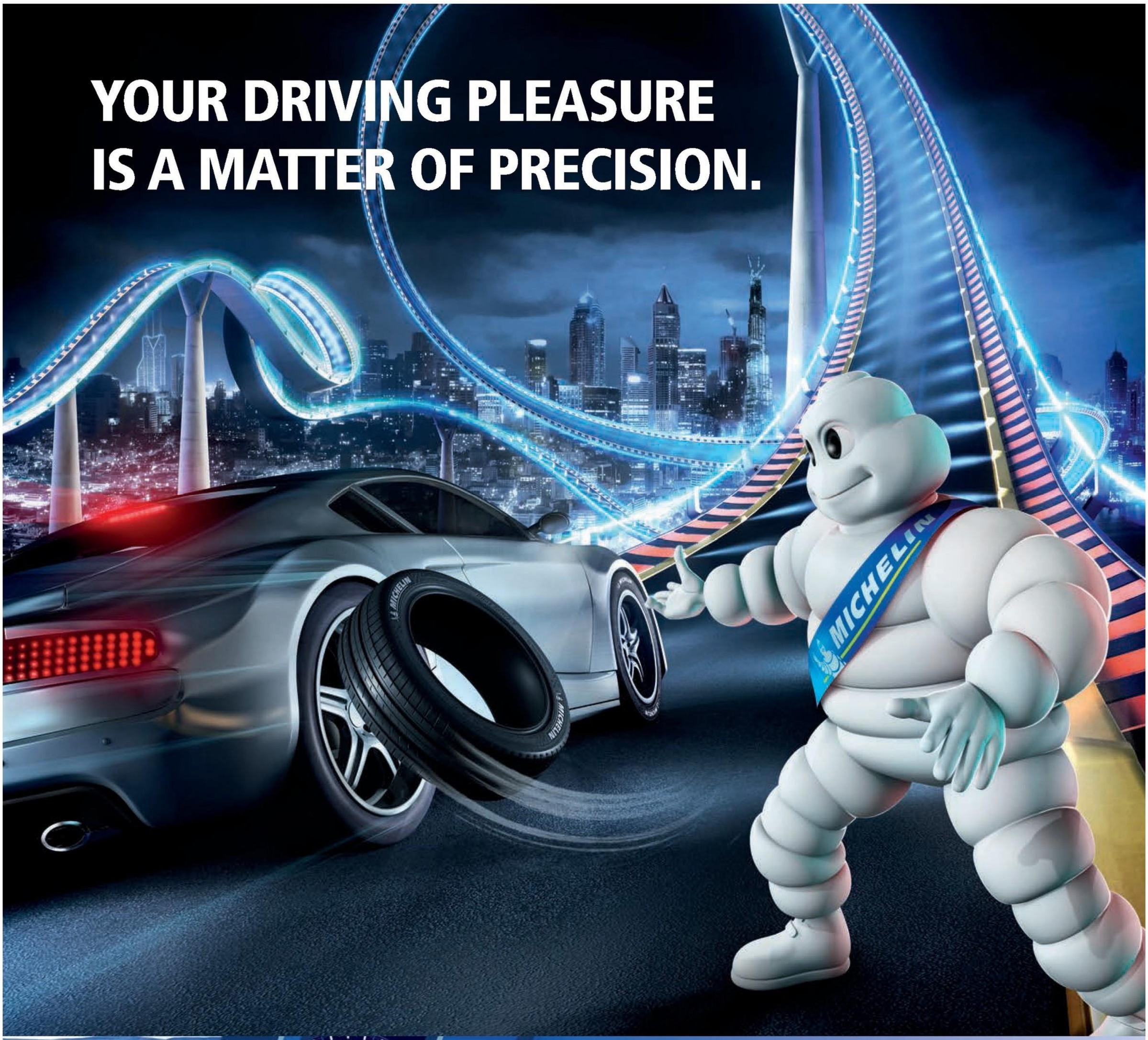
Local hero Freddy Loix won the rally for the sixth time, with fellow Skoda driver Jan Kopecký (above – on the right!) second. The charming and underrated Loix was ecstatic, and rightly so, having emerged from retirement to join Skoda for part of this season. While fancied runners such as reigning champion Kris Meeke and IRC leader Juha Hänninen fell off the asphalt, Monsieur Loix used his talent and his local knowledge to show them how Ypres is won. How is that? According to the Belgian, it's by getting the many 90-degree corners half-inch perfect and by missing the rocks on the apexes. The town went crazy when he held the trophy aloft. Yes, Belgians know how to party.

A fortnight later Freddy flew me up the Goodwood hill in his Fabia before plunging me into the forest stage at full tilt. Blimey, these guys are on a different planet. Strapped tightly alongside him, it felt like a dusty downhill slalom inside a whirling dustbin. How we missed the trees, I do not know. "How close to flat out was that?" I asked him. "About 70 to 80 per cent," he grinned. Oh, I see. Heaven only knows what flat out involves. Jumping higher and landing harder, I guess.

Talking of Goodwood, Jenson Button drove Alain Prost's McLaren MP4/2C, the car in which *Le Professeur* successfully defended his World Championship in 1986. In the back of this car, if you recall, was a turbocharged TAG-Porsche V6 delivering a mind-bending amount of horsepower. "I'd never driven a racing car with so much power, it's incredible," said Jenson after booting the McLaren to the top of the hill. "This was not *one* of the best days, but *the* best day of my life. Really." What? Better than Sunday October 18, 2009 in the bars of São Paulo? Perhaps he was just calming down after guiding a Grand Prix car up a country lane with 1000 horsepower behind his back. A car set up for Prost, remember. Perhaps that was the joy.

This is 'New Jenson' speaking, a man who talks and walks as if a weight has been lifted from his shoulders. Every time I saw him at the Festival of Speed he was smiling, looking like a man who has, at last, found what Our Nige used to call his 'comfort zone'. I know not what Mansell meant, but I sense that New Jenson's comfort zone involves a longed-for world title and a warm embrace from his new family at Woking.

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THE WORKING WOUNDED

MOTORCYCLE RACERS GET HURT – IT'S PART OF THE JOB. The inevitability of injury and, more importantly, of riding injured is something that every bike racer has to accept; even Valentino Rossi.

Until his bone-crunching tumble during June's Italian GP, Rossi had lived a charmed existence by motorcycle racing standards. He'd never missed a race since his World Championship debut in April 1996; that's 230 consecutive events. Needless to say, no one else comes close to that record. It would be a remarkable achievement for any racer, but for one who's spent so many years dancing on the edge of the precipice, it's like he was blessed.

Which is why in the immediate aftermath of his accident (above), many people thought Rossi might quit bikes. After all, he's 31 years old and teetering towards the twilight of his career. The fact that the shattered right tibia he sustained at Mugello is his first serious injury only added credence to the retirement theory: Rossi would be shocked by an agony he had never experienced and (having taken a good look at his bank balance and trophy room) would decide that the game was no longer worth the candle.

This assumption ignores the fact that Rossi is an intelligent man who knew full well that one day he was likely to get hurt. He must have been as surprised as the rest of us at his knack of avoiding injury. He certainly surprised everyone with his speedy return, bravely battling for a podium finish at the German GP just six weeks after Mugello.

Of course, Rossi has raced hurt before. He broke bones in his throttle hand at Assen in 2006, popped some pills, gritted his teeth and scored some points. Until that moment there were some people in MotoGP who still wondered if he was a real man. "Of course he's fast," they said. "He's never been hurt."

Rossi can handle pain, with a little help. After surgeons pinned the tibia he announced from his hospital bed that he was feeling good "because I've discovered a great rapport with morphine".

Mick Doohan, the teak-tough Aussie who ruled MotoGP pre-Rossi, was different. He suffered horrible injuries but astounded surgeons by refusing heavy painkilling medication, saying: "I prefer to deal with the pain and not have a headache from the drugs."

Doohan's great rivals of the early '90s also retired hurt; Wayne Rainey paralysed from the chest down at Misano in 1993, Kevin Schwantz torn apart by countless minor and not-so-minor injuries.

"I broke a lot of bones," Schwantz recalls. "I've tried to count them but it's not easy; overall it's got to be 40 or 50.

During 1994 – Schwantz's last full season – he broke his left hand for the third time. He should have undergone surgery and rested. Instead, he carried on racing, in grim agony. "I got (MotoGP medic) Dr Costa to do a quick fix and kept riding. The bones would dislocate every race and I'd get them reset Sunday night. I won at Donington, even though the bones dislocated halfway through the race. That evening I was in Costa's with two guys hanging onto my upper arm, one guy hanging onto my hand and Costa poking around, popping the bones back into place."

Motorcycle racing is now much less dangerous, thanks to better primary safety (safer race tracks and motorcycles) and better secondary safety (much-improved riding gear and medical back-up). But it is still dangerous, and while some developments make it safer – like traction control – others can make it more hazardous.

Rossi's crash bears similarities with a rash of recent MotoGP accidents – it happened during morning practice when track temperatures were low. Other 2010 morning victims include Dani Pedrosa, Ben Spies, Mika Kallio, Alvaro Bautista, Hector Barbera, Marco Simoncelli, Marco Melandri, Nicky Hayden, Randy de Puniet and Hiroshi Aoyama; or half the grid. The solution is simple: rewrite the tyre rules to give riders more than two compound choices, so they can run softer tyres that actually work in cool conditions.

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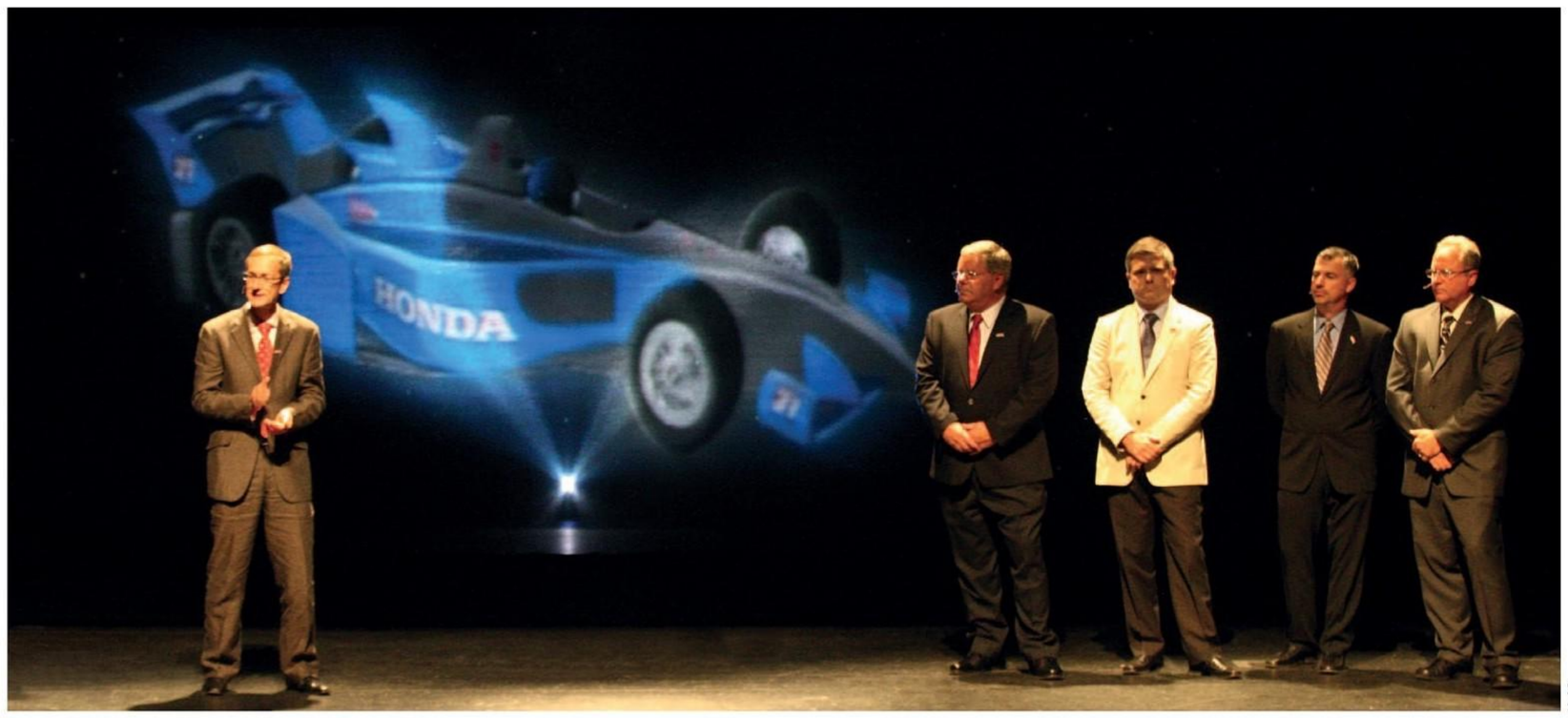

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IMS

INDYCAR: A NEW CHAPTER

THE STARK FINANCIAL REALITIES OF TODAY'S INDYCAR racing, with declining television and attendance figures and sponsorship all but impossible to sell, has resulted in the IndyCar Series deciding to continue with a Dallara spec car from 2012-15. The Italian company will build the cars in a new facility in Indianapolis, while IndyCar bosses hope to create interest and variety by encouraging other manufacturers to develop and build their own aerodynamic kits for the new formula.

"A simple solution wasn't going to cut it," said IndyCar team owner Gil de Ferran (above, third from right), a member of the seven-man committee that determined the new formula. "The cheapest solution wasn't the right one, and a solution that was right from a technology and innovation perspective wasn't right from any other perspective."

De Ferran said IndyCar hopes to embrace multiple car builders in the future: "There was a lot of discussion on that front. We were looking at this decision not only for the short term, but essentially laying the groundwork for the long-term future of the series. One of the beauties of this concept is that the framework is there to free it up if the environment allows us to do so. We had many discussions along those lines, and the important thing is we were not choosing any specific car but creating a new concept and approach to solve what on the face of it are very conflicting requirements."

The 2012 Indycars will be known according to the manufacturer of the bodywork or aero kit. "If Team Penske does a kit, it will be a Penske Indycar," said IndyCar competition boss Brian Barnhart. "If Lola builds a kit, it will be a Lola Indycar. It is a fraction of the cost to design an aero kit as opposed to a complete car. We think it's an inclusive invitation to every manufacturer out there.

"Clearly the fans want to see different looks on the race track. They want to see competition. Historically, competition drives costs up. What we really feel great about from a committee standpoint is that we are opening this up to anyone who wants to build aero kits, yet at the same time we've accomplished reducing the cost of participation. We think it's the best of both worlds – bringing costs down, creating great value in the series, yet at the same time allowing for competition and what the fans want to see."

Teams will not be allowed to build their own suspension for the new car. Instead it will be part of the 'safety cell' and will be provided with the rolling chassis, meaning it cannot be altered.

IndyCar CEO Randy Bernard admits it will take a year or two to attract new engine and aero kit builders. "We have to be realistic and not set our expectations too high. Our goal was to look at the long term and we knew that engine and chassis manufacturers are under deadlines right now. It's going to be pretty hard to see other engine builders by 2012. We're optimistic, but our goal is to have some interest from engine and aero builders in 2013."

Bernard planned to meet with a host of European manufacturers in August. "The auto manufacturers we have discussed this with have said it's very exciting that they can create brand identity with their cars. But we haven't been able to talk to everyone, because we wanted to keep as much of this as confidential as possible. So we were very selective in our first round of talks. Brian, Tony Cotman, Gil and I are planning a trip to Europe to start talking to some of the engine manufacturers there."

One of Bernard's next steps is to hire an experienced race engineer to write the 2012 rules and lead the technical department. "We have to make sure we put one person in charge of overseeing both the engine and chassis strategy," he said. "That person is going to have to be brilliant. He's going to have to be aggressive and a guy who thinks offensively and not defensively. It's going to be an important and significant process for us."

Thus begins Randy Bernard's mission to recreate and rebuild Indycar racing. We hope he's set out on the right path.

Letters

McQueen's great escapade

Sir,

I was interested to read Eoin Young's feature on Steve McQueen and *Le Mans* (August issue) and would like to add the following comments.

When Eoin said that Steve did not do the jump in the *The Great Escape* this, I believe, is true. I met the stunt rider Bud Ekins when I used to visit my friend Alain de Cadenet in California for our yearly motorcycle trips into the hills. I got to know Bud, and after several years and with Alain's help I managed to purchase from him my 1913 Flying Merkel. Bud told us that the evening before the jump was due to be shot, he and Steve went and checked the ramped area and Bud decided to have a go as he felt it better not to do it blind on the day. The jump went well, and Steve told Bud to get off the bike and he then jumped the fence just as the sun was setting, with Bud as his spectator.

Bud also gave me a picture of him and Steve dressed as Germans on the Triumphs, made to look like German machines. He said that when they started filming the bike chase, after the first take the director asked Steve to go slower as the hired stunt riders could not keep up. Steve said if he slowed down it wouldn't look right, so it was decided that he would dress up as a German and he and Bud would chase his character, which is what happened.

Although the film *Le Mans* was not a great success, Steve's other film about motorcycling he paid for, *On Any Sunday*, is just fantastic.

Vic Norman, Cirencester, Gloucester

Innovation welcomed

Sir,

Congratulations on the August issue looking at 1970 – I thought it was great, though clearly the 'modern era' started in 1972 (in March at Brands Hatch to be exact).

Can I make a couple of observations on your editorial? The focus on F1 to the exclusion of all else isn't limited to the daily media – look at the cover of *Autosport* over the last decade or so and compare it with the 1970s or '80s. Your article on Penske gives a clue to why this might be – you write about an innovation that differentiated them from the pack, something that is impossible in all the spec formulae below F1 and, regrettably, at Indy. Where's the interest in seeing, or reading about, identical cars which the teams can't improve? Le Mans is of course an exception, so the lack of interest is odd. Still, long may it continue.

I'm amazed by the anti-green sentiment you have stirred up. Racing should be used to stimulate environmental innovation – at Le Mans and in F1. We need to be part of the solution not the problem and, given the chance, F1 innovates like nothing else on earth. Think of what they might come up with.

Finally, your photo of Jochen Rindt with the British GP trophy is wonderful – who wouldn't want that on their mantlepiece? Without wanting to show my age, it is so much cooler than a copy of a modern steering wheel.

Ian Mann, Divonne-les-Bains, France

LETTER OF THE MONTH

A memento for Jimmy

Sir,

In July Andrew Marriott asked who placed the wooden cross between the pine trees at the site of Jim Clark's death. It was my son Sönke and me. Let me explain why.

For me Jimmy Clark stands for brilliant driving in the shadow of death. His sad eyes and bitten nails showed he was aware of the danger, but fought it through excellence.

I first saw Jimmy race at the 1961 Dutch GP. A remarkable performance against the superior Ferraris. In the following years I witnessed some of Jimmy's excellent drives: a Lotus 23 at the 'Ring, his first GP win at Spa, his rocket start in the Goodwood TT, three Zandvoort victories, pole at the '67 German GP. Now and then I was close to him in the paddocks, but didn't talk to him – he was an untouchable.

Since his death I have read much about Clark, asked driver Kurt Ahrens for his memories of that horrible April 7, and visited the site of his death.

In 2005, after Hockenheim was shortened, the cross was moved and re-dedicated. For the 40th anniversary in 2008, my son and I put the wooden cross between the pines. I chose a happy photo which shows him in a Lotus 49, and fitted a brass plate with simple details.

We didn't tell anyone about our clandestine memorial, so let's see what happens now. I'll be there for the German GP and will walk into the woods to the place which marked the end of James Clark's life.

Henning Hobein, Plettenberg, Germany

EP PEQUIGNET MANUFACTURE



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Mercedes magic

Sir,

I read with great interest Doug Nye's article on the Uhlenhaut 300SLR coupé (August issue). I was a flag marshal at the 1955 Tourist Trophy at Dundrod and saw this car in full flow, driven by both Stirling Moss and Juan-Manuel Fangio. Fangio's performance was unbelievable. I was positioned at the bottom of Deer's Leap, a steep descent culminating in a sweeping right-hander, with a view to the top. I heard the distinctive exhaust note and then it appeared, going flat out. It was the 'Gullwing' version driven by Fangio, with Karl Kling in the passenger seat looking totally relaxed.



This was phoned through to the pits by observers, as a result of which the car was pulled in. It was discovered that as Kling had no previous knowledge of the circuit and Fangio did, he would take him around.

I enclose a photo of Moss exiting the hairpin in the 'Gullwing' (above).

As a reader since 1946, I would like to congratulate you on the very high standards you continue to maintain.

Alex Furphy, County Down, N Ireland »»»

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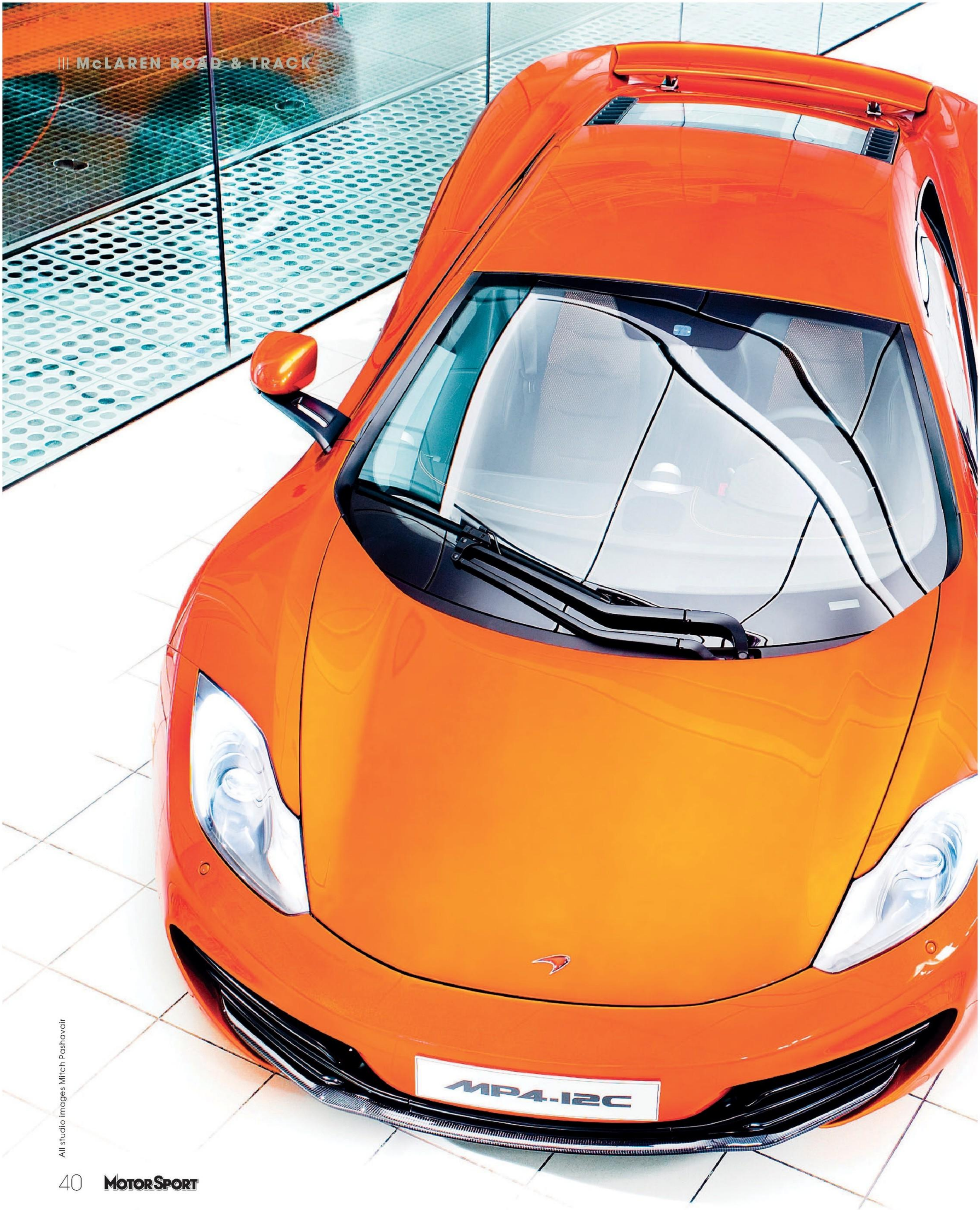


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All studio images Mitch Pashavair

the racing lineage

It's no surprise that F1 know-how informs every aspect of McLaren's new MP4-12C road car, from concept to build

BY ANDREW FRANKEL


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MP4-12C

You don't need even to see the McLaren MP4-12C to know it's going to be unlike any supercar made by any other manufacturer. You just need to walk into the building. You enter via a white cylindrical pod in the car park which sinks silently underground, releasing you into a vast white corridor, looking more like a Stanley Kubrick film set than the entrance to a car factory. It seems surgically clean, noiseless and slightly intimidating. Vast double doors lie at its end – the thought of a master criminal stroking a cat on the other side as unworthy as it is inescapable. But there's not. There's just another pod to lift you into the heart of the McLaren Technology Centre, a place like none other on earth.

I am greeted by Neil Patterson, the MP4-12C's chief engineer, and led into a vast white cavern where the first 400 cars will be assembled next year before production transfers to the new factory being built next door. There are no pictures on the walls, no radios, just immaculately presented engineers quietly going about the business of realising Ron Dennis's dream of doing on the public road what he has achieved already on the track: making McLaren the standard to which all others aspire.



My purpose today is to evaluate how differently a pre-eminent constructor of racing cars goes about the business of building a supercar compared with a conventional manufacturer. We know how hard high street marques try to link their racing activities to their road car products, and we know even better that almost all of it is cobblers. Will the Peugeot 908 HDi Le Mans car really influence the design of the next 207? It's not a question that needs answering.

But McLaren is demonstrably different. Even if, for some perverse reason, it had wanted to exorcise all racing influence from the MP4-12C, it would be hard to see how it could. Racing protocols affect every single aspect of McLaren, more even than at Ferrari, perhaps more than McLaren at times realises. Even the interview is conducted Formula 1-style, PR man present to make sure no one slips off record or message.

"It's not just the physical properties of the car that benefit from racing," explains Patterson, "it's the entire approach, the way people from the racing world think about problems, the speed at which they can react, the lateral solutions they can provide and their refusal to give up."

And F1 people are all over the MP4-12C. It's made by the McLaren Automotive division of the company whose technical director, Dick Glover, used to be in charge of the F1 simulator which has done so much in recent years to ensure that McLaren's pace of development over the course of a season is usually unrivalled. Simon Lacey, the former head of aerodynamics at McLaren Racing, is now head of Vehicle Technology for McLaren Automotive. Paul Burnham was the F1 team's tyre expert and is now the road car's ride and handling guru; Richard Felton worked in electronics on the racing car and is now doing the same on the road car… I could go on and for some time, but you get the picture.

> "From its very conception in 2005, F1 influence permeated the new car"

From its very conception in 2005, Formula 1 influence permeated the new supercar and did so at a genetic level. All the CFD processes and modelling techniques came straight from F1, from the most fundamental design principles to the software used to set up the suspension.

Then, a full year before an MP4-12C turned a wheel under its own power, its genome was racking up thousands of virtual miles in the very same F1 simulator Glover used to run. "What it meant," says Patterson, "is that the very first mule car drove exceptionally well straight out of the box." And the simulator continues to divide its time between the road and race teams. "Get a problem in F1 and you recreate it in the simulator, analyse it, fix it, analyse the fix and only then alter the hardware. It is exactly the same process with the MP4-12C."

So let's now look at the car itself. Its design is understated, particularly in comparison to Ferrari's flamboyantly beautiful 458 Italia, but I like its subtlety now as much as I admired the same quality in the McLaren F1 15 or more years ago. It's a car lacking entirely in ostentation. Like the F1 it's smaller than you'd think too, which should make it easier to position on the road and to thread through gaps.

At its heart lies a carbon-fibre tub or 'monocell', a material eschewed by rival Ferraris and Lamborghinis presumably because of its hideous attendant costs. But carbon fibre has been a core element at McLaren ever since it introduced the carbon chassis to F1 racing in 1981 with the MP4-1 (though the unraced twin-chassis Lotus 88 was around at the same time). "Formula 1 cars, and the McLaren F1, all use hand-laid pre-impregnated carbon fibre which is an incredibly time-consuming process. But with our moulded monocell we can load the parts into the press, close the tool, inject the resin and cure it in just four hours." It is a revolutionary process and, as Patterson says with a smile, "it will be interesting to see how our rivals react to it".

It's clever because not only does it reduce the weight of the tub by 25 per cent, it also improves its torsional rigidity by a similar amount compared to a conventional approach. This not only brings all the attendant dynamic advantages of a stiff structure but also means the front and rear subframes need to make a smaller contribution to the car's stiffness and can therefore be lighter themselves. The monocell itself weighs just 80kg or, as Patterson ruefully puts it, "rather less than me". Or me.

Surprisingly, perhaps, there is no carbon fibre in the bodywork. The front fender, bonnet and roof are aluminium, the remainder an exceptionally low-density glassfibre. As the body panels are entirely unstressed this solution allows McLaren to keep the weight down, create ➤➤➤

"The more time you spend with the MP4-12C, the more pure its purpose seems to be"




MP4-12C

exotic shapes and replace them affordably when they're damaged. Clearly aluminium or glassfibre parts are also an order of magnitude cheaper to produce than carbon. Overall the dry weight of the MP4-12C when specified with the lightest options is 1300kg, around 70kg less than the Ferrari 458 when weighed the same way.

More F1 thinking lies in the engine. Ask Patterson about it and he'll not talk about the way it looks or the sound it makes, but its size, packaging and efficiency. The fact that it has the highest horsepower to CO_2 ratio of any production engine, whether hybrid or not, is a matter of intense pride. That is why the 593bhp V8 is a relatively small-capacity twin-turbo motor (it displaces 3.8-litres) rather than the larger, normally aspirated units preferred by its rivals. Whether it will also possess their electrifying throttle response or their inspirational exhaust notes remains to be seen. But what can be seen very easily now is just how low the engine is mounted in the car – I've never seen another road car with a V-formation engine like it. No prizes for or guessing where that idea came from.

Impressively, too, the engine is entirely new and has been developed by British engineering consultants Ricardo. In charge of its testing and development is Marcus Waite, another racing refugee who used be in charge of the F1 test team, and his crew's target is to complete a million kilometres of durability testing before the first car finds a customer next year.

However, and despite its paddle operation, its transmission bears little relation to an F1 gearbox, the seven-speed double-clutch design sharing more conceptual ground with something you might find under the bonnet of a VW Golf than in the back of a Formula 1 car. But even here, there's F1 DNA in the detail. It has seamless shifting, a technique pioneered by McLaren in Formula 1 where there is no interruption in torque between ratios, and also a facility to allow the driver to pre-load the next gear by half pulling the relevant paddle – much as you would in an old pre-selector 'box. Then when you want that gear, engagement is as near instantaneous as makes no practical difference.

I'm fascinated to know whose gearbox this is and venture that it might be Ricardo's work as it also makes a double-clutch seven-speed 'box for Bugatti. But a swiftly interjected "we're not communicating that at present" from the Patterson chaperon tells me that particular line of enquiry has reached its conclusion.

There's not much news either on acceleration claims because the team is still working on the launch control, though we know it has more power and less weight than the Ferrari 458 and that hits 62mph from rest in 3.4sec. Given that traction limitations would make a sub-3-sec run almost impossible for a 1300kg, two-wheel-drive road car, it is a fair guess to say the MP4-12C's number will be around 3.2sec, which, incidentally, is precisely what the lighter, more powerful but electronically unassisted McLaren F1 achieved in testing back in 1994.

We can't talk in detail about aerodynamic performance either, which is a shame because were I minded to bet on such a thing, I'd wager the MP4-12C's drag-to-downforce ratio sets new standards for the class. Patterson does confirm that its body produces downforce at all speeds and is happy to talk about the deployable rear wing which, like in the SLR and F1 before, doubles as an airbrake. "When you put the brakes on hard at speed the car's centre of pressure is thrown forward and the wing helps drag it back, making better use of the rear tyres."



McLaren

"I'd wager the MP4-12C's drag-to-downforce ratio sets new class standards"

As for the brakes themselves, carbon ceramics are not standard as on all Ferraris. Instead they are optional, Patterson insisting the standard iron discs are more than adequate for most purposes. "Only people wanting to do extensive track work will need the carbon brakes," he says. Unusually, they're actually slightly heavier than the standard discs because, in line with their anticipated use, they are much bigger, so their benefits are restricted to the realm of fade resistance and durability.

Given where it has come from, McLaren was never going to stray far from racing best practice in the suspension, and not only is there real beauty in its elegantly sculpted wishbones but proper innovation too, for this is a supercar without anti-roll bars. Instead it uses hydraulic pressure to regulate body roll according to whether the driver has selected normal, sport or track mode on the dash. In track mode, body roll is all but eliminated.

To further enhance handling, the McLaren uses another trick first learned by the race team on the track, in the 1997 MP4-12 to be precise: when the car is in an extreme cornering condition, the inside rear brake is applied to increase the yaw rate, reducing the car's inherent desire to understeer, making it more responsive and stable. McLaren says this system is so effective the need for a limited-slip differential, with its extra weight and mechanical complexity, is obviated entirely.

I can barely wait to drive it. The more time you spend in its company, the more pure its purpose seems to be. It's true that some of the F1 guys have found adapting to the road car arena a real challenge – Marcus Waite says "This is a car that needs to ride beautifully and I've never done comfortable before – racing drivers put up with anything so long as it's fast" – but you sense that by any other standards it will be a driving machine without compromise.

Just talking to Patterson about weight saving shows how different McLaren's approach has been. "In the beginning we sat around with components from the F1 road car and various racing cars, looking at their ultra-lightweight construction for inspiration. We then each came up with a list of 10 ways to reduce weight in our own areas and another 10 from other areas." To this end the McLaren logo on an already pretty light magnesium alloy crossbeam was engraved rather than embossed and the foam that protects the back of the instrument pack lovingly cut away until not a gram more than necessary was left. And if they chose not to lighten a component it was almost always because the money saved leaving it alone could be spent making a greater reduction in weight on components elsewhere.

Finally, Patterson shows me the cabin, accessed via trademark dihedral doors. It's spacious, even for my 6ft 4in frame, and comfortable too. You place your hands on a steering wheel designed only after detailed ›››


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computer analysis of the grips of several McLaren World Champions and view perhaps the clearest instrument panel I've seen. There's nothing showy in here: at McLaren form will never rule over function.

I ask Waite where the project currently stands and, as expected, the reply comes in F1 metaphorical speak: "We're three-quarters of the way through winter testing and can see the first race approaching very fast over the horizon", which is code for 'it's all but done, bar fine-tuning work to the launch control, spring and damper rates and other details waiting to be signed off'. He spends a large chunk of his life at the Idiada test facility near Barcelona, where his team jockeys for track space with other car manufacturers. And it's the McLaren boys who tend to start earlier, finish later, run around the clock and stay out when the conditions are most foul, learning what they can while others take cover. He says he is trying to create a car with the durability of a Porsche and the desirability of a Ferrari, something that's never been done before.

But I don't doubt McLaren's ability to deliver it, and nor would you if you'd also spent a few hours in that extraordinary building with that extraordinary car and the extraordinary people who are building it. They aim to build 1000 of them next year, but this is but the first of a series of new McLarens. By 2015 up to 5000 McLarens will be coming out of the new factory.

Yet in the interim there remains another job to do, one where no amount of F1 technical know-how can help.

From what I now know of the MP4-12C, I would be astonished if it turns out to be anything less than exceptional. Indeed I am quite prepared for it to re-write the rulebook. But even that might not be enough. Those driving die-hards and purists who can afford to spend around £170,000 on a car will, I have no doubt, form an orderly queue. But what about those who currently buy its rivals not for their driving dynamics, but their image?

You will guess correctly how I feel about people who treat cars as wealth statements or fashion accessories, but their money is as good as anyone's and they make up a huge proportion of the global market for such cars. And are they going to desire a rather discreetly styled McLaren, however good it is? It says everything about them and nothing about the MP4-12C, but it will remain interesting to see.

The McLaren brand is respected like few others in the world, and rightly so, for the dedication, focus and professionalism of the organisation at times beggars belief. But do people feel passionate about McLaren the way many feel passionate about Ferrari? Can a McLaren have the character of an Aston Martin, the cool of a Lamborghini? Or will the car end up being perceived as the ruthlessly efficient progeny of a ruthlessly efficient organisation, a thing more to be admired than adored? That is the biggest challenge that now lies ahead.

As I climbed into the pod to descend back down to those vast double doors and the vast white corridor beyond, it was with a sense of genuine awe at what has already been achieved in the building receding behind me. But if the incredible car they have designed is to reach an audience as wide as I imagine its talents will deserve, more still needs to be done. The good news is I sense McLaren knows it too.





INSIGHT

WHEN MURRAY SERVED UP AN ACE

Designer Gordon Murray broke new ground when he planned McLaren's first road car, the incomparable F1



McLaren

It is hardly believable that it's been 20 years since work first started on McLaren's first production road car, the now iconic F1. Only 107 were built, including all racing versions, and they now change hands for seven-figure sums. Back then it cost £627,000, which now seems something of a bargain.

"There's a fundamental difference between what I was doing then and what McLaren is doing now," says the F1's designer Gordon Murray (left), who needs no further introduction from me. "It was an ultra-exclusive car whereas this new car is medium volume. It's good that they're trying to hold onto some of the F1's USPs – retaining the use of some carbon and striving to keep the weight down – but a supercar has to have a normally aspirated engine, otherwise you cannot get the throttle response. We knew it when we did the F1 (right) and no technological changes since alter that fact.

"Designing a road car after being in Formula 1 was a huge release. Even then the sport was starting to be strangled by the rule book, yet suddenly here I was in a world where I could think 'Active aero? Why not? Active brake cooling, fans to create suction under the car? Help yourself.'

"The F1 really did apply Formula 1 technology and for the first time. It was the first entirely carbon road car, the first with a carbon clutch. Take off the (carbon) airbox and you could see the inlet valves looking right back at you. It had a central driving position, right-hand gearchange, clear dials and good visibility, all lessons learned while racing. The gearbox gate was incredibly tight, only nine degrees across, and we were criticised for that but it was quite deliberate: if you knew how to drive it was no problem. Sorted the men from the boys, that did.

"That said, the F1 was never designed to be a racing car and if it had been I'd have done it differently, had much fewer creature comforts. It was designed as a long-distance road car which would take three people and their luggage as far as they wanted to go in complete comfort. If you were designing a racing car for the road, you'd never have done it like that."

Even so, even Murray admits it was inevitable that customers would want to race theirs. "People like Ray Bellm and Thomas Bscher said they wanted to go racing and I discovered that, quite subconsciously, I had also designed a car that would be a fairly effective race car." Murray is displaying a masterly command of understatement here. The F1 won the BPR championship in both 1995 and '96 and, most significantly of all, it allowed McLaren to join Ferrari as the only manufacturers ever to win Le Mans at their first attempt.



Camerapress

"The first F1s were basically road cars with rollcages and fire extinguishers," remembers Murray today. "But if you look at how they were designed, with a low polar moment of inertia, double-wishbone suspension, a low centre of gravity and extreme light weight in mind, I guess it was always going to be suited to racing." How lightweight? "If anyone wanted to use more than a 10mm bolt, they had to come to me and explain, in person, why it was necessary."

What, then, does Murray make of the MP4-12C? Perhaps sadly for those of us who once saw Murray and McLaren as indivisible, he now seems a distance removed from the company at which he achieved so much. It was his team, after all, that came up with the MP4/4 in which Senna and Prost contrived to win 15 of the 16 Grands Prix held in 1988. Has his opinion or advice been canvassed for the new car? It has not, nor has it been offered.

"To be honest, I've not really looked at the McLaren, I've been too busy with my own business." Murray has recently revealed his T25 city car whose iStream production process could revolutionise small car design.

"When I left McLaren I was working on a new mid-engine supercar known as Project Eight. It had a normally aspirated V8 motor and a transverse gearbox. It also had a single-piece carbon-fibre tub, and it's good to see that at least that's survived. Everything else has changed."

It is well known than the MP4-12C is just one of a range of new McLaren products that will be launched at the frequency of approximately one a year from 2011 until the middle of the decade, one of which is believed to be a top-end, ultra-exclusive supercar – a successor to the F1, no less. Not only will it be the most eagerly awaited new British supercar since the F1, it will also be the one with by far the hardest act to follow.



Murray now says it was inevitable that the F1 should end up on track as well as road

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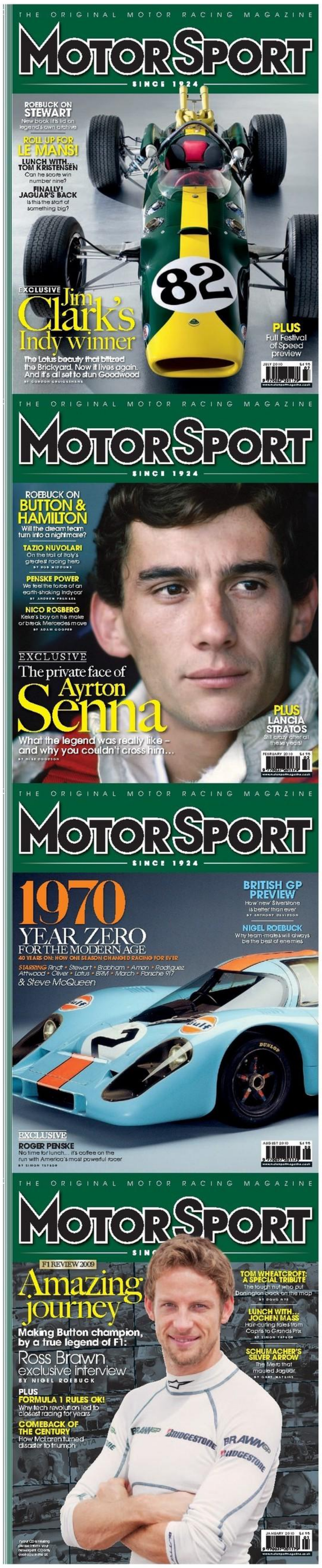
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GOODWOOD FESTIVAL

"It's one of the great events of the year," said Sir Jackie Stewart after driving Jim Clark's Indy 500-winning Lotus 38 up Goodwood's hill. "Lord March and his team put together such an incredible event and, most importantly, the public love it. When you see cars like the 38 you just have to hold your breath." If JYS has to hold his breath for a car, you know you're witnessing something special.

The 2010 Goodwood Festival of Speed was certainly special. Every year it affords people the chance to see some of the world's most exciting road and race cars – and get close enough to touch them. Too often nowadays the public is pushed further and further away from the action, but not so at Goodwood, where fans lining the hillclimb often had to shield their faces as another rally car whipped up dust in front of them.

Fastest time of the day honours went to Roger Wills aboard the Wolf Williams-Cosworth FW05 who completed the course in 47.15 seconds, while regular chaser Anthony Reid lost out after spinning the 1972 Lola-Cosworth T290 at the first corner. But perhaps the most exciting timed run was achieved by a Ford Transit van in 61sec. This was no ordinary van – Don Law Racing had fitted Jaguar XJ220 running gear and chassis and put Justin Law (who had set best time of the weekend for the previous two years) behind the wheel.

A white XJ220 van might be exciting to watch on a timed run, but most competitors know the way to the crowd's heart is through burnouts and donuts – and lots of them. There were too many spectacular tyre-exhausting stunts to list here, but Jean Ragnotti deserves special mention for managing as many as four '360's on his way up the hill in a 1985 Renault

5 Maxi Turbo. We have no idea how he managed it at that speed and in the confines of the narrow road, but it was certainly appreciated.

'Viva Veloce – the passion for speed' was a Festival theme, as was 'Cars, Stars and Guitars', which saw ZZ Top's Billy Gibbons, Jeff Beck and Jimmie Vaughan playing to the crowd at various points over the weekend. These guitar heroes were even more impressed with the cars than some of the fans who had paid to get in. "I'm like a kid in a candy store here," said Vaughan. "You walk around thinking, 'I want that one, and that one'. It's brilliant."

It's no surprise that multiple Grammy Award-winning Vaughan liked what he saw. On the hill there was everything from modern F1 cars, with the likes of Jenson Button and Lewis Hamilton driving, to historic racing bikes and some wonderful early racers such as the 1910 Lancia Tipo 55 Corsa and the 1923 Delage V12 that set the Land Speed Record in 1924 at 143.31mph.

If anyone was still wondering why Button moved to McLaren this year, they got their answer after he drove the 1986 McLaren-TAG MP4/2C up the hill. "It's great that I got to experience Alain Prost's 1986 championship-winning car," he said. "I was asking the [McLaren] guys, 'When does the turbo kick in because it just doesn't feel very powerful?' And, well, I found it on the way up the hill – it was *unbelievable*. The amount of power that thing's got… It's got 1000bhp and it all comes at once. So yeah, around Monaco those guys were brave. I've got a lot of respect for them."

Away from the hillclimb, Franco Lombardi's Maserati A6GCS won the Cartier Style et Luxe concours, just beating Heather Fattorini's Fiat 600 Multipla Marinella. George Lucas of *Star Wars* fame was reportedly pressing for the Italdesign Nazca C2 to win, but this had to settle – perhaps appropriately – for success in the 'Far-fetched Fantasies' category.

The 2010 Festival of Speed was another riot of great cars and bikes, as well as famous faces from the past and present. The fact that it was completely sold out gives some indication as to how much the public appreciates it, something we doubt will change in the future. »»

OF SPEED 2010

John Colley/Goodwood









Left: Nico Rosberg was a crowd-pleaser, along with Button (above). Top right: Ragnotti thrills in Renault Turbo. Below left: Justin Law is white van man!















SIX OF THE BEST

For *Motor Sport*, the Festival of Speed is all about the cars. The incredible paddocks always feature gems, rarities and obscurities, and this year was no exception. We delved into the nooks and crannies to pick out six that stood out for us – all for very different reasons.



HUFFAKER-OFFENHAUSER SPECIAL

Bobby Unser drove this Indycar with a difference in its first FoS appearance since 2006 (when it was crashed). The 'difference' is a pair of small red barrels behind the engine: Alex Moulton's hydrolastic suspension, as seen on the Mini. The car ran at Indy in 1964 as the 'MG Liquid Suspension Special' when it was used to promote US sales of MG's 1100 Sports Sedan. Walter Hansgen ran as high as second but mechanical issues (not suspension) intervened. Unser raced the car, renamed the Vita Fresh Special, to second in '65 at Indianapolis Raceway Park.



MERCEDES-BENZ C111-11D

Yes, the D is for diesel. This experimental design, with plastic body and gullwing doors, made its debut at the 1969 Frankfurt Motorshow. Initially the C111 used a three-rotor Wankel engine that never went into production. By '76 it had a five-cylinder diesel and was used by Mercedes for oil-burner development. The FoS car was a record-breaker. Merc took it to the Nardo circuit in southern Italy in June 1976 where it broke 16 records over a 64-hour run. It also formed the basis of a classic Matchbox and Corgi toy that any right-minded child of the '70s would want in his collection!



ALFA ROMEO SE 048-SP

We have an admission to make. We didn't know Alfa built a Group C car until we saw it in the programme (although *MS* contributor and marque fanatic Richard Heseltine did – typical!). But there it was, looking glorious on display in the Cathedral Paddock. Based on a Lancia LC2 chassis, it is fitted with a 3.5-litre V12, although the V10 used in the similarly stillborn Procar 164 (also on show at Goodwood for the first time) had been earmarked. But the car never even tested, thanks to internal politics. It was rediscovered in a corner of the basement in Alfa's incredible museum.



FORD FALCON XC GS500

Think of Jacky Ickx and it's unlikely that this will be the first car that springs to mind. But in 1977 the Belgian maestro won the Bathurst 1000 in this monster, paired with Allan Moffat. Never before seen outside Australia, the 5.8-litre (nearly) 500hp V8 Falcon rumbled up the hill in the hands of Norm Rutherford. "It blasts along in a straight line, but it doesn't stop very well or steer much either," he said with a smile. We couldn't help noticing Moffat's signature on the dash. "Yeah, Allan grizzled when he signed it," said Norm. "'Bloody thing. It shouldn't have raced then, and it shouldn't race now.'"



PUPULIDY-PORSCHE SPECIAL

Emil Pupulidy was building temporary bridges over the Rhine during WWII when he fell in love with European cars. Back home in the US, he built two Porsche-styled monopostos in 1954, called Pup 1 and Pup 2. This is Pup 1 – its sister was destroyed in a crash. Owner Bob Howard brought it to the FoS for the first time and told us how Pupulidy used the flat-four-powered sportster to regularly beat locals in 'pukka' 550 spyders. It was also a winner in the popular Nassau Speed Week. "He sold this car and went back to racing Porsches," said Bob. "I don't know why. This was faster." Cute, too.



MARCOS MANTIS XP

Despite its outrageous lines, the XP was a Gp6 racer with pedigree running gear. A showpiece for Marcos's wooden monocoques, the sharply faceted shape was in fashion in 1968. "It was my idea to do a wedge," said Marcos founder Jem Marsh, "and Dennis Adams drew a fantastic shape. We borrowed Cooper F1 suspension, and I met Jack Brabham in a Chinese restaurant and persuaded him to supply a Repco V8." In its only race, the Spa 6 Hours, it retired. Marsh then fitted a Buick V8 and drove it on the road. "I planned to build four, but couldn't get the finance." What a shame.

Jeff Bloxham,John Colley, Paul Melbert, Marcus Dodridge, Jochen van Cauwenberge/Goodwood



THE PARTY

GUITAR HEROES

GUESTS OF LORD MARCH AT THIS YEAR'S Goodwood Festival of Speed Ball were treated to a spectacular night set in his garden at Goodwood House. Over 1000 guests attended, and I was invited by Formula 1 driver Karun Chandok. Other racing driver guests included Tom Kristensen, Jenson Button, Kris Meeke and Marc Gené, who was on my table.

The evening raised money for the Richard Burns Foundation to support Headway in honour of the late Henry Surtees. After dinner, guests were ushered outside to watch a breathtaking display by the Red Bull X-Fighters who performed stunts on their motocross bikes set to fireworks and music.

The star act for the night was Jimmie Vaughan with his blues band, with special guest guitarist Jeff Beck bringing the evening to a thundering close. *Louisa Skipper*











Marcus Dodridge/Goodwood



John Colley/Goodwood

THE F1 STAR

KARUN CHANDHOK

Is this your first Festival of Speed?
Yes it is, it's an amazing event and it's great to see so many cars because I'm a real fan of the history of the sport. Some drivers think I'm a bit of a geek because I'm like a walking encyclopaedia. I can't tell the difference between a BMW 3-series and a 5-series, but ask me about the front wing on a 1986 McLaren and I'll tell you. It's an event that's made for people like me.

So are you keeping your knowledge up to date looking round the paddock?
Absolutely, some of the fans were doing a double take because there I was on my hands and knees crawling around, looking at the brake ducts and suspension on the McLarens and Lotuses. There are some lovely bits of kit here. The 1987 Mansell car and the '86 Prost car that Jenson's driving are both fantastic machines. I had a sit in one just before the first run. The one I'm driving, the '82 championship-winning Rosberg car, is also really nice. It's bloody quick! I'm surprised how much grunt it's got for a non-turbo car.

Have you got your eye on something for next year?
I said to Johnny (Williams, F1 team owner Frank's son) that I'd love to have a go in the 1993 Prost car, but it's the active suspension car so I don't think they can run that. Maybe the '86 or the '87 Williams would be quite nice... I'd love to have a go in one of the McLarens – the late '80s cars. That would be really cool.

How is HRT's first season in Formula 1 progressing?
We do the best job we can with what we've got, but it's not easy. We're lacking downforce, basically. We need a lot of development on downforce and aero, because that's the only way we'll be able to compete with Lotus and Virgin – forget the others. So we'll see...



Jeff Bloxham/Goodwood

THE BIKE STAR

JAMES TOSELAND

Is this your first time here?
No, it's my second. I came to the Festival in 2006 and it was great because I was with my band and we played, so I really enjoyed it. This year my band isn't here, but I've got a chance to ride an old 500 Yamaha GP bike (1992 Yamaha ROC) and I've never ridden one of those before. It's always a good do, seeing the famous riders and things. I was sat next to Kevin Schwantz who was my hero when I first watched racing, so it's nice.

Have you had a chance to look around the paddock?
A little bit, but it's quite difficult with the public, you can't just wander around! Obviously in the holding bay all the cars and bikes wait before going out onto the hill, so I've had a good look at things there. The weather's lovely as well, isn't it?

You said Kevin was someone you looked up to when you first started watching the sport, so I take it you wouldn't mind a spin on his 1993 Suzuki RGV500?
When I was a kid I did idolise him and he's always been really nice to me over the years. It still looks like a cool bike now, but I shouldn't really say that riding for Yamaha...

Are you happier now that you're back in World Superbikes?
Yep, I've got a competitive bike that's capable of winning races and I didn't really have that in MotoGP, so it was tough to go racing without the opportunity to win.



Matt Stills/Goodwood

THE RALLY STAR

KRIS MEEKE

Things haven't been going according to plan in this year's Intercontinental Rally Challenge, but are you hopeful of a change in fortune soon?
People always say it's tougher to defend a title and that's proving to be the case. Skoda, our main championship rival, is coming on very, very strong and it's a big battle up front. Unfortunately I've made a couple of mistakes trying too hard to keep up with the pace, so we're going to have to dig deep until the end of the year. Anything's still possible.

Is this weekend a nice break from it all?
It's fantastic to be here. Last year was my first Festival and it was one of the best things I've ever been to. It's incredible to get so close to all these old Formula 1 cars, the motorbikes, the touring cars, the rally cars... and every member of the public can touch, breathe and smell it all. There's no other place in the world where you can get this type of atmosphere.

Is there a particular car you'd like to get behind the wheel of?
I would have to say a Formula 1 car; my ultimate ambition is to drive an F1 machine some day. Rallying is still in my blood, that's what I do, but you always want to try something different and circuit racing is certainly one of those things.

You're trading best times up on the forest rally stage – are you determined to post the best time?
Yeah, I believe we're quickest at the moment so hopefully it'll stay that way. Some people may have seen the television advert I did this year with Peugeot UK. We filmed this thing with a pretty young lady and she's here as a guest of Peugeot, so she sat in with me when we set the fastest time. Maybe it tells me something for the rally championship – we have to get a better-looking co-driver!

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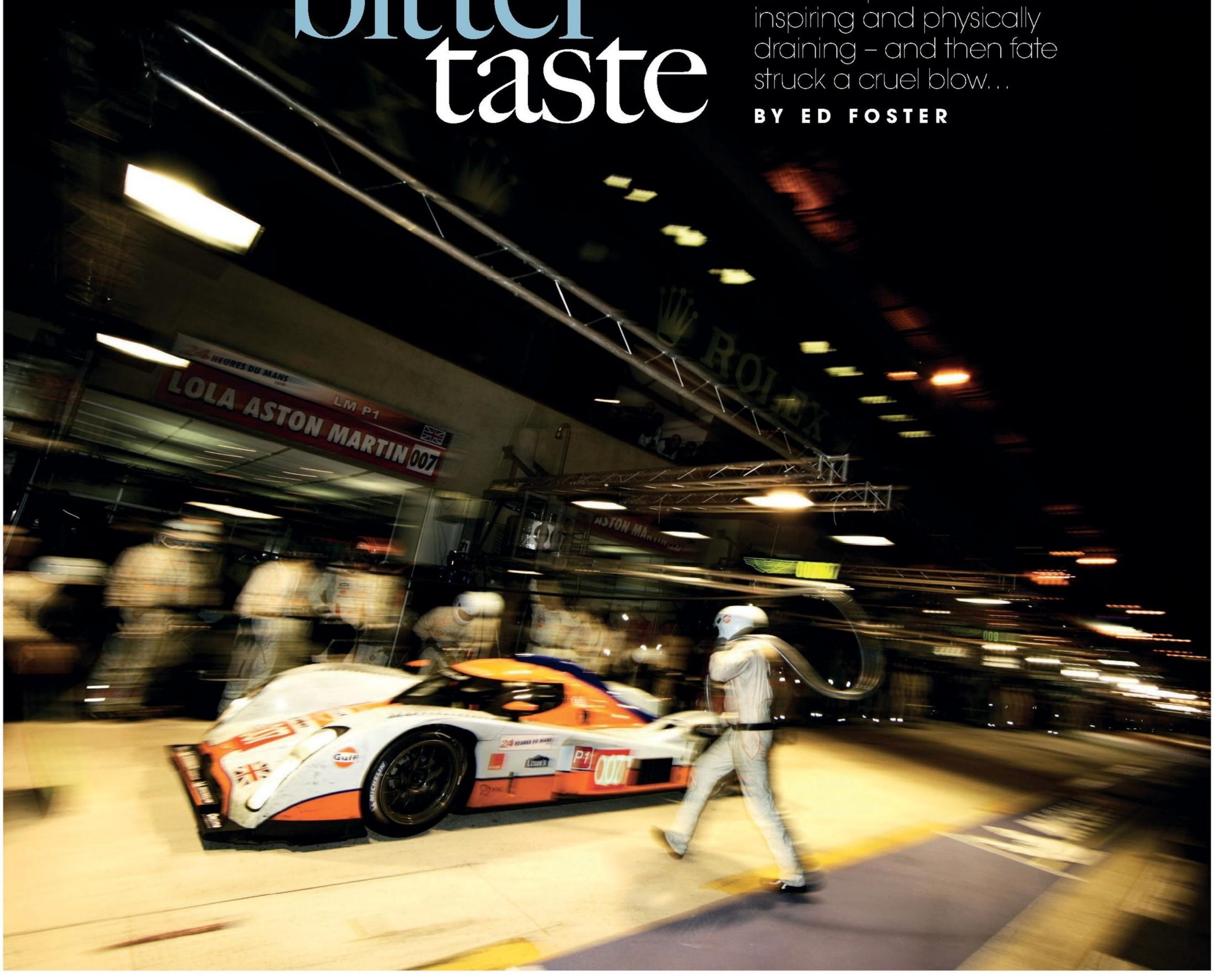
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When Le Mans leaves a bitter taste

A chance to work for Aston Martin Racing at Le Mans proved both inspiring and physically draining – and then fate struck a cruel blow...

BY ED FOSTER




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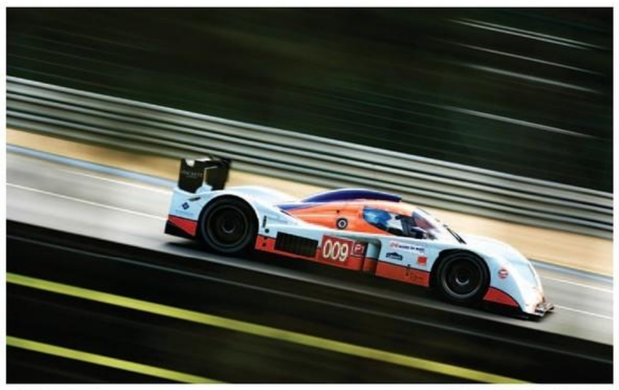
We've all experienced the heartache of a car we are supporting breaking down a few laps from the finish. But nothing can prepare you for the utter despair you experience after you've been working for a team throughout a 24-hour race only for the car's engine to disintegrate in the last 60 minutes.

When the number 009 Aston Martin dramatically blew up in the dying laps of the 2010 Le Mans 24 Hours, I was standing in the Aston pits having helped look after its wheels and tyres for the past three days. I couldn't believe it. Everything had been running so well when a remarkable fourth place was suddenly lost. I felt drained of all the adrenaline I'd been running on for the past 32 hours and, it pains me to say it, but I said my goodbyes and left the circuit before the race had finished. I was gutted.

The idea for this piece was spawned at a sunny press day at Goodwood. Darren Turner and I got talking, and a few months later I found myself sat in front of George Howard-Chappell, team principal of Aston Martin Racing, at its Oxfordshire base. "There's plenty we can give you to do," he'd said, "but we can't let you loose on a wheel gun or anything like that, because you'd need quite a bit of training." That suited me fine. 'Idiot journalist ruins chance of Aston Martin podium' was not the aim of the game here.

A few days later and I'm in the Le Mans pits. The teams' lorries are lined up inches apart and, unlike in Formula 1, the overspill is parked



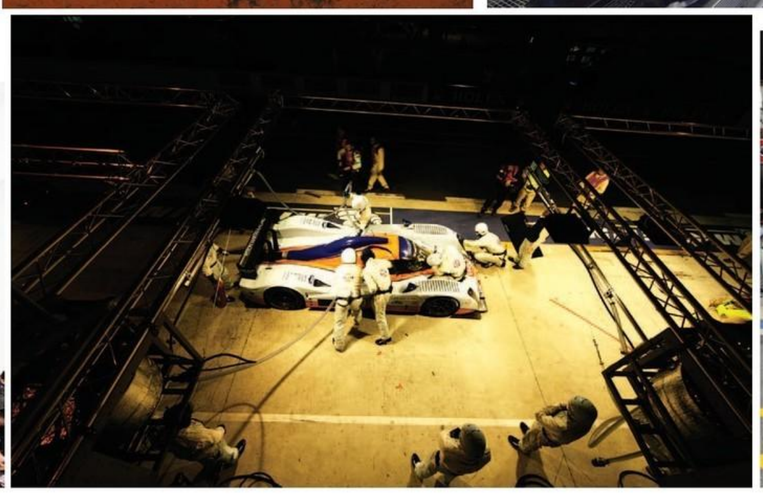
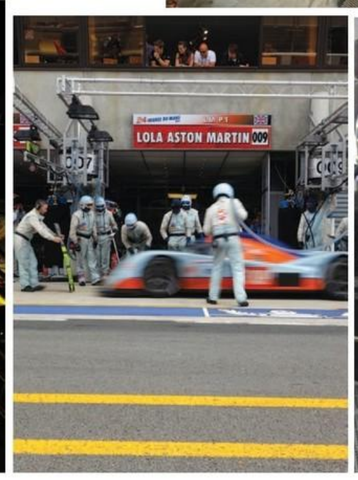










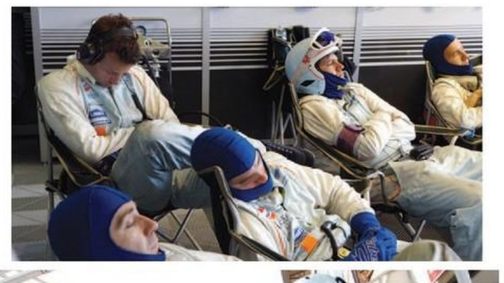


haphazardly as nearby as possible. There's not much excess though – it's said to cost €20,000 to park a lorry in the paddock for the week. In the Aston area there are stacks of wheels, tyre ovens, spare car body parts, and a miniature body shop where last-minute repairs and improvements can be made to carbon-fibre panels.

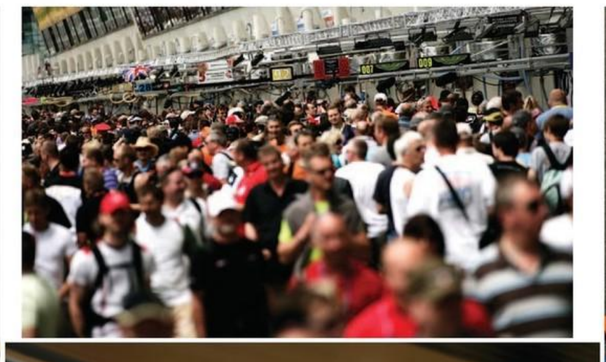
As you move into the bowels of the operation you pass the 'HQ', where over 20 screens display video footage of the circuit and, most importantly, real-time information on the cars. The engineers who watch these screens fastidiously can see what the car is revving up to, the tyre pressures, the engine and gearbox temperature, where the car is on the circuit… and that's just the start. When you next see an image of mechanics trying to catch some sleep in the pits, bear in mind that in a small room behind them are a bunch of engineers who aren't allowed to even go to the loo without running there and back, let alone drift off.

Next up is the 'mechanical' command centre, where the team works on gearboxes and various other bits and pieces. This area proved particularly popular after someone worked out how to tune in to England's first World Cup match… Then there are the cars. Chassis 007 and 009 are being quietly worked on when I arrive on Thursday morning, and affable chief truckie Dave French takes me to where the wheels and tyres are stored to introduce me to the team of five (six including me) who'll be looking after them.

I ask Dave whether he shouldn't be taking it easy considering he's driven one of the trucks out to La Sarthe. "Usually you do, but ›››














although everything's still legal in terms of working and driving hours, Le Mans is a bit special," he says. "I was actually here at the end of May putting the pit together."

Chief tyre man Simon Hogarth soon puts me to work. At the risk of stating the obvious, it's an important job. If you don't get new tyres in the oven in time, they'll go on the car cold and you'll likely be looking at a very wrecked car and/or a very cross driver. After the wheels are removed a man from Michelin checks for abnormal wear, the pressures are taken and you go to the wheel-washing basins. You scrub away any bits of rubber that have stuck to the inside of the wheel and wash off the brake dust (which gets *everywhere* – see photos). It gets tiring trying to avoid burning yourself on the wheels, which are still *very* hot, and lifting them into the basins. They may be made of extremely light alloy, but there's no escaping the fact that rubber is heavy, especially after you've washed up to 20 sets of wheels during a race. From the washing basins the wheels go on the Aston Martin buggy – repaired more often than the race cars, I'm told – and up to Michelin to have new tyres fitted.

"Everyone is focused – it's astonishing given how little sleep they've had"

The Michelin 'tent', five minutes away, is in fact the largest marquee I've ever seen. Inside are various assembly lines and on each one Michelin staff form a production line, turning out wheels with new tyres in a matter of minutes. Above the lines are signs saying 'LMP1, LMP2, GT2' and so on, but curiously one says 'Peugeot'. Do they get a line to themselves because they pay more? "No, it's because they're bloody French, isn't it?" says one mechanic…

Thursday afternoon wears on and soon it's time to get the wheels in the ovens for evening practice. The heaters pump in hot air and a thermostat keeps the temperature at a steady 70 degrees Celsius. "What you want to do is get the *wheels* hot," Simon tells me. "If they're hot then they'll hold the temperature and the tyres will stay warm." And, once out of the oven, prove a handy place to keep your breakfast hot…

Practice passes without incident and the team is quick to leave the circuit afterwards, aware that the more sleep they get before Saturday the better. There's no track action for the 24-hour cars on Friday, but that doesn't mean there isn't anything to do. Most importantly the race engines need to go in the cars – and these have just arrived from the factory.

While the qualifying engines – which have no more power than the racing version – are being taken out, Simon introduces me to perhaps the most satisfying job a tyre man has: scrubbing off excess rubber. It was a role I'd get familiar with over the weekend, especially when the team cottoned onto the fact that I quite enjoyed it, despite one of the 009 drivers showing a remarkable ability to go off-line and pick up excess rubber…

Aston has designed a metal fitting to go on the end of its heat guns (which fire air out at 650 degrees) that makes it easy to scrape off the pick-up. "When you do this in America you get a *massive* crowd of people watching you," says truckie Dave. "They love it!" Even at Le Mans various VIPs who were being shown round the pits stopped to take photos. "Are you taking a layer of rubber off?" they asked. I say I'm just taking the excess off, leaving the tyre with plenty of life in it – and I sound like I know what I'm talking about! Little do they know I'm just a moonlighting journalist…

Race day is soon upon us and everyone leaves it until the last moment to change into fireproof romper suits for morning warm-up. "You don't want to change too soon, otherwise people will think you're really weird," Simon warns me. But come 1.30pm everyone is suited and wired up to the team radio.

The race starts without drama and straight away the pit is filled with fold-up chairs and mechanics trying to snooze. It's not easy – dozing team members must beware of people taking their pictures or tickling their heads with a tape measure…

Luckily it doesn't take me long to get into a rhythm: car in, wheels off, check the pressures and tyre wear, into the washing area, up to Michelin, back in the ovens, double espresso, food, try and sleep; car in, wheels off… As the night wears on things start to get monotonous. Your headphones – which under no circumstances are you to remove – get heavy and make your ears hot, your eyes start to sting, and the fireproof suit has a curious ability to make your boxer shorts ride up to your armpits.

By now the pitcrew is running on autopilot, trying to find a quiet area at the back of the garage when there's nothing going on. It's only when the call comes over the radio "box in two laps, box in two laps" that everyone jumps to attention. When there's something to do everyone is 100 per cent focused – it's astonishing given how little sleep they've had.

I've heard people say that if you stay up all night you reach your lowest ebb at 4am, and by 4.15 I know what they mean. I am shattered, but I have too much adrenaline pouring

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Adrian Fernández/Stefan Mücke/ Harold Primat car provided some solace in sixth overall

through me to sleep for more than 10 minutes at a time. I start querying my mental state – why had I *asked* to do this? But just as I think we are through the worst, at 9am the radio blurts into life, waking me from another camera flash-filled sleep. "The gearbox oil temperature is too high on 007, we may need to get it in the garage…"

Everyone is up in a second. A gearbox problem is no small matter – the whole thing will have to be removed. Chairs are cleared, guests (who are usually very welcome) are unceremoniously thrown out and the spare bodywork that's been lying on the pit floor in case of an emergency is stacked wherever there's space. The whole team is stretched to the maximum removing the gearbox when it's time for the other car, 009, to come in for fuel and tyres. Chassis 009 has started to need 'oil bombs' – a canister filled with two litres of pressurised oil. When the car comes in the 'bomb' is plugged on and the oil administered to the engine in a matter of seconds. Then 009 goes back out and shortly after 007 has a new gearbox. The speed at which the team has worked is astonishing.

As the day wears on the works Peugeots drop out and the atmosphere in the Aston pit gets more and more tense. Chassis 009, driven by Darren Turner, Sam Hancock and Juan Barazi, is up to sixth place, then fifth and then amazingly fourth. I don't even need coffee to stay awake, such is my excitement. We were aiming to be the best of the petrol cars, but fourth place is much better than anyone thought we could manage. And then disaster strikes, 368 laps into the race, with less than an hour remaining.

"Sam, did you just lock up a wheel? We saw some smoke, please confirm."

"Negative, I didn't lock up."

"Sam, slow down, we saw blue smoke, try and get back to the pits."

And then the engine went. Along with the energy I had left, the excitement, the satisfaction of a job well done and, most importantly, Aston Martin's chance of recording another fourth-place finish at Le Mans.

"Sam, try and stop near a fire marshal."

"Where are the fire marshals? I can't see any. Shall I get out?"

"There's one there, stop. Yes, confirm, get out otherwise you'll be on fire! Take the mobile phone with you. I'm sorry."

Even if the car I was working on didn't finish, Le Mans 2010 was an amazing experience. Some of the guys in the pits couldn't understand why anyone would be interested in what they do – to them it's an everyday job. To me it was a chance to see what goes on behind the scenes, a chance to be part of a team – a British team at that – and something that will remain as a very special memory. For Aston Martin it's now a case of waiting for the 2011 regulations and then planning an assault for outright victory at La Sarthe. After this year's efforts, I think they deserve it.

> "Fourth is better than anyone thought we could manage. Then disaster strikes"



INSIGHT

A WEEK IN THE LIFE OF A LE MANS DRIVER

Racing for Aston Martin at Le Mans is a great privilege, which one team member was happy to share…

BY SAM HANCOCK

It's called Les Vingt-Quatres Heures du Mans, but a single day it isn't. To the drivers and teams taking part Le Mans is a week, at least. And that follows months of painstaking preparation. It is the world's toughest endurance race, the race I love – and hate – the most. And the one I want to win more than anything. This year, I drove for Aston Martin Racing (AMR) in the LMP1 class, car number 009. This is my diary, warts and all.

Monday June 7

[9:00AM] Think I'm on autopilot: car, track, race… Nothing else matters. All I want is to do a good job.



[2:00PM] Manage a three-hour track recce. Have walked every corner, assessed every kerb, noted every bump, Tarmac change, and run-off area. Can't be a single square foot I haven't inspected.



[10:00PM] Dinner with the team. Scooter ride there and back with DT was interesting! Note to self: use hands for holding on, not taking 'onboard' phone pics for Twitter!

DT – Darren Turner, one of my co-drivers and all-round superstar. Darren has won the Le Mans GT1 class twice.

[11:00PM] Staying up late to adjust body clock, want to be sharp in qualifying.

Qualifying sessions on Wednesday/Thursday don't finish until midnight, allowing time to acclimatise to driving at night.

Tuesday June 8

[11:00AM] Drivers' briefing. So many legends in one room – Mansell, Alesi, Fisichella, Kristensen, McNish...

With 55 cars and three drivers per car, the briefing is akin to a school assembly, with the Clerk of the Course – the headmaster – reading off a list of dos and don'ts.

Emanuele Pirro makes his traditional contribution – very funny! Speech from Karim Ojegh about passing slower cars safely – pretty brave to address a group like that, but he makes a good point.



[11:30AM] Time for a team meeting – my first with Aston. Engineers, drivers and management discuss strategy, how they want us to approach qualifying, jobs to do, etc. Very thorough, very professional. Just as you'd expect.



[1:00PM] Lunch, and Pete's here! Drivers' motorhome (left) is fantastic, food is GREAT!

AMR has a 'Driver Performance' department run by top trainer Pete Webster, who makes sure drivers are in peak condition, not just their fitness but also their nutrition, hydration, etc. Every meal has been carefully planned, along with massages, stretching sessions, warm-ups, etc. This year the drivers have their own motorhome to provide respite from the 'madding crowds'!



[3:00PM] Seat fittings and pitstop practice. We are nightmare slow. Car will be re-tyred and refuelled in 40 seconds so we must have drivers changed and ready to go by then. Out of 20-odd attempts only one was sub-40. The 007 drivers are doing it in 18sec!

Drivers have bespoke moulded seats, with cockpit and pedals tailored to them. But when you're sharing a car with two others, all different in size, everybody has to compromise their comfort level. In our case we had to use three different seats, costing crucial seconds.



[5:00PM] Crappy autograph session. Really happy to do these for the fans but this one (by the race organisers) seems poorly timed – sitting in the rain, hardly anyone here!



[10:30PM] Spend 1.5hrs sitting in the car in a deserted pit. If I can't sit comfortably for that long at a standstill, will have no hope in the race! Learn all the controls and switches – reckon I could operate them blindfolded now!

Wednesday June 9

[9:20PM] Just finished first free practice session. Went well. Quick grin as I headed onto the track, but after a few corners it was down to business. How's the car handling? What can I do to go faster? What information can I give the engineers, etc?

Although I'd tested the car, this was another world. Flat in sixth gear at 210mph from Mulsanne to Indianapolis corner, with the car darting about as it tramlines down the gulleys, your eyes are on stalks. The first few laps feel like a film on fast-forward – until your brain can catch up you cling onto the steering wheel, trying to stay in charge. Soon you become accustomed to this feeling, using the straights to relax and even release your grip on the wheel slightly to stretch your fingers.

[1:00AM] Just finished first qualifying. Car was fine, although headlights average and circuit seems less well lit than I remember. My performance was messy. Got caught up in a gaggle of slower cars kicking up gravel and crap onto the track and my tyres. Was like 200mph dogfight. Lost grip, then confidence in the car. Should have backed off and found some space.

Regardless, we'd done enough to provisionally qualify ninth, one-tenth behind the sister 007 car. In reality this is the best we could hope for as the diesel-powered Audis/Peugeots were in a class of their own thanks to 'unbalanced' technical regulations.

Thursday June 10

[11:00AM] Been working on my seat – every sharp edge I can cut away will make it faster to swap at pitstops. It's not easy with a closed-roof car and small doors. Just practiced taking it in and out probably 100 times! Everyone laughing at me!

[9:20AM] Good first practice session. My pace was strong and car felt great. Was nice to hang onto the tail of TK (Tom Kristensen) in an Audi for three laps – in fact he was holding me up! Don't get used to it...



[1:00AM] A fantastic night session! Track dry, car good, headlights now repositioned and much better – posted good times. Big confidence boost, feeling great about the race.

Friday June 11

[10:30AM] Tired this morning, but have a media 'meet and greet' session. DR (David Richards – the boss) puts me on the spot with an impromptu Q&A in front of assembled journos – thanks, DR!

[12:30PM] Autograph session at our merchandise stand – packed! It's more knackering than driving the car! Fans incredible though, so passionate – am feeling the love!



[5:00PM] The Drivers' Parade. Massive crowd. Am keen to get it done, though – blazing hot, no shade and no water.

The day before the race is the traditional Drivers' Parade. Competitors are ferried through the streets of Le Mans in vintage cars, escorted by brass bands and dancing girls. It's fun but arduous for the drivers who now, less than 24 hours from the race, want only to eat and sleep.



[11:00PM] Have a bit of a talk with myself – noticed I was getting carried away earlier, enjoying the parade, stressing about getting passes for friends, etc. Is wasted energy. No more now, am cutting myself off from everything. Head down, all that matters is the race.

Saturday June 12



[7:00AM] Big brekkie – porridge, nuts, seeds, dried fruit, etc. Desperate for a coffee, though! Feeling good – focused, not nervous. Am ready.

[8:00AM] Warm-up. It's raining.

Pre-race warm-up is the final practice session, giving teams and drivers one last chance to tweak their cars.

Quick driver change practice with DT before the session starts: 26sec!

DT starts, has no problems, but the team decide not to continue in the rain and risk an 'off'. Good call, but means JB (Juan Barazi, my other co-driver) and I will go into the race cold. Could have stayed in bed!



[9:00AM] More pitstop practice. Couldn't have stayed in bed!

[11:00AM] Final team meeting before race. Talk car set-up, race strategy, driving order (DT to start, then me, then JB). Triple stints throughout. Blimey.

A 'stint' is one tank of fuel, approx. 45mins. Changing drivers takes more time than refuelling alone, so it makes sense to do it when a tyre change is required – once every two to three stints.

[1:00PM] Rushing around preparing my helmets, checking the car, looking at data, getting fresh clothes, towels and wash kit. Must eat!

ASTON AT LE MANS



[2:00PM] 'Class of 2010' drivers' photo on start-finish straight.



[2:30PM] Cars lined up on the grid looking stunning, grandstands packed, atmosphere electric. Trying to stay focused. Notice Peugeot's Marc Gené and Franck Montagny listening to iPods – good idea. DT just chilling… A proper driver, that man.



[3:00PM] Race start. DT makes solid start, glued to the back of 007. No changes at the front, but the pace is furious. Amazing they're pushing this hard so early. Tempting to stay in the garage and watch, but it's better to go eat, stretch and relax.

[4:45PM] Called back to pits, DT in in 30mins. Several retirements already, including Mansell.

[5:15PM] Gear on, feeling focused and calm. Driver change goes well, car feels good. Gonna be a good stint. Can smell the BBQs from the campsites… jealous! Up to P8 after Kristensen tangles with a GT car.



[7:30PM] Hand over to JB after triple stint. Team happy with my performance. Even a 'well done' from DR (left)! Three consecutive stints not as physical as I'd imagined – pleased to have run the London Marathon a few weeks ago!

Five-minute debrief with 'Wilks', my engineer – how the car behaved, report any 'moments', etc.

Shower. Eat. Bed.

This became my routine after each run. I felt relatively fresh for the next stint, almost like I'd fooled the body into thinking a whole night had passed since my last turn.

[11:00PM] Woken by Pete. Thanks to earplugs was in surprisingly deep sleep! They want me ready one hour earlier than planned – is there a problem?

It's difficult to follow your car's progress because when you're not driving it's best to eat and sleep. Some drivers stay in the pit – they usually struggle towards the end.

[11:15PM] Arrive in the pit, no problems – in fact we're up to P7 following trouble for one of the Peugeots. If we can continue, we could be on for a real result.

[11:45PM] Start of another hassle-free run. Safety car out on track towards the end, so team ask me to do a fourth stint. No problem!

I'd never done a quadruple stint before but was pleased/amazed to find it was the easiest. Seemed to get a second wind.



Sunday June 13

[2:45AM] Hand back to JB. Debrief. Shower. Eat. Sleep. Still P7.

The following 11hrs 15mins pass without incident – at least for us. Elsewhere the attrition rate is astonishing and TV screens are flooded with the devastated faces of mechanics, drivers and engineers.

[6:00AM] Trouble for 007. Car pits with significant gearbox problems. A solution is found and they rejoin the race nearly an hour later. We're up to sixth overall but am nervous now about our reliability.





[7:00AM] It's another incident-free triple stint, although I get a slight bollocking from GHC for not letting a Peugeot by soon enough.

GHC – George Howard-Chappell, team boss (above). At the time I didn't understand what the big deal was: I let the Peugeot through safely, just on my terms. Only heard later the Peugeots were on a very aggressive charge.



[12:00PM] Final stint before handing over to DT. Still P6 with a comfortable cushion. Towards the end Wilks asks if I can do a third stint. No problem.



[2:00PM] *Drama as the Peugeots pay the price for their audacious charge. We're now fourth, way beyond my wildest dreams.*

Wilks: "OK, Sam. That's your bit done. Pit this lap. Fuel. Tyres. Driver change. Good job."

Halfway around that in-lap the engine loses power. Immediately Wilks is on the radio having seen an oil pressure alarm flash up on the live telemetry.

"Sam, slow down, slow down. We've got a problem."

I don't need the call. Blue smoke fills my mirrors and, as it starts to seep into the cockpit, I fear a fire.

"Look out for flames, Sam, and head for a fire marshal."

In the event of a problem a driver's brain defaults to one thought: get back to the pits, we might get out again. But when your engineer tells you to pull over, you know it's serious.

"Sam, pull over, pull over. Try to stop by a fire marshal."

As smoke fills the cockpit I pull up alongside a marshal post on the entry to Arnage. After some radio discussion I'm told to retire the car. Our race is done. It is 2:15pm, with just 45mins remaining, and though we've completed more laps than the eventual fourth-place finisher, we can't be classified.

I climb out and see a small crowd on the spectator bank. Everyone is on their feet, cheering and waving banners – many with Aston Martin logos. A welcome, heartfelt acknowledgement of what we've accomplished despite the devastating end.

I've never experienced that level of support before, but am so grateful that in that bittersweet moment I swear never to grumble about an autograph session again.

Sam Hancock is the founder of The Drivers Club private driver coaching service (www.thedriversclub.co.uk)

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WHEN FERRARI FINESSE

After the P4 was made obsolete in sports car racing, Can-Am offered a lifeline. Two

Can-Am. Brute force and – well, quite a lot of technological ingenuity, actually. Yet it's the hub-twisting torque of an enormous V8 Chevy we think of, or perhaps the kilo-horsepower of those 'to hell with self-restraint' 917/30 Porsches. Not much room for the operatic sound of high-revving quad cams or the gluttonous gurgle of a dozen Dellortos. Dress code was big boots, not sharp suits. That's the way we see it now, knowing that capacity and power spiralled into Richter-scale excitement and then, with the odd aftershock, burned itself out. But look at the picture on this page: it's delicate, has fine Italian bodywork and packs a modest 4.2-litre V12. It's a Can-Am Ferrari.

In 1966 when the series was born the route was not mapped out. The American fondness for sheer cubic inches over engine complexity had been shown to work – witness Bruce McLaren's Zerex-Oldsmobile Special – but surely a sophisticated European vehicle with pedigree racing power would show them the way home. And if that vehicle also sold for the road, then cue a queue outside the showroom.

Luigi Chinetti, Ferrari's East Coast importer and NART team owner, had broken the trail, modifying NART's 412P (the simpler non-injection privateer version of the Ferrari P3) and running it in two Can-Am races in 1967. The one time it finished it ran out seventh – not the best augury.

Gambling tycoon Bill Harrah was on the same wavelength. Ferrari factory pilot Chris Amon is the only man who drove the car in these pictures, chassis 0858, in its several arenas – prototypes, Can-Am and Libre sports cars, and he already had Can-Am history with McLaren in the debut season.

"Really the impetus came from Bill Harrah, who was the West Coast US Ferrari importer," he says, speaking from his New Zealand home. "There was a bit of a debate at Ferrari about Can-Am – I was keen but not everyone was. Of course there were only about 100 people there and they were already looking



after Formula 1, F2, sports cars and Tasman racing. However, Bill persuaded Ferrari it would help sales, and once it started everyone was very enthusiastic."

There was another factor tipping Maranello this way during '67: the most suitable car it had was the 330P4, currently fighting Porsche for the Makes' title, and it would soon be redundant.

Smarting from Ford's Le Mans 1-2-3 the year before, Maranello had cheered when its new contender copied that in the Daytona 24 Hours, the '67 opener, two of the factory cars followed home by NART's 412P.

Boasting a few more ccs than the P3, a little wider track, 30 more horses and a dozen extra valves – now three per pot – Mauro Forghieri's design also received a new five-speed gearbox, with the brakes moved outboard to accommodate wider Firestone tyres. Nipped and tucked from the similar P3, the body was if anything slightly more beautiful, and when Amon and Lorenzo Bandini won at Monza it must have seemed surrounded by a scarlet halo. But Ford still took victory at Le Mans, the 7-litre MkIV heading the P4 of Scarfiotti and Mike Parkes by four laps, with 0858 third in the hands of Willy Mairesse and Jean Blaton.

However, the Makes' title lay open right up to the last round, the BOAC 500 at Brands Hatch. Bandini had died in his F1 Ferrari at Monaco, so to partner Amon Forghieri called in Jackie Stewart. "Mauro called and offered me the drive," he says, "and I immediately said yes. I liked the car – I'd already driven a P1 for Maranello – and I liked Mauro. That was the best car I ever drove around Brands. It was bumpy back then, but Mauro got it just right – the springs and dampers were perfect and it handled beautifully."

They were up against tough American opposition – and it wasn't from Ford but Chaparral: the 2F of Phil Hill and Mike Spence. It was a tense race: Lolas beside the Chaparral on the front row, and frequent lead changes. Paul Hawkins, sharing 0858 with Jonathan Williams, led for a while, as did Amon in 0860, but despite a late sprint from Stewart the chequered flag fell on the winged white 2F. ›››

MET AMERICAN MUSCLE

cars were converted; one survives in that form **BY GORDON CRUICKSHANK**



"That car was just so fast, there was never any question of beating it," says Stewart today, who finished second. What counted, though, was that the first Porsche was behind him. The title was Ferrari's. Scarfiotti and Peter Sutcliffe took fifth in 0856, while 0858 placed sixth after a minor collision which meant a stop to bash out the tail. Williams remembers it: "Paul made a pre-emptive strike on Franco Lini [the team manager]. He rolled into the pits and before Lini could speak he said 'sorry about the little ding, Franco'. And that was the end of that. A good car, but hard work – the clutch and brakes were heavy, but then it was designed to race for 24 hours."

Though often called the most beautiful sports-racer ever (and today desperately valuable), the three P4s were now likely to be unceremoniously scrapped. Worried by the speeds the big Fords were reaching, the CSI had decided to run the International Championship for Makes for 3-litre Gp6 prototypes from 1968. The bigger cars weren't banned – as long as 50 had been built. That saved the GT40 and Lola T70, but it cut the airline for the P4. Though it closed the season draped in glory, it became from that moment just an out-of-date racing car. Ferrari, whether the man or the company, was never sentimental, says Amon. "When I got there I was surprised there wasn't a museum, but the cars were just gas-axed when they were finished with. A few engines were put in a shed – literally. I went poking around in there. Sports cars were sold sometimes, but mostly things got the chop."

But Can-Am, whose races were late-season, brought a lifeline for a brace of these precious cars, chassis 0860 and 0858, the car here. In a lightning turnaround the racing department devised a Group 7 version, the spec for Can-Am. Gp7 had arisen to accommodate non-homologated big-engined specials, popular in both the UK and US, in races which were nearer sprints than endurance events. There was no pretence that you were racing a fast road car, as Gp4 and even Gp6 implied. That had in any case become by this time rather a delusion.

Really a sports car Formule Libre, Group 7 required two seats but no fixed windscreen height, lights, luggage space or spare wheel, and engine size was free. So the two P4s were stripped of the most seductive bodies ever to tote a suitcase and reshaped. Instead of the voluptuous convexity of the P4, the new line was much lower and tighter, with reverse curves where the lights used to be, a Lotus-like modesty panel of a screen, full-width rear spoiler and a fetching pair of low-line air intakes to cram more air down the injection trumpets.

There was little spare room in the V12 block, but they managed to bore it out to 4.2 litres, which together with increased compression liberated an extra 20 or so bhp over the P4's 450. Sitting on wider wheels and slightly lightened, the modified version was titled Can-Am 350.

The cars were sent over for the 1967 season, running under Harrah's Modern Classic Motors banner, with white stripes. If they didn't win, they were privateer entries; if they did, it would be Enzo's way of thumbing his nose at the CSI, having already elected not to contest that season's Makes series. Amon drove 0860, while 0858 was steered by Ferrari's frustrated F2 signing Jonathan Williams. He'd already driven it in the Brands finale, but he wouldn't get the Can-Am 350 version any higher.

"It had no vices," says Amon of the modified car. "They got some weight out of it and it was more compact, but I can't say there was a lot of difference from the P4. It just wasn't quick enough. Lots of top end but it didn't have the torque of the American stuff, and the cars were heavier. They were designed to last for 24 hours." Chris managed a fifth at Laguna Seca and eighth at Riverside before crashing out at, ironically, Las Vegas. Harrah's gamble didn't pay out. McLaren had perfected the recipe with the M6A and M8A, and was set to steal the show.

0858 had a rougher time in the US. Eighth at Laguna, Williams didn't finish either of the other races, retiring after collision damage in one and a pile-up at the other. However, he reckons the problems didn't all lie with the power: "I did all the testing at Monza, where you didn't learn much, and at Riverside. There we were faster on the straight than the Yankee stuff, but lost out in the corners. It just didn't handle. It was still heavy to drive – the gearlever would break your wrist if you timed it wrong – and the tyres didn't fit on the wider rims. They were running on the shoulders. We had more grunt but less grip. Still, it was a great effort on a small budget."

And most of that budget came from outside. "Oh, the Harrah money made it happen," says Williams. "He was an interesting guy, but in all the Can-Am races I never saw him smile once. I don't know if that was his way, or if he was thinking he'd wasted all this money…"

The whole project was an unexpected failure for Ferrari, says Amon. "It was a surprise to them, but no surprise to me…" While Ferrari hauled off to develop its new 3-litre prototypes, David McKay bought 0858 to race in Australia in Scuderia Veloce colours, bearing a green noseband. The perfect driver for it? Ferrari's Chris Amon, down there through (our) winter for the 1968 Tasman series.

"I'd raced for McKay in earlier days," Chris says. "He wasn't wealthy, he was just good at making deals. Scuderia Veloce was a good operation, well run."

Local regs leaned towards Europe in requiring a spare wheel – but with the new shrink-wrapped bodywork there was nowhere to put it. So McKay bolted a bracket on the tail where the fat black slick hung upright, as on a vintage car. Despite the ungainly look, Amon doesn't recall that it upset the handling too much. Lights were also inserted, smaller and neater than what reaching 180-plus on the Mulsanne straight at night required.

As there was usually some sports car racing alongside the Tasman race itself Amon was on hand to pilot 0858 round Sandown, Bathurst, Warwick Farm and Longford. A true road circuit, Longford steered between buildings, kerbs, ditches and telegraph poles; watching a Can-Am car round there must have been pretty spectacular. It was also the scene of a disappointment for Amon, who only had one serious rival for his exotic machine.

"I was up against Frank Matich with his Can-Am car. The only place I felt I could beat him was Longford with its long straight where the Ferrari could really get going – but the ›››



0858 interior shows signs of wear, but then it has travelled the world



"Though often called the most beautiful sports-racer ever, the three P4s were now likely to be unceremoniously scrapped"

bugger didn't turn up! Still, I got some sort of record." Indeed – 182mph on that straight and a lap of 122.2mph, an Australian track record not beaten until 1996. McKay and then Bill Brown also drove the car, but Australia was not to prove fruitful.

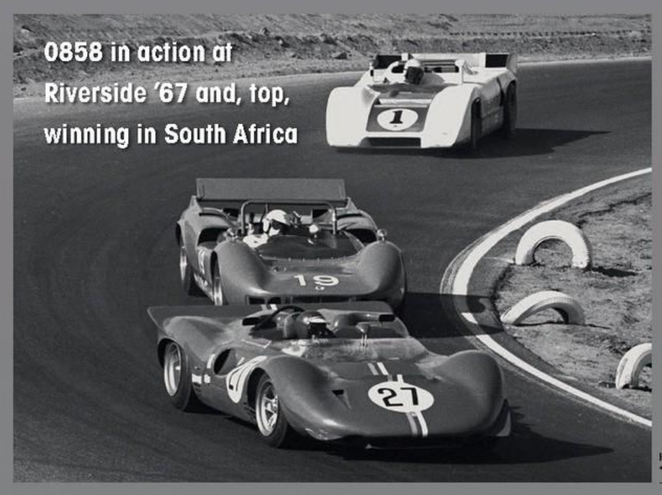
There were more passport stamps and new paint for 0858 when Paul Hawkins bought it and entered the Springbok series in South Africa. It was here that the CA350 at last found its niche. Running in Team Gunston livery, Hawkins and John Love were third in the Kyalami 9 Hours, and thereafter Hawkins scored a run of victories through 1968. He also raced it briefly in Europe, but in '69 he was killed in his Lola T70 at Oulton Park.

The next owner would be British privateer Alastair Walker. "I bought it from Hawkins' vicar father after he was killed," he says. "It needed a total rebuild – luckily it came with spares so I could do that." In late '69 Walker also tackled the South African series, often sharing with Robin Widdows, but apart from a second place in the 3 Hours of Lourenço Marques it did not prove reliable. "Then I blew up the engine at Bulawayo," he recalls cheerfully, "but I still had enough spares to fix it. It seemed to run fine afterwards!"

Walker later sold the car to David Piper (Piper having raced against it in his own P3/4), and from there it went to an American collector.



"0858 remains as the only intact example of Ferrari's first foray into a very foreign field"



LAT

That was 38 years ago, and it hasn't changed hands since.

Of the two CA350s, 0860 has been returned to P4 spec with a new nose and tail and is in a French collection. Thankfully for all of us who love pedigree racing cars, the third P4 which completed the 1967 Ferrari trinity avoided the executioner's axe; the only one in its original state, it lives in Canada.

And 0858 remains as the only intact example of Ferrari's first foray into a very foreign field. There were a couple more tries, with the very handsome 612 and the brutish 712, neither quick enough, but Can-Am was never high on Ferrari's list of 'must dos'. It clearly required a huge engine, but for the Italian maker there was no road car spin-off. Enzo did not want to sell booming 7-litre road cars, he wanted to hear his engines shrieking to an ear-piercing red line. Engines which derived from racing cars, not the other way round.

Can-Am never expanded to Europe as originally intended (although Interserie offered a haven for Gp7 cars) and until Porsche became involved Europe's input to this dramatic and innovative series was restricted to chassis, not power units. Ferrari wanted to change that, but perhaps not quite enough. Ⓜ

The car is currently for sale through RM Auctions



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Sunset at Valencia, but for Williams the work continues. Eight trucks go to the European GPs, five containing parts for the motorhome









All images Glenn Dunbar/LAT









Planes, new terrains and automobiles

Getting a Formula 1 team to all the races on an ever-expanding calendar is an organisational feat like no other. We visited Williams to see how it's done

BY ROB WIDDOWS

A Grand Prix racing team spends a lot of time in the sky. More than 300 hours, zig-zagging 150,000 miles around the globe, hauling over 30 tons of equipment and up to 100 people to 19 races in 18 different countries, from Australia to Abu Dhabi. The logistics of this are akin to a decent-sized military campaign. The cost is almost 10 per cent of the annual budget.

And, if Bernie Ecclestone has his way, they will be spending a lot more time up there. The Formula 1 circus returns to the USA in 2012 and there are yet more races planned for India, Russia, possibly Africa. Only Mr E knows where else. If 2010 was a challenge, there's a lot more still to come.

A glance at the 2010 calendar boggles the mind, in particular the early races and the final three in October and November. This is not a schedule for the faint-hearted or those who find it hard to do more than 10 things at once.

To delve deeper into the logistics of 21st-century Grand Prix racing I have been to the Williams factory at Grove in the Berkshire countryside where, on any given day at this time of the year, there are deadlines to be met, schedules to be checked and checked again, last-minute revisions to be made and cars to be repaired, revised or rebuilt.

Williams takes 66 people to every race, ›››

WILLIAMS' PROVISIONAL 2010 RACE SCHEDULE – SUBJECT TO CHANGE!

JANUARY

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
				01	02	03
04	05	06	07	08	09	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	NEW CAR LAUNCH	CARS AT FACTORY 29	TRUCKS LEAVE FOR VALENCIA 30	31

FEBRUARY

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
VALENCIA TEST 01	02	03	04	05	06	07
08	09	JEREZ TEST 10	11	12	13	14
15	16	JEREZ TEST 17	18	19	20	21
22	23	24	BARCELONA TEST 25	26	27	28

all of whom need flights, hotel rooms, hire cars, three meals a day and clean uniforms each morning. In Europe there are eight trucks out on the road, traditional 'truckies' long ago replaced by freelancers who drive to the races and either stay in hotels or fly home again. European legislation no longer allows those all-night blasts along endless autobahns.

The man responsible for making sure the team and its equipment is in the right place at the right time – and that none of the pieces of the jigsaw is missing – is team manager Tim Newton, a graduate of the Williams touring car programme and F1 test team.

In the calm and order of his office at Grove there are pictures of yachts at sea, one showing Newton at Cowes Week at the helm of a boat crewed by lads from the racing team. Skippering a team is what he does best, but there's no time for sailing these days. His mind is focused on getting FW32-03 and FW32-04 back from Turkey, sending them on to Canada and forwarding tons of sea freight to Brazil in time for the final two races.

The weeks leading up to the race in Istanbul were an extreme test for the whole outfit. This began with a delayed departure from China in mid-April, caused by the Icelandic volcano filling the skies over Britain with ash. Eventually the cars were returned to Grove for the first time since Bahrain in March, just in time to turn them round before dispatching the trucks to Barcelona, and a week later to Monaco. Meanwhile the sea freight for Canada was on its way across the ocean. After the Barcelona race, departure was again delayed by volcanic ash as well as a British Airways strike. But everyone got away and duly arrived in the Principality where, on race day, all hell broke loose. By mid-afternoon both cars were wrecked against the walls. Qualifying in Turkey was just 10 days away. At least the volcano had quietened down a little. These are the challenges that have to be met by Newton and his crew.



The race cars travel by truck or air freight, depending on the destination

"Logistics is about moving things around – we try to keep it as simple as we can and without it being too costly," he says. "We have a motto, an attitude if you like, which is if it's physically possible then we do it. If it looks impractical or awkward then it's a matter of how do we get it done? There is no impossible. The season is split into two distinct areas – the flyaway races and the events in mainland Europe. The latter are fairly straightforward, apart from Monaco, where we have no space for the trucks and we have to unload all our kit into a garage and then take the trucks away. It's better than it was, not as cramped. We work a long time in advance and it's a matter of planning each move, then achieving each task. No plan can be too rigid or you can't react to things or make any changes, so some flexibility has to be built in. But Barcelona-Monaco-Turkey threw up some problems that, in the end, left us with a very tight turnaround for Turkey. We had to stay an extra day in Monaco to get the cars repaired as much as possible before the trucks left for Trieste en route to Istanbul. All the new parts we needed were being made at the factory before being air-freighted to Turkey. Then, after the race, BA was on strike again so we had to move all the flights around. These things happen."

MARCH

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
CARS AT FACTORY 01	02	03	04	05	FREIGHT FLIES TO BAHRAIN 06	07
08	09	10	11	BAHRAIN GP 12	13	14
FREIGHT FLIES TO AUSTRALIA 15	16	17	18	19	20	21
22	23	24	25	AUSTRALIAN GP 26	27	28
FREIGHT FLIES TO MALAYSIA 29	30	31				

APRIL

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
			01	MALAYSIAN GP 02	03	04
FREIGHT FLIES TO CHINA 05	06	07	08	09	10	11
12	13	14	15	CHINESE GP 16	17	18
FREIGHT FLIES TO BRITAIN 19	CARS AT FACTORY 20	21	22	23	24	25
26	27	28	29	30		

MAY

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
					TRUCKS LEAVE FOR SPAIN 01	02
03	04	05	06	SPANISH GP 07	08	09
TRUCKS LEAVE FOR MONACO 10	11	12	13	MONACO GP 14	15	16
TRUCKS LEAVE FOR TURKEY 17	18	19	20	21	22	23
24	25	26	27	TURKISH GP 28	29	30
TRUCKS LEAVE FOR BRITAIN 31						



Williams is understandably proud of the fact that it was the first sports team to produce a detailed carbon footprint through its active participation in the Carbon Disclosure Project and its 'Williams Spark' initiative, which invests in energy, education and road safety programmes. The company is deeply involved in developing new energy technologies within its Williams Hybrid Power subsidiary and at its Technology Centre in Qatar. Grand Prix racing is a soft target for environmentalists, but the energy consumption is not as alarming as might be imagined. During the course of winter testing and racing the team will use 38,000 litres of fuel while, on average, a single Boeing 747-400 has a capacity of 216,250 litres and will use 165,000 on a return flight from London to New York. Of course the teams recognise that they spend time on board these jets, but their consumption for a racing season is remarkably frugal compared to other industries. Nobody is pretending that F1 is a 'green' activity but the sport – encouraged by FIA measures such as KERS, smaller engines and a testing ban – is now more politically aware, more watchful of its carbon footprint.

Few of us outside the paddock have paused to register just how daunting the task is of getting racing cars to the grid and back home again. Sunday's GP is just the tip of the iceberg.

"People can't imagine the sheer amount of time, energy and effort that goes into these logistics," says Williams co-owner and director of engineering Patrick Head. "They simply have no idea how demanding the schedules are. The Spain-Monaco-Turkey example is a good illustration – we were going pretty well until Sunday afternoon in Monaco. Then Nico [Hulkenberg] ran into the back of a Hispania on the first lap, damaged the wing and hit the wall in the tunnel. Later in the race Rubens [Barrichello] hit the barrier at the top of the hill. We only had two of that spec of front wing, diffuser and rear wing beam, so now we had a problem. We'd been doing a major upgrade for Canada, so all the bits from Monaco had to be sent home, repaired or re-made and sent on to Turkey without compromising the new diffusers and chassis modifications for Canada. Every circuit has very different downforce demands and set-up requirements, and all this with the cars coming back to Grove for a mere 36 hours in the workshop. This is going on all through the season – modern F1 is relentless. Nobody ever sees this side of F1, and while it may not be as exciting as the racing, it is every bit as fascinating and complex – if not more complex – than the cars themselves."

What Head fails to mention is that, while all this is going on, the team has been working on its 2011 chassis since February. New regulations, including a double diffuser ban and the probable return of KERS, have led to a redesign of both the complex gearbox geometry and the rear suspension layouts. As a result, the entire gearbox department and a section of the aero department are now working exclusively on the design of next year's FW33.

Newton is juggler, ringmaster and commander in the field. He has to be the master of "multi-tasking". And it's not only putting competitive cars on the grid that concerns him. There is the catering for hungry mechanics and engineers, hospitality for those all-important sponsors or 'commercial partners' and their guests. There are many balls in the air.

"There are lots of specialists in F1 nowadays," he says, "and that means meeting the needs of drivers, mechanics, engineers, aerodynamicists, the guys from Cosworth, drivers' physios, the press, public relations and marketing people, and our chefs. In Europe we have eight trucks, each covering about 30,000 miles a year, three for the race team and five for the motorhome. Once the trucks are safely at the circuit, six men take 36 hours to build this structure in the paddock. The chefs collect fresh food, which they've organised in advance, and the marketing people look after the sponsors."

Flyaway races are more complicated. But again, there's a routine. The build-up for Canada, two weeks after Turkey, was a good example.

"After 36 hours in the factory the cars were flown out from East Midlands airport at 6am on the previous Sunday on the FOM [Formula One Management] charter, which goes via Munich to wherever we are," explains Newton. "A small advance party left from Heathrow late in the afternoon, ready to start on the Monday.

JUNE

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
	01	02	03	CARS AT FACTORY 04	05	FREIGHT LEAVES FOR CANADA 06
07	08	09	10	CANADIAN GP 11	12	13
FREIGHT FLIES TO BRITAIN 14	CARS AT FACTORY 15	16	17	18	TRUCKS LEAVE FOR SPAIN 19	20
21	22	23	24	EUROPEAN GP (VALENCIA) 25	26	27
TRUCKS LEAVE FOR BRITAIN 28	CARS AT FACTORY 29	30				

JULY

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
			CARS AT FACTORY 01	02	03	04
05	06	TRUCKS LEAVE FOR SILVERSTONE 07	08	BRITISH GP 09	10	11
CARS AT FACTORY 12	13	14	15	16	TRUCKS LEAVE FOR GERMANY 17	18
19	20	21	22	GERMAN GP 23	24	25
TRUCKS LEAVE FOR HUNGARY 26	27	28	29	HUNGARIAN GP 30	31	

AUGUST

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
						01
TRUCKS LEAVE FOR BRITAIN 02	CARS AT FACTORY 03	FIA-APPROVED BREAK 04	05	06	07	08
FIA-APPROVED BREAK 09	10	11	12	13	14	15
16	17	18	19	20	TRUCKS LEAVE FOR BELGIUM 21	22
23	24	25	26	BELGIAN GP 27	28	29
TRUCKS LEAVE FOR BRITAIN 30	CARS AT FACTORY 31					

The main group follows on the Monday evening to start unpacking the sea freight and the air freight first thing on Tuesday. That day we complete the garage area, then on Wednesday and Thursday we prepare the cars ready for first practice on the Friday morning. Then it's into a normal race weekend. After the race we pack up, get home, wait for the cars to come back and then we have three days to prepare them for the next race at Valencia, and off we go again."



"Moving people is more complex than moving cars or equipment"

TIM NEWTON

The last five races of the 2010 season will certainly be what Newton describes as "a fairly demanding schedule": five continents in less than eight weeks and the final two GPs – Brazil and Abu Dhabi – just a week apart.

"We're in the entertainment business and we need to keep people entertained," says Newton. "If we need to do 20 races next year, then we'll find a way. We're a part of the process of F1, not the process itself, and we don't set the challenges. If we have 25 races in the future we have to meet the challenge, and that means above all enthusiasm for the job. You can rise to it or not, but there could be a point when it became impossible to do any more. We have a good team of people, but nobody is indispensable. If the system didn't work because one person was absent, then the whole structure must be wrong."

It's scarcely credible that Grand Prix cars used to get to the grid on a trailer behind a van or jammed into the back of a hastily converted truck. Mechanics worked all night, often sleeping in the truck or on the garage floor. But times change, and it's now a global TV show.

"While it's possible and practical we keep pushing on and the numbers are different now," says Newton. "Moving people is more complex than moving cars or equipment – for example we apply for at least 160 different travel visas every season. On the equipment side we have five sets of everything, so all the weight and volume – like starter batteries and garage equipment, nine tons in all – moves by sea. It's just too costly to send this by air as well as the cars, and we already fly 23,000 kilos. We are one of the lighter teams in the air – Toyota used to fly 50 tons of kit to a race.

"We take as little as possible but as much as necessary. The kit for Canada is waiting in Montréal, while the Singapore load is already on its way and right now we're packing the containers for Korea, then later in the year we'll move the freight from Singapore to Brazil, and from Canada we'll ship to Abu Dhabi, and so it goes on. The most demanding logistics this year will be Brazil and Abu Dhabi with effectively two working days between the race at Interlagos and setting up in Yas Marina."

I trust you're keeping up with this. Does it sound like a dream job? If so, then you'll need to tick the following boxes.

"If I was recruiting a team manager," says Newton, "I'd want someone who is a good organiser of people and a good planner, who can put those people and plans into action. Oddly, good planners tend not to be good in a crisis, but then they don't get themselves into a crisis. And people who don't plan things properly are often good in a crisis because they always manage to work out a way through. He must be able to delegate, not try and do every job himself, and he must get the right people in the right places and pulling in the same direction without conflict. That's like skippering a yacht, getting it all right on a downwind mark on a gusty day – that feels good. You may not have the fastest boat or car, but you still get the crew all doing the right thing at the right moment. The team manager must also be flexible and a sense of humour would be a good thing, but… I don't know," he laughs, "I haven't got one."

And despite having collected millions of air miles, you won't get many – if any – holidays. Still interested?

After the Hungarian Grand Prix in July/August, a rare period of peace will descend upon the workshops at Grove; the mechanics and engineers not allowed to go near the cars until shortly before the next race at Spa. For two weeks the factory is shut down, effectively 'parc fermé', as decreed by the FIA and agreed among the teams in an effort to reduce their huge costs. Some will take a well-earned break, ready to hit the ground running when seals are removed and the curtain rises on another seven races. Tim Newton will tinker with his beloved vintage 3-litre Bentley, maybe spend a day on the water.

Money will be saved, but Williams exists to go racing and this sport never truly sleeps. Grand Prix racing is as much about brainpower as it is about budgets and, while the engines may be shut down, those brains never rest. Ⓜ

SEPTEMBER

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
		CARS AT FACTORY 01	02	03	TRUCKS LEAVE FOR ITALY 04	05
06	07	08	09	ITALIAN GP 10	11	12
TRUCKS LEAVE FOR BRITAIN 13	CARS AT FACTORY 14	15	16	FREIGHT FLIES TO SINGAPORE 17	18	19
20	21	22	23	SINGAPORE GP 24	25	26
FREIGHT FLIES TO JAPAN 27	28	29	30			

OCTOBER

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
				01	02	03
04	05	06	07	JAPANESE GP 08	09	10
FREIGHT FLIES TO KOREA 11	12	13	14	15	16	17
18	19	20	21	KOREAN GP 22	23	24
FREIGHT FLIES TO BRAZIL 25	26	27	28	29	30	31

NOVEMBER

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
01	02	03	04	BRAZILIAN GP 05	06	07
FREIGHT FLIES TO ABU DHABI 08	09	10	11	ABU DHABI GP 12	13	14
FREIGHT FLIES TO BRITAIN 15	16	CARS AT FACTORY 17	18	19	20	21
22	23	24	25	26	27	28
29	30					

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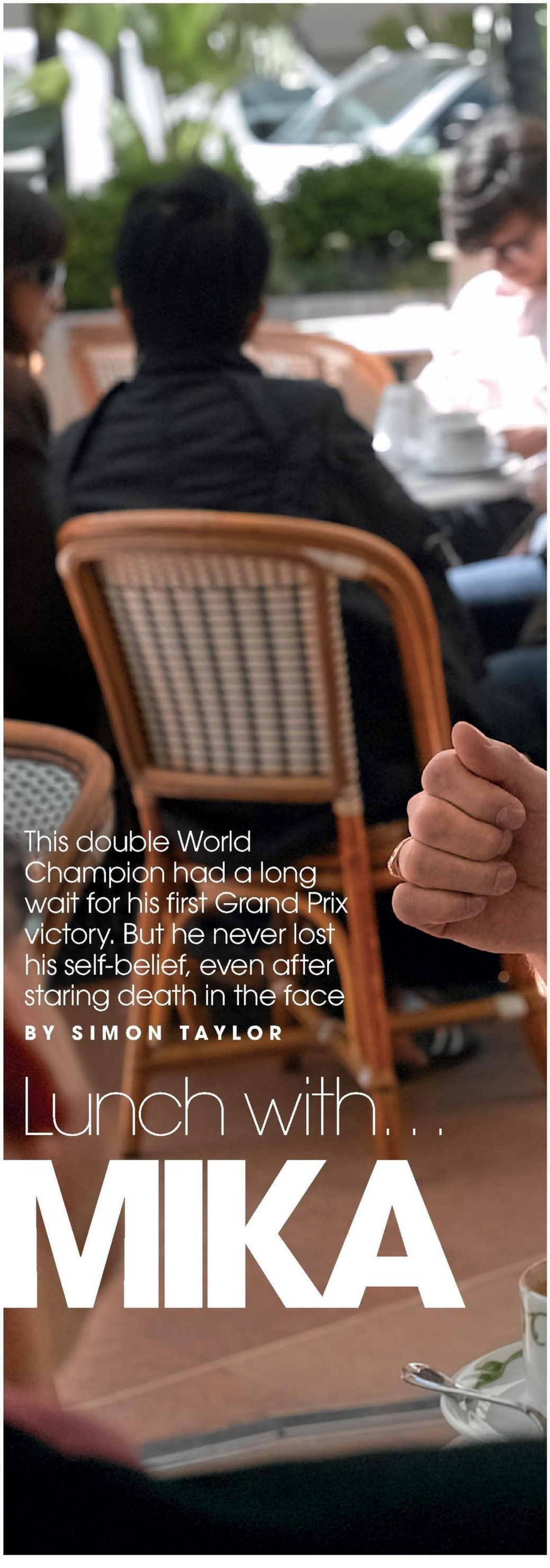
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Lunch with... MIKA

This double World Champion had a long wait for his first Grand Prix victory. But he never lost his self-belief, even after staring death in the face

BY SIMON TAYLOR



James Mitchell

Win the World Championship, and you become a hero for life. Damon Hill, Nigel Mansell, Keke Rosberg, Alan Jones, Jody Scheckter, James Hunt: unforgettable names who won the F1 title just once, enough to place them for ever among racing's greats.

But today I'm spending time with a man who won the World Championship two years on the trot. Even so, his name doesn't come immediately to many people's minds when they think of the top racers of the past 20 years. Maybe it's his quiet, self-deprecating manner – although, in his long, difficult rise to the top, his unshakeable self-belief was always a strong asset. Given his blinding speed and will to win, it's extraordinary that he had to endure seven hard seasons, 98 Grands Prix and a near-fatal accident before he could score his first victory. But that uncorked the bottle: a year later, he was World Champion. He went on to entertain us with a string of wonderful battles with Michael Schumacher, becoming, as Schumacher says now, the driver he regarded as his most indomitable rival.

Today Mika Häkkinen is 41, a relaxed, contented man with a Monaco apartment, a country house in France and an island holiday retreat in his native Finland. We meet in the Café de Paris in Monte Carlo. The familiar sweep of the F1 circuit, swinging through Casino Square and past us down the hill to Mirabeau, looks very different on this busy summer weekday. A Rolls Royce Phantom draws up silently in front of the Hotel de Paris; expensive ladies click past on expensive high heels bound for expensive lunches; an au pair collects toddlers from playschool in the household Bentley Azure.

It's very different from how Mika's life began, in a small apartment just outside Helsinki. His parents were ordinary working people: his father, a shipping radio operator, also did spare-time taxi-driving to help pay for Mika's karting. Having tried (and crashed) a rental kart at the age of five, Mika pestered his parents until, at six, they bought him a second-hand one of ➤➤➤







HAKKINEN

his own. He drove this relentlessly at his local track until he was 12, then the minimum racing age in Finland. His first national class title came the next year. Shy and tongue-tied, in a kart he was devastatingly quick and aggressive. Already this kid from a small country near the Russian border had quietly, inside his head, set his sights on becoming World Champion. At 14 he won the first of four consecutive Finnish kart titles.

In 1987, now 18, Mika moved up to Formula Ford, buying a second-hand Reynard from local hero JJ Lehto. He took it all over Scandinavia in an old bus, and swept the board. That year he won the Swedish, Finnish and Scandinavian FF titles, and beat most of the lap records set by Lehto in the same car. "I was very naïve. I believed nobody could drive faster than I could. I had so much self-belief that, even when I had a bad result, I knew the next race was coming, and I was going to win that one. I was quite happy living in the bus. All through my karting we'd always camped. That was my life. If I'd had to go into a five-star hotel I'd have been terrified."

He ventured south to a couple of Euro Championship rounds too, taking pole at Zandvoort but crashing, and winning at Zolder. Then the old bus crossed the channel to Brands Hatch and the Formula Ford Festival. Reynard lent him a current car: he didn't get its handling to his liking, and crashed in the semi-final. But he was summoned to Donington by Marlboro, who'd heard about this fast Finn and wanted to take a look at him. So he chugged up the M1 in the bus. He'd just had his 19th birthday, and at this stage spoke almost no English.

The panel at Donington to decide the recipients of the next season's Marlboro money included McLaren's Ron Dennis and ex-World Champion James Hunt. Mika was put in an FF2000 and given a target time. Sampling wings and slicks for the first time, he turned in a string of blistering laps, well under the target. At once he was signed as a Marlboro driver, with a seat in a Vauxhall/Lotus for 1988.

Run by Dragon Motorsport, he won the 10-round Euroseries with victories at Spa, Zandvoort and Ricard, and was runner-up to team-mate Allan McNish in the British series – despite an enforced return home to fulfil his National Service. Next stop F3: for 1989 McNish moved to Dick Bennetts' highly experienced West Surrey Racing, while Mika opted to stay with Dragon, which was moving up to F3 for the first time. At the first round, at Thruxton, Mika qualified 16th, finished 15th. It was a disaster.

"We had a new chassis from Reynard, a new engine from Toyota, and I said to myself, 'This will be a great year, we're going to win.' But from the start there were problems. I had no F3 experience, of course, but the team didn't either. No data, just a clean sheet of paper. My god, it was tough. I was trying my best, working my butt off to try to understand what was going on here. Basically I was panicking because McNish, with the Ralt chassis and the Mugen engine and all the West Surrey experience behind him, was winning the races. I still had all my self-belief, but nobody in the racing world was saying, 'Relax, Mika, it'll all come right.' They were saying, 'Mika, you better go back to Finland.'

"But, you know, it was actually an important year for me. Because it taught me to work hard, whatever the results, learn to deal with disappointment and keep motivated. I got a lot out of that tough season. The guys at Dragon, I remember them all, and I owe them just as much as I owe the guys from the good years. At the end of the year Marlboro wanted to find out: has this guy lost the plot, or does he still have the balls to go flat out? So for the Superprix at Brands Hatch they put me in the West Surrey Ralt. I tested it at Snetterton, and at once I knew, this is a different world, now I know how it's meant to feel. You change the rollbar a little bit, you feel it in the balance at once, everything is logical." He started from pole, won the race and set a new F3 lap record. The point was made.

So for 1990 he did F3 with West Surrey, beside Christian Fittipaldi. He carried all before him, winning the British F3 Championship by 23 points (from countryman Mika Salo). "At first Christian didn't understand me. He was from Brazil, hot-blooded, big smile, let's all go to dinner. I was from Finland, not very open, a cold person like metal. Part of it was my shyness, but I didn't come to make friends, I came to win races. But once we learned to understand each other we got on fine. When I won the series we had a great night out. We had so much fun that I can't remember it, and it's probably better that I don't."

> "As soon as I left the pits I thought, 'This is what I am made for'"

Bennetts also took him to Continental races at Imola and Hockenheim, and he won them both. "Hockenheim was a round of the German F3 Championship, and I came up against Michael [Schumacher] for the first time. He was the hero there. In first qualifying I had a misfire and I was two seconds off the pace. All the German F3 guys sneered at us, saying: 'F3 in England is slower than here.' In the second qualifying I got a massive tow and took pole, 1.1sec faster than Schumacher. Everybody thought we'd cheated. I led the race start to finish, broke the lap record, Michael was only second. We took our trophy, sprayed our champagne, and went home."

But at Macau a month later Mika got it wrong. The race was in two heats: from pole, he beat Schumacher by a clear 2.7sec in the first part, so all he had to do was stay close behind him in part two to be overall winner. But the racer in Mika wanted to win both parts. On the final lap he attacked. Schumacher moved to block him and Häkkinen clipped him, spinning off into mortified retirement.

After the Superprix win, Benetton gave Mika an F1 test at Silverstone. "I didn't really fit in the car, my elbows were pushed against the cockpit sides and it was difficult to change gear. But as soon as I drove out of the pits, the steering so precise, the throttle response so instant, exactly the message from my hands and my feet straight to the road, I thought, 'This is what I am made for. This is my world, my business.' Alessandro Nannini came in by helicopter and did a few laps to set the car up and then left, and I did 90 laps and beat his time. But I didn't expect to be offered a drive, I knew I still had to win in F3 first." Having done that, he moved straight into F1 with Lotus.

These were troubled times for Team Lotus. Peter Collins was keeping it afloat using an update of the old 102 and Judd engines. It wasn't very competitive and funds were tight, but Mika felt at home in F1 straight away. In his first race, Phoenix, he qualified 13th, and in his third, Imola, he finished fifth. His first team-mate was Julian Bailey. "Julian was a great character. He was older than me, and I learned a lot from watching how he worked with the team, how he talked to the sponsors. Everybody liked him. I was shy, but also I was sometimes a bit arrogant, because I believed in myself so much. Now I was learning that it's not enough just to sit in the car and drive fast. You have to communicate with the people you work with."

After four races Bailey was replaced by Johnny Herbert. "Peter Collins was very close to Johnny, ever since they'd been together at Benetton, and I sensed that Peter really wanted him to do well. Suddenly I'd become the other driver, which brought my morale down. Later on, when I grew up more, I didn't need so much attention. But then I was young, I needed approval to help me do my job. Peter told other people he thought I was fantastic, but he never said it to me. I liked Peter, for a while I was even living with him and his family, but he was under big pressure trying to keep the team going, and it was very difficult for him. For 1992 we had the Ford HB engine, which was a big step forward." That year Mika qualified in the top 10 six times, finished in the points six times and earned two fourth places, finishing eighth in the championship.

For 1993 he was approached by Ron Dennis – who'd been watching him since that teenage Donington test five years before. "I had a meeting with Ron and I was very nervous, ➤➤➤

LAT, Getty & Reuters

Clockwise from top left: Mika's McLaren, left-rear punctured, heads for the tyre wall at Adelaide '95; leading an angry Senna on his debut for the team at Estoril '93; Macau 1990, where Häkkinen won one heat, but clashed with Schumacher in the second; the shy driver is all smiles on the podium after winning that year's British F3 title with WSR; after F1 came the DTM with Mercedes – this is the fearsome EuroSpeedway Lausitz in '05; victory followed soon after in Spa; Mika got good results in the '92 Lotus; putting Michael in his place at Spa in 2000

because I knew what McLaren meant and how well they operated. Ron said to me, 'Are you the best?' I said, 'Yes, I am.' He said, 'Will you win races?' I said, 'Yes, I will.' We didn't talk long."

But for Mika it was a risky move. Ayrton Senna was haggling over whether to do a sixth season with McLaren and, with Michael Andretti already signed as number two, Mika was nothing more than Ron's long-stop if the Senna deal didn't get done. And it was done, literally at the eleventh hour. Mika found himself demoted to a testing role. "Everybody said I'd made the wrong move. Even my parents said, 'That's it. Now you're just a test driver.' But inside I believed it was going to be OK." Andretti's F1 career was not a success, but it was late September before he headed home to America. The season had just three races left, starting with Estoril.

"Although I'd been testing all season, I'd never been up against Ayrton on equal terms. Always the set-up was different, the fuel levels or the tyres were different. I kept saying, 'Give me some fresh tyres, put me on low fuel, let me have a go at a real time,' and they'd say, 'No, no, Mika, you stick with the programme.' And it was difficult to learn anything from Ayrton. He always kept his distance, he didn't want me to listen to his debriefs. If he was asked to show me data he would just give me a piece of paper, but he didn't want to talk about it. It was his way.

"At Estoril I qualified third. Faster than Ayrton. He couldn't understand it. Same tyres, same fuel level, same engine, same aero, everything the same. He was so angry. I was in the press conference, he wasn't. All the media were excited, but I didn't say much. I just said, 'This is why I came here, to be fast.' Afterwards Keke Rosberg, who was my manager then, said, 'Why were you so quiet? You had a great opportunity to show everybody who you are.' But I said, 'No point waving my arms around. It was only qualifying. I keep my hands down until I win.'

"Then I went back to the motorhome. There was a corner where I was quicker than Ayrton, and he asked me – it was the first time he'd asked me anything – 'How do you do that corner?' So I just held my cupped hands up in front of him, to say, big balls. He was so pissed off with that. He shouted at me, 'How many races have you won? How many World Championships? How many pole positions?' He went through the whole list. I said, 'It was just a joke, Ayrton.' But for him it was no joke. He was angry with me for weeks after that.

"For the race Ayrton decided to take a different spec engine with the torque curve at a different rev-range. And he flew – but his new engine blew up. I hadn't done an F1 race for 11 months, so I was really lacking race experience. I was chasing Jean Alesi for third place, and I went off. His Ferrari V12 had more grunt than my Ford V8, so the only way I was going to pass him was to get in his tow onto the main straight and outbrake him into the first corner. Coming onto the straight I was very close behind him, and I lost downforce and went wide. A little ditch in the grass launched me, and I crashed.

"So after that race Senna didn't speak to me, and Alain Prost didn't speak to me either, because I wasn't very nice to him at the start." In the first corner Mika shut the door on the World Champion elect, pushing him onto the grass and displeasing him no end. "I was a young guy at a moment in my life, but all the other drivers, they thought I was crazy. But they took me seriously after that." At the next race, Suzuka, Mika qualified third behind Prost and Senna, and finished third; in Adelaide he was running third when a brake pipe fractured.

"For the next year Ayrton had gone to Williams. Now I was number one at McLaren with Martin Brundle, but we had the Peugeot engine. I had to work really hard to try to get results. What I had learned from Ayrton was that even the biggest talent is not enough. You have to work hard as well to be successful. Always Ayrton worked, worked incredibly hard. Nobody is born a winner. It's a lot of work, a lot of discipline, a lot of sacrifice."

Despite the Peugeot's unreliability, Mika scored a second and five thirds, and ended up fourth in the points. But his reputation preceded him. At Silverstone he and Rubens Barrichello collided on the last lap, and the FIA handed both a one-race ban, suspended for three races. At the next Grand Prix, at Hockenheim, he was involved in a first-corner pile-up that took out six cars. The FIA decided he was the instigator of "an avoidable accident". Mika maintained he was squeezed between Coulthard's Williams and Blundell's Tyrrell, and could do nothing about it. "I was aggressive, yes, everybody knew this, and people decided I needed a slap on the wrist. So I was banned from one race, Hungary. But in fact it turned into a big change in my career. Everybody said, 'Chill out, Mika, you need to relax.' So I took their advice, and I think it was a mistake. Even today I regret that. By the time I was racing Michael for the championship, I was more relaxed than him. I should have carried on with my own way of working, I should have continued to go for it everywhere and stayed aggressive. If I'd done that I would have been a different guy against Michael. But after you've changed your attitude you can't go back."

> "It was difficult to learn anything from Ayrton. He kept his distance"



From 1995 McLaren's deal with Mercedes came on stream, with the MP4/10. Nigel Mansell was returning to F1 as Mika's team-mate but, as history relates, it didn't work out. After two races, Mansell was replaced by Mark Blundell. There were teething troubles with the new engine and a lot of retirements, but Mika was second at Monza and Suzuka. "Then came Adelaide, and everything turned upside down."

It was November, the final race of the season, and the last time Adelaide was used for the Australian Grand Prix. During Friday afternoon's qualifying, in a quick right-hander, Mika's left rear punctured. At 120mph the McLaren plunged into the tyre barrier. The concrete wall behind it was shifted back a foot. Mika's head smashed down against the steering wheel and then bounced against the cockpit sides. The steering wheel was broken, and its buttons imprinted holes on his helmet. "I remember being in the wall. I couldn't move my legs and arms, I couldn't focus. I thought, OK Mika, just relax, don't fight it, don't panic, everything is going to be OK. Then I was gone, I don't remember any more."

While the medical car, with Professor Sid Watkins on board, was still speeding towards the scene, the two doctors at that corner got to the wrecked McLaren within seconds. Jerome



Cockings, an intensive care specialist, and Stephen Lewis, a neurosurgeon, found Mika unconscious in the cockpit, losing a lot of blood from his mouth. With the marshals carefully supporting his head and neck they got him out of the car and laid him on the ground. Due to the trauma his mouth was locked shut, and they could not get oxygen into him to ventilate his lungs. Without oxygen, brain damage occurs within a couple of minutes, followed by death, and Mika was starting to turn blue. Taking a surgical knife from his kit, Cockings quickly performed a tracheotomy, inserting a tube into Mika's throat to deliver oxygen. Immediately his colour improved and his condition stabilised. Then they were able to get a drip into him, and drugs to relax the muscle spasm and get a tube into his mouth. Prof Watkins was there by now, watching but not interfering, realising that the right things were being done. Eventually Mika was lifted into an ambulance and taken to the Royal Adelaide where his head was scanned – among other injuries, he had a fractured skull – and he was placed in intensive care. He regained consciousness the next day.

"I was lying there with tubes everywhere, so I knew I was in a hospital. The first person I saw was Lisa Dennis, then Ron's wife, this tall figure by the bed with blonde hair and a big smile, and I thought she must be an angel. Then I saw Ron standing next to her, and I thought, OK, I am not in heaven yet. I tried to understand from Ron what had happened. I wanted it not to be my mistake. That's an automatic thing a driver thinks. He told me it was a puncture.

"Then the hell started because I was in hospital in Australia for weeks. The doctors did a great job, and I know they saved my life where the accident happened, but I had so many tests and operations. Crazy tests, needles in my face to test the nerves, drilling a hole in my head to relieve the pressure, things like that. It was nasty. At first, because of the pain, I was thinking, 'I'm going to die, I'm going to die.' My whole life was looking at my watch to see when was it time for them to turn the valve in my drip for the next dose of drugs. The accident had damaged the nerves in my face and I couldn't move my eyelids, so they had to tape my eyes shut to help me try to sleep. I couldn't drink properly because my mouth didn't work, so the water just fell out of my mouth. It was disgusting. I remember thinking, 'This doesn't look good.' It wasn't, 'Will I be able to race again?' It was, 'Will I ever be able to live a normal life?'

"Finally I was able to walk in the garden, carrying my drip bottles, my head shaved like some bloody hooligan. I tried to look at things, the weather, the trees, the birds, but all I could think about was my next dose of painkillers. But I had great support from everybody, my girlfriend, my parents, my manager Didier Coton. My fitness trainer stayed all the time, because I didn't want to be alone at night."

Mika returned to London in December, with Stephen Lewis looking after him on the flight. He had more surgery under Prof Watkins, and then returned to Monaco and started the long haul back to fitness. "The whole recovery was difficult. I really had to fight every day to get back, physically and psychologically. Soon I started running, even though I was still getting massive headaches. I knew I was getting better and better, and eventually Prof said, 'OK Mika, you can do a test.' I still had problems with my face and with my hearing – I'd had a couple of ear operations – but I went to Paul Ricard."

It was Monday February 5th, 87 days after the accident. "When I arrived everything was friendly, but I saw how the mechanics looked at me. I tried to behave like the normal Mika, but I knew they were thinking, 'He won't be able to do it, he'll have to go back home.' I thought, I'm going to show these guys, I'm coming back to win. When I got in the car I felt, this is my home, this is my office, and I went for it." He did 63 laps, the best of which was half a second faster than Schumacher's Ferrari had done the previous day. "I finished the test, said to the mechanics, 'It's fine. Pack up the car, take it back to England. I'll see you in Melbourne.'"

Mika's new team-mate was David Coulthard, and at first relations between the two weren't easy. "It was my fourth season with McLaren, I knew the mechanics, I knew the management, they knew me. David came in very confident from Williams, he'd already won a GP. We had a different mentality, he was younger than me, much more outgoing, speaking to everybody. I also knew he was a very fast driver, so he was a threat. He wanted to work with me but I kept my distance, the lesson I'd learned from Senna. I still had no victories, I was angry about that, angry with myself, angry with the team. One day he said to me, 'Mika, don't you like me?' I said, 'Of course I like you. See you tomorrow.'

"As it turned out, we were team-mates for six seasons. We had several incidents when we crashed into each other, which didn't help – Estoril that first year, the first corner at Spa in 1999, there was something in Austria as well – all this put tension between us. That's the nature of the sport. Nowadays I see him often, and we have a good laugh about it. I have respect for him, he has respect for me. David is an unbelievably positive character, a very straightforward guy. He doesn't like bullshit."

In 1997 the McLaren MP4/12 started to win. But the first two victories went to Coulthard. Mika led at Silverstone, but his engine blew; he led at Monza, fell back because of a tyre problem, set fastest lap. At the Nürburgring he was the moral victor, leading from pole ➤➤➤

until a late engine failure. "I was thinking, I don't believe this. What must I do to win a race?" At Jerez, the final round, McLaren ran a strategy to keep clear of the Schumacher/Villeneuve title battle. As it turned out, that harmed Mika's race more than David's, so Ron Dennis asked the Scot to let the Finn past in the closing laps. When Villeneuve slowed at the end, Mika had won a Grand Prix at last – at his 99th attempt. "I didn't really win that race by racing. But next day I looked at the results and my name was first, so I thought, 'OK, I'll take that gift.'

Then the real wins started to come. "Adrian Newey joined the team, and he was so clever. You'd talk to him about how the car felt, and he'd understand at once what you were saying, write it down, start drawing and calculating. I had no idea what it all meant but it made the car faster. Of course it's not just him, he needs good guys around him. But he is a truly great designer."

The '98 season produced a battle royal between Schumacher and Häkkinen. Michael won six races, Mika eight. Mika started from pole nine times, Schumacher three. Mika took the title by winning the final race in Japan, but the crucial day was the penultimate round at the Nürburgring. The rivals arrived at the race level on points, and Mika came through brilliantly to beat Michael in a straight fight.



With McLaren's first titles since Senna in 1991, Dennis' faith in Mika was finally vindicated. "Ron is a different guy. He has a special way of doing things, a way which takes a lot of balls. A lot of people don't understand him, but I think pretty much everybody admires him. I was close to Ron and Lisa and the family, I watched their kids grow up, and Ron saw my commitment to the team. I never wanted to let him down. When the accident happened he stood by me, he still believed in me, and that made my confidence in him and the team even higher.

"In 1999 the regulations changed a bit. Adrian built a car that was more on the limit, we had a few technical problems. Then Michael had his crash at Silverstone and missed six races. I like to believe that if Michael had been there I'd still have won the title, but the satisfaction wasn't the same." In the end Mika only beat Ferrari's Eddie Irvine by two points, scoring five wins but losing two more after accidents when leading. "At Imola our strategy was two stops. Every lap had to be a qualifying lap. I was pulling out the advantage I needed, got on the kerb too much, lost the back end, hit the wall. The only person I can blame is myself. At Monza, same thing, I am leading, I crash. That time there were other factors: I selected the wrong gear, my mistake, but the transmission locked up, which it shouldn't have done. But in Japan everything worked OK." Schumacher was back by then, and finished second, but wasn't able to keep Mika out of the win and his second title.

"Those two title years were a lot of pressure. And, four years after the accident, I was still not totally recovered, still having headaches. After the race in Suzuka I was having dinner with Ron, Norbert [Haug of Mercedes] and David, and I said to David, 'I'm completely exhausted, knackered. I can't handle it any more. You'll have to win the title next year.'"

But, come 2000, Mika was right back on form, once more battling for the title with Schumacher. He won four rounds, and was leading two more when the car failed. They arrived at the Belgian GP with Mika two points ahead, and their battle was one of F1's most memorable. Both were on the limit around Spa's daunting sweeps and swoops. Häkkinen wound Schumacher in, but the Ferrari driver blocked his every move. On the climb up from Eau Rouge, at around 205mph, Mika attacked, and the Ferrari moved over on him. On the next lap, storming up the same straight, backmarker Ricardo Zonta was in the way. Schumacher went left of him, so Häkkinen dived right – and had the inside line for the right-handed entry to Les Combes. It was a startlingly audacious move, and Michael had no answer for it. Mika won the race by 1.1sec.

> "I had a tough time with Michael that day"

"I had a tough time with Michael that day. He put me on the grass not once, but several times, at over 300kph. If I'd lost it I would really have got hurt. So I was angry like hell. What he did just motivated me more. I was ahead in the championship, and I think he was desperate. After the race I went to talk to him. But with Michael that doesn't help, he is what he is. I'd known him since F3. He was a hard racer, well that's OK. You play some tricks, go to the limit of the rules, but you don't look in the mirror and then move to where the guy is coming. I don't want to go back in history and say, 'He is always the bad guy', but he had incidents with Damon [Hill], incidents with Jacques [Villeneuve], the list is long."

Schumacher took the 2000 title, Mika was runner-up. He won two more races in '01: the US GP at Indianapolis and Silverstone, where he'd always had bad luck. Both times he beat Schumacher into second place. He had the Spanish GP in the bag, once again ahead of Schuey, when his clutch went on the last lap.

But he'd started the season with another big accident in Australia. "I was running second [to Schumacher!] and at 280kph the front upright broke and the suspension collapsed. I was totally out of control and I saw the barrier coming at me at 280kph. I had time to think, 'Here we go again', then bang! Marks on my crash helmet again, the taste of blood in my mouth, and I'm thinking, Mika, is this really clever? Luckily it was just a big bang on the head. But that was the first race of the year, with the whole season still in front of me.

"I still had the motivation to do it, but it was like I was writing a book, and my pen was gradually running out of ink. I'd come back from my accident, made myself strong again, won victories and championships, and now I said to Ron, 'I'm not doing you a favour here. I'm still fast, I'm still winning, but you want a smiley driver who will motivate the mechanics, and I can't do it any more. I'm getting tired.' Ron said, 'Don't retire. Have a year off, see your friends, have a nice time.' So I did that in 2002, and then I said to Ron, 'I still feel the same.'

"But still I had offers. Williams talked to me about a comeback, and I was thinking that over when I saw Jackie Stewart in the Monaco paddock. He said to me, 'Mika, once you've stopped, never come back.' I smiled and said, 'Yeah, yeah', but inside I thought, he doesn't just say this for fun. I thought it all through, the good points, the bad points, and I made my decision: no F1 comeback.

"So I did three seasons in DTM [the German touring car series]. Much safer than F1, and I loved it. Great sport, great people, great cars to race. I had a few wins – including Spa – and I enjoyed it. I've done some rallying too, but that was just for fun.

"Now I work with Didier in Aces Management here in Monaco, and we help a good list of young drivers. They all show potential, maybe some will get to F1. Also I am brand ambassador for several sponsors. I keep fit, although if I do strenuous sport the headaches come back. I take my two children to school. My son Hugo, who is nine, he is doing karting now. Of course he's brilliant, but that's coming from his dad. I still keep up with F1. I have a good relationship with all those people still, go to maybe five races a year. But I'm not in that world now. Yesterday has gone. Nigel came back, but it didn't work for him. Michael came back: what do I think about that? Well, that's another story..."

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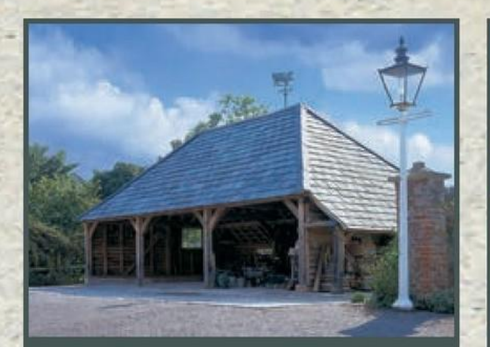
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Always centre stage

His rallying career encompassed almost every role – not least team boss at BMC and Ford – and Stuart Turner proved adept at them all

BY RICHARD HESELTINE

Should Pooh Sticks ever become a recognised sport, would it catch on? And would the onset of professionalism and corporate involvement damage it over the longer term? It's certainly a quandary. Vested interests would likely lead to questionable tactics, maybe match-fixing, and perhaps even life bans for the perpetrators. Who knows? Based on little more than our admittedly pub-centred reasoning, the 'sport' would survive only if the rules laid down on day one were sacrosanct. And simple. And enforced. Constantly tampering with them or taking sides would muddy the waters and lead to rumour and counter-rumour. It could get messy. Just look at Formula 1.

It's a point of view backed up by the orange juice-sipping guest at the table, affable motor sport colossus Stuart Turner. Except he verbalises it coherently. "When did golf, football, cricket, whist, tiddlywinks or even Morris dancing last change their rules?" he asks, we're guessing rhetorically. "Is it any wonder that the wider public is confused by Formula 1? I have a theory that we should measure a sport's worth by MoIs – Moments of Interest. Watch sport on telly with someone who's only half interested and every time a top player hits a ball in a tennis match there's a moment of interest. In football, if the ball goes near Wayne Rooney there's a moment of interest. If Paula Radcliffe looks like she's about to collapse near the end of a marathon, that's a moment of interest. In F1, there's a moment of interest on the first lap or two, and then what? Unless it rains there's nothing. You don't feel drawn in emotionally with F1 because you can't see the drivers when they're in their cars and they're in their ivory towers the rest of the time."

Warming to the theme, ever-present smile slipping momentarily, he continues: "Another thing, and I say this as an old-timer, I wish the cars looked different. I'm sure if you took off the paint they would all look the same. And you can no longer identify a car by engine note alone; the distinctive Ferrari V12 wail for example. It's the uniformity I don't like."

And he's not alone. But then you could never accuse Turner of being a recidivist, viewing motor sport's past through a rose-tinted rear-view mirror. His career encompassed glory as a competitor and as a competitions manager: he's nothing if not an over-achiever. Never one to give in to easy nostalgia, he's deliciously forthright about his views on the sport and it pays to listen. But then he poses as many questions as he answers, so you're never entirely sure who is the interviewee. What is clear is that Turner loves motor sport, but is frustrated by it in equal measure.

What is remarkable is that his participation began as much by happenstance as planning. "I got drawn in via the North Staffordshire Motor Club. Well, actually my first exposure was auspicious. I was doing my National Service, spending a year learning Russian in Cornwall. We were out on manoeuvres, although wandering around would be a closer description, when we came across an airfield where this blue racing car was being tested. So my first experience of motor sport was pushing Prince Bira's ERA. But I wasn't interested in it at the time. My parents couldn't afford a car. Anyway, my father remarried when I was 18 and I inherited four stepsisters, one of whom had a boyfriend who picked her up for lunch one Sunday and said they were going to do a rally – did I want to come along? Well, Jean got lost so I picked up the maps and it's been downhill ever since."

After a few more rallies with future brother-in-law John Bedson, Turner's aptitude for navigation led to him winning the inaugural British Rally Championship in 1958, sitting alongside Ron Gouldbourn. That and the *Autosport* Award for co-drivers over three consecutive seasons (1957-59). "It took me a long time to persuade [magazine founder] Gregor Grant to agree that winning the trophy three times in a row meant I should keep it in perpetuity," he laughs. ›››

All Images LAT

STUART TURNER

"You have to remember that rallying was still an amateur sport back then and the clubs were the backbone of the movement. I used to send our magazine to the motor sport weeklies and gradually started doing reports for them. I put in a footnote to one *Motoring News* story, something along the lines of could they give me a shout if ever a full-time job was going?" A position became available in early 1960 and our hero left Staffordshire for London and life as a jobbing hack. "It was a brilliant time: John Blunsden was the editor, Darryl Reach was his deputy and I was the third arm.

"I got to experience that notorious publisher – and great character – Mr Tee, and to be in the same building as The Bod and Jenks… They were all legends. While I was at MN I was sent off to Le Mans. I can clearly recall chatting with Jenks in the middle of the night about his pace notes on the Mille Miglia. Anyway, something happened to one of the Ferraris and everyone followed the party line about the cause of its retirement. Everyone apart from Jenks who crawled underneath the car in the paddock to see for himself. He was a remarkable bloke."





Not that Turner's career as a words monkey would last long. Team management beckoned, but not before further big wins during what was the start of the Scandinavian invasion. "The fortunate thing about events such as the RAC Rally was that the navigational side was still a major element. If you were Erik Carlsson, Wolfgang Levy or whomever, you'd want a local man. And good co-drivers could pick and choose when the RAC came around. I went with Erik and we won the RAC in 1960. He drove that year with two broken ribs; they didn't come much tougher than Erik.

"The shift into managing the BMC Competition Department came about because [team boss] Marcus Chambers was leaving; John Thorley was then in overall control at Abingdon. I'm sure there were more experienced people than me around so when I did take the job it was a gamble on John's part. I had been on the fringes of the team beforehand, though, and I know Pat Moss put in a good word for me.

"I inherited a wonderful team of mechanics and the atmosphere at Abingdon was great. John also insulated me from interference from the higher-ups. But this was a period when rallying was changing from a gentlemanly pursuit to a serious sport and I was fortunate to have the likes of Pat, Timo Mäkinen, Rauno Aaltonen and Paddy Hopkirk on side. And I always maintain that if you're going to join a competition department, do so after the Mini Cooper has just been announced."

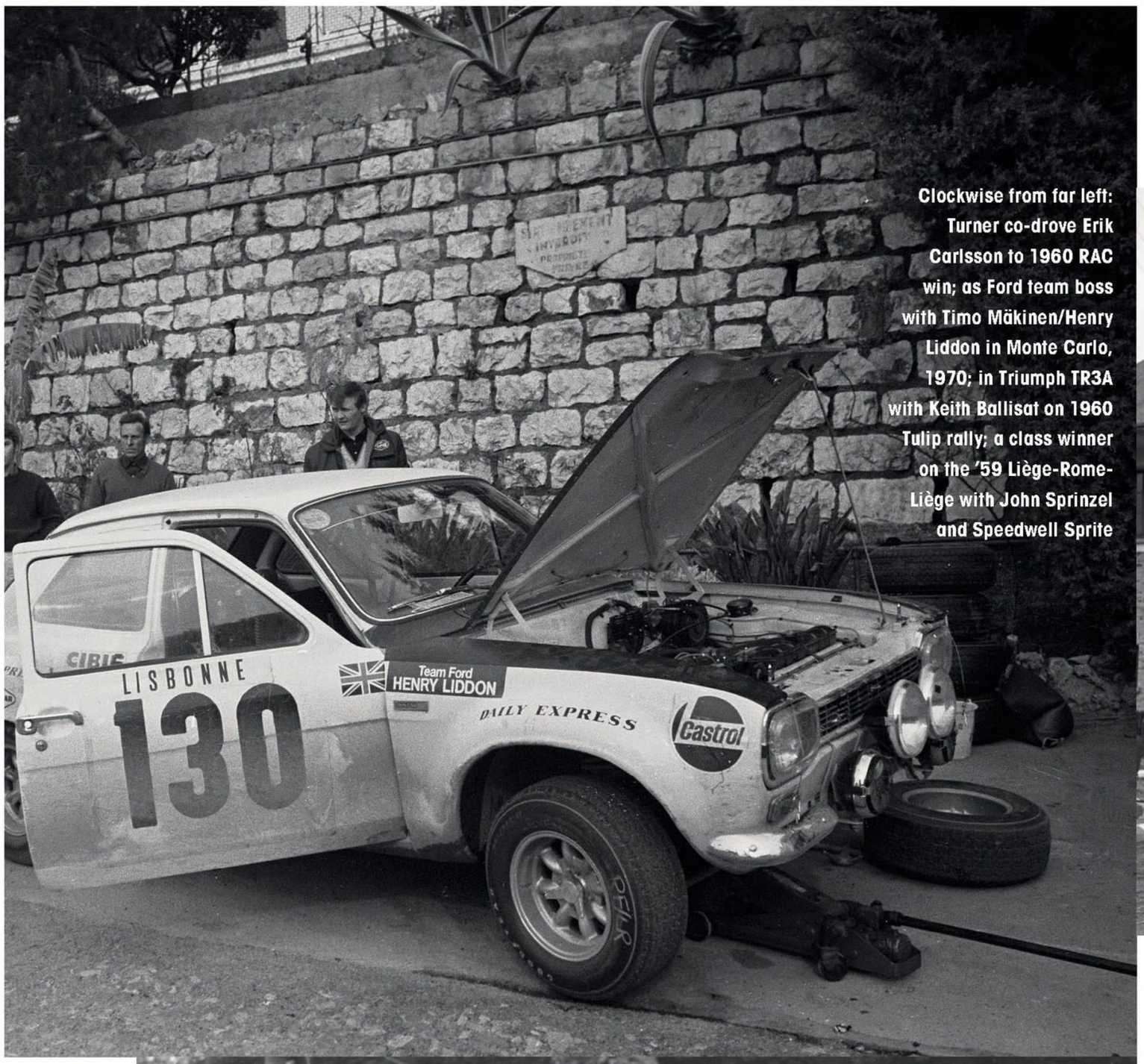
It holds true in broad outline that the Mini's wins on the Monte Carlo were the making of the car on the global stage, but more memorable still was the year it *didn't* take home the silverware. "In the '60s the Monte was 20 times more important than it is now. There were broadcasts on BBC radio, coverage on page one of major newspapers. Because of this, companies took out ads in the Monday morning editions: the rally ended on Saturday evening and BMC, Dunlop or whomever would have booked ads in advance so they needed something to put in them. Therefore what Marcus had been forced to do was go on events with several different models in the hope that the Riley 1.5 or whatever would finish second in class – it would be a triumph for Riley. Once we got the Austin-Healey 3000 you didn't need that multiplicity of models and with that and the Mini it all became a damn sight simpler.

> "The organisers thought we were cheating and I can sort of understand why"

"We'd won the Monte in 1964 and again in '65, but when we were thrown out in '66 the furore was extraordinary." But was the exclusion of the 1-2-3 finishing Minis (along with the fourth-placed Lotus Cortina) really a case of those mendacious Frenchies sticking it to the *Rosbifs,* as history paints it? "The organisers thought we were cheating and I can sort of understand why. In 1966 we were developing pace notes and incorporating ice notes. This involved going over a stage before it started and accurately marking on the notes where the ice was. If you didn't know where the ice was you would do the stage on 'safe' tyres. If you did know, you could perhaps use racing tyres. Well, we were demonstrably quicker than everyone else on some of the stages and I suspect the organisers thought we were using big engines or had swapped cars around – neither or which is true. They eventually found some infringement to do with the headlamp dipping arrangement. It was all very spurious but overall we did well out of it. Few remember that a Citroën 'won'.

"When Marcus departed at the end of his seven years, I couldn't understand how he could leave such a job. After I'd been there five and a half years, I understood. I swear someone was watching over me as not long after I left [Lord] Stokes took over at BMC and all hell broke loose. I don't think he ever visited Abingdon but he axed the Competitions Department nonetheless. I was on the BMC stand at the 1966 Earls Court Motor Show when Walter Hayes invited me over to meet the chairman of Ford Britain; I hadn't even met the chairman of BMC. I was offered a role at Ford, which I politely declined. This probably sounds ridiculous, but I didn't think it was a gentlemanly thing to do to move to our main competitor. I left BMC in '67 before it all went belly up and joined Castrol." He finally took the Blue Oval's coin two years later following a seemly interlude. "My first event was the 1970 World Cup Rally, which we won with Hannu Mikkola and Gunnar Palm."

On moving over to head the renowned







Clockwise from far left: Turner co-drove Erik Carlsson to 1960 RAC win; as Ford team boss with Timo Mäkinen/Henry Liddon in Monte Carlo, 1970; in Triumph TR3A with Keith Ballisat on 1960 Tulip rally; a class winner on the '59 Liège-Rome-Liège with John Sprinzel and Speedwell Sprite

Advanced Vehicle Operations department, Turner cites having to make 100 or so people redundant due to its abrupt closure in 1975 as an all-time low point in his professional life. Seeing out the decade as chief of Public Affairs, he enjoyed witnessing Ford's success at international level but, by the dawn of the '80s, it was clear that the marque's position was waning. So much so that Turner was asked to prepare a paper on the firm's future in motor sport. He suggested canning the troubled C100 Group C programme and the Escort RS1700T rally car project while they were at it. "The face of rallying was changing and it was clear that four-wheel drive was the future. We needed a purpose-built car."

So Turner embarked on his second tour as competition chief. "I was incredibly lucky in working with people such as Walter Hayes, in that I could fight to get things like the Sierra Cosworth and the RS200 into production for the purpose of homologation," he smiles. "Of course, when Group B was cancelled we had a problem. I remember getting a call from [project manager] Mike Moreton who'd been at [subcontractor] Reliant's in Tamworth. He'd had a major executive decision to make: a building next door had gone up in flames and there was a real danger of the stock of unsold RS200s being destroyed. As Mike put it, he wasn't sure whether to push them out of harm's way or closer to the fire…"

There would be further successes, not least with the Escort Cosworth – "That took what must have been 20 internal pitches before we got the go-ahead" – but Turner is not one to revel in past glories. Conversation instead returns to contemporary motor sport, his views on rallying being germane. "For me the barometer is *The Sunday Times* sports section. These days the World Rally Championship usually gets mentioned in its half-page round-up, often with fewer lines than a piece on a Patagonian bowls tournament.

"Let's not fool ourselves into thinking that Fleet Street or whatever it is now is going to stop the presses for a rally. It's not on their radar. If it were up to me, I'd make it so the cars are a lot closer to what you can buy: when Pat Moss won the 1960 Liège-Rome-Liège the car cost maybe £1000 retail, which these days is about £20K." And if you were starting out today? "If I was a youngster and wanted to be World Champion at something, I'd probably opt for chess rather than motor racing. Talent not withstanding, it's not as if it costs much to get started, is it?" He has a point. Cue more laughter.

Back to a turbo future

Formula 1 is preparing for a return to turbo power in 2013, but with revs reduced and the advance of KERS this won't be like travelling to the '80s

BY GORDON KIRBY

Under Jean Todt's leadership the FIA is committed to launching a new 1.6-litre, four-cylinder turbocharged engine for Formula 1 in 2013, with a new generation of KERS or energy recovery systems as an integral part of the package. Onboard fuel capacity is likely to be slashed by half and engine power restricted to less than 600bhp, with revs kept to around 12,000rpm. For better or worse, the FIA's turbo will herald a new age of Grand Prix racing.

Gilles Simon, FIA director of power train and electronics (and former Ferrari F1 engine boss), explains the concept: "The new power train will reflect our view of the evolution of power trains within the industry, an approach we will apply to their development in all our championships. The new F1 unit will feature exhaust energy recovery coupled with an integrated energy recovery system. Durability will also be enhanced. We are aiming to introduce the advanced power train in 2013 and we're working to define the details by September. All the engine manufacturers currently involved in F1 – as well as other manufacturers – are participating in the technical meetings."

Simon says the FIA is working hard to get the 2013 F1 rules right before addressing details of the 'Global Racing Engine', a roughly similar low-revving, low-boost 1.6 turbo four with an unstressed production block intended for use in a variety of worldwide racing categories. "Our work is focused on defining the F1 power train," says Simon. "This will have similarities to the touring and rally car engines, but we'll be looking at considerably different levels of performance. It's important not to confuse the term 'Global Racing Engine' with our work on the F1 power train. A Global Racing Engine can be used in several formulae." »»»



Yas Marina Circuit

AN ENGINE BLUEPRINT

At the Canadian Grand Prix in June I talked to many Formula 1 people about the 2013 rules. All were happy to discuss the matter, save Ferrari, which said it was too sensitive to talk about publicly. Among those who have been meeting regularly with the FIA to discuss the new formula is Williams director of engineering Patrick Head.

"The basic brief for 2013 is new technology and high efficiency," he says. "They're talking about halving the amount of fuel available for the race to a fixed amount, and also having a maximum fuel flow-limiting device. Maybe they will play games with those things according to the type of track. All this means you've got to produce a very efficient car, and to maintain the high downforce levels you'll have to have a shaped underside. So they want very good fuel consumption, high efficiency, new technology, low cost and to improve the show. To satisfy all those parameters is not easy.

"The general public are interested in new technology and they're interested to a degree in 'green' issues," adds Head. "But I don't think that's what makes them watch motor racing. So it's going to be an interesting journey to see what we end up with."

"I've been very happy with the FIA meetings," says McLaren team principal Martin Whitmarsh. "They've been constructive. I personally would prefer to have a V6 engine, but I won't be distraught if it's an in-line four, as long as it sounds great and works well."

Whitmarsh is a true believer in F1's pursuit of cutting-edge technology and he's convinced the time has come to embrace 'green' values. "We have to strike the right balance," he says. "Many of us believe in the purity of Formula 1 as the most technically advanced area of motor sport. The technical competition we enjoy has been a fundamental part of F1's DNA. Whether people like it or not, it has been one of the differentiating features of F1, which many of us think has contributed to the enduring interest that people have in the sport.

"At the same time we have to look to new technical challenges, and we should select challenges that are of interest to F1's investors. At the moment that's improving fuel efficiency and therefore reducing carbon output, and increasingly the automotive industry is moving to downsized turbocharged engines."

Whitmarsh draws a parallel with McLaren's latest road car, the MP4-12C. "Two or three years ago it was our view that a McLaren road car required a large capacity, normally-aspirated engine much like the McLaren F1," he says. "When we started development of the current family of cars we began with that concept. But we came to the view that we had to demonstrate we were being responsible with these products, that we were reducing the carbon output. So we selected a downsized turbocharged engine that has phenomenal performance. It's probably 20 per cent better in terms of its carbon emissions than the engines in competing products, and it's a very exciting engine to drive with a lot of character.

"It's natural therefore that when we're considering future power plants for F1 we do the same sort of thing. We have to look at turbos, hybrids and energy recovery systems. We've got to demonstrate that F1 has a conscience and is an environment in which appropriate technologies are being developed."

Mercedes-Benz motor sport boss Norbert Haug has been pleased with progress in the FIA meetings, but warns that the 2013 rules will have to be carefully framed to ensure development costs – especially for energy recovery systems – are kept in check. "In general, I'm always against spending money," he says. "We all need to make sure it's not the basis for a money-spending competition. We should agree on a form of resource restriction, like they're doing with the Formula 1 chassis, and the FIA needs to be mindful that we cannot have budget limits on one side and spend whatever we want on the engine.

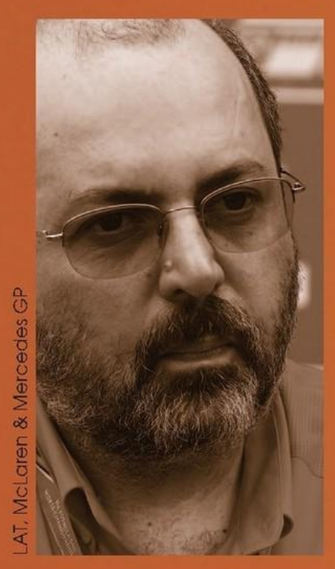
"F1 is the pinnacle of motor sport technology, so it's important to have a technically demanding formula. Having said that, we should not be spending hundreds of millions of pounds. That would be completely wrong. If that were the case, it would definitely be the end of our F1 activities."

Patrick Head echoes Haug's concerns. "Personally I like the idea of more open rules, but we don't want to get into a spending war. Supposedly, Mercedes spent €70 million developing last year's KERS motors for McLaren. We wouldn't even know how to start spending that amount of money. We probably spent about €2 million on the KERS system we developed. It is a runner. Next year we'll be running our own KERS system. We just didn't get it ready to run last year."

Whitmarsh believes KERS can be a useful tool if the rules are written correctly. "It's right to have such technologies. They encourage efficiency, create a challenge and highlight the relevance of what we're doing. But we should also use them to enhance the spectacle. We're going to have a great learning exercise next year. We'll have moveable rear wings, rather then being deployable at a whim, which is where KERS was before and where the F-duct is today."

The FIA confirmed before the Valencia GP that in 2011 driver-adjustable rear wings will be allowed for the first time, but can be activated only when electronic controls say so. This is defined as when "the driver is less than one second behind another at any of the pre-determined positions around each circuit". As Whitmarsh says: "The car behind will be allowed to deploy a drag-reducing approach to attack and hopefully overtake, but the car in front cannot defend using that system."

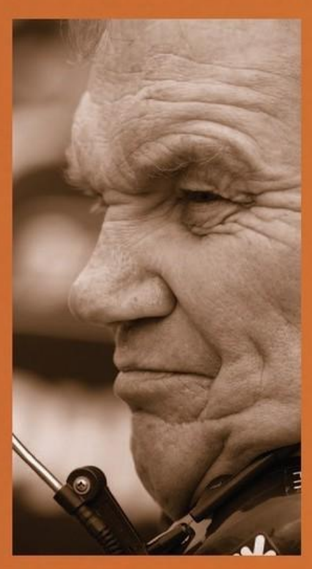
Both Renault and Ferrari pushed hard for KERS' power storage to be doubled from 400KJ to 800KJ in 2011, essentially to make the systems more effective for racing, only for Mercedes to block the move. "If you're going to have energy recovery technology but



LAT, McLaren & Mercedes GP

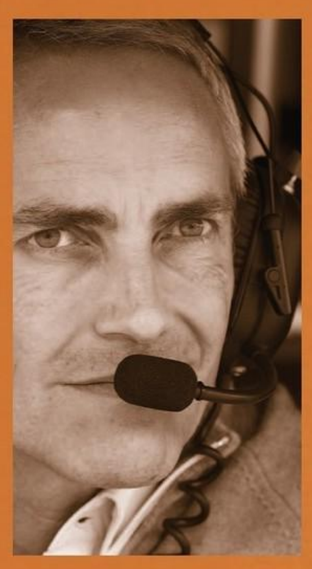
"Our work is focused on defining the Formula 1 power train"

GILLES SIMON



"A twin-turbo V6 would make better noise than a four-cylinder"

PATRICK HEAD



"We want technically advanced engines that sound great"

MARTIN WHITMARSH

it's not something you necessarily need what message does it send when the benefits are so marginal?" says Renault spokesman Bradley Lord. "That's just a horribly mixed message for F1, which is why Renault is in favour of a much freer system. We want things so that everyone has it because you can't afford not to. Then it's a positive contributor and puts F1 on the path of research and development."

Lord says Renault is a strong supporter of the proposed 2013 rules. "Ninety per cent of Renault's road car sales by 2015 are going to be [based around] small-capacity turbocharged engines. We want F1 to be a forerunner of the technology that is used in our next generation of road cars. The other thing is a fully-integrated energy recovery system – not the bolt-on that KERS was last year, but a much freer, more significant system integrated into the engine and gearbox, so it's a full drivetrain approach."

But he also cautions against the dangers of creating a spending battle: "The FIA is in favour of total freedom, while the participants are in favour of something more restrained where we won't end up sinking hundreds of millions of dollars in systematically searching for performance gains."

Cosworth general manager of F1 operations Mark Gallagher has been working on the new rules with the FIA and manufacturers since the end of last year. "We've been meeting with Gilles Simon and the engine working group," he says. "Cosworth has taken a lead with helping Mercedes-Benz frame the engine rules. There was an agreement that if we helped frame the regulations we'd do it in a way that would be affordable for us. And if it's affordable for us, it's affordable for the manufacturers. Nobody wants to come up with a proposal that's going to cost $100 million to develop."

But costs aside, there's another reason why such as Whitmarsh would prefer a twin-turbo V6. It's as much to do with producing an F1-like howling exhaust note as a handsome technical piece. "It's entirely appropriate that we have a downsized engine, but it's got to sound great," he says. "In the last few weeks I've been driving our new road car with its turbocharged engine and it sounds fantastic.

"Part of the thrill of racing cars in general and F1 cars in particular is that they have an incredibly exciting engine note. It's part of the spectacle. We want engines that are the most technically advanced in motor racing and are relevant to the challenges the automotive industry faces. We want people to view F1 as an environment where we're developing relevant technologies, but you mustn't lose the character of F1. It's got to sound great. You can do that with sufficient revs, sufficient openness of the induction system and the exhaust. It can be done, and I'm sure we will do it."

Head agrees that the correct exhaust note will be a key to the success of F1 in 2013. "A lot of the interest in today's F1 cars is in the 'shock and awe' factor. It's not quite as much as it was because we've now got these little 2.4-litre V8s. But they do rev highly – [up to] 17,000rpm. Not as high as they used to, but they do sound busy. If you have a 12,000rpm four-cylinder turbo I'm not sure that will produce the sound people like to hear from a Grand Prix car. People might say the [1980s] BMW turbo was okay, but in qualifying that engine made 1400bhp and it was dramatic. You've got to have that 'God Almighty!' factor. And in terms of what's being talked about, I'm not sure that factor will be there.

"Personally," Head continues, "I'd love to see it not be less than two litres for a turbo engine. The only reason I'd opt for an in-line four is because of KERS. They're talking about 150 kilowatts KERS motors, which is big enough that if you had a V6 with a turbo on either side the only place you could put the KERS motor would be on the front of the engine, which sticks right into the fuel tank. It wouldn't be tidy, but if that was the answer then we'd do it. Maybe a twin-turbo V6 would provide better noise than a four-cylinder.

"Obviously with an in-line four with a conventional head you'd have the exhaust on one side and the turbo and inlet on the other, and room to put the KERS motor down low alongside the engine. I can see for technical reasons why an in-line four would be better if there's a big KERS motor on it. But I think for the health of F1 I'd rather see the twin-turbo V6. They'd be little jewels of an engine with little turbochargers and we'd just have to stomach putting the KERS motor on the front."

Triple World Champion Sir Jackie Stewart believes Formula 1 must pursue 'green' technology. But Stewart joins Whitmarsh and Head in worrying about the reduction in the aural appeal of F1 and big-time motor racing in general as it goes down the 'green' road. "I don't think anyone should be against being progressive to create a lower carbon factor," he says. "Motor sport would be one of the most obvious areas for criticism if we as a community do not act responsibly. In F1 we are in search of speed and we are in search of economy, and with the new rules for 2013 you'll have to have an even better balance of economy and performance in the same package. But F1 has the fastest development cycle of any sport or industry I know, and because of that I see no reason why we can't be eco-friendly.

"But we can't forget that one of the key elements of F1's appeal is the sound. It's an important ingredient in the total experience of watching a motor race, whether it's Formula 1, NASCAR, Indycar or sports cars. If we make motor racing less spectacular by reducing the sound, we're going to lose a lot of the audience. So we have to produce a formula that's going to do positive things for our planet, while at the same time still enthusing and engaging people."

I believe Whitmarsh, Head and Sir Jackie are right on the money. To me, the sound of a Formula 1 car is at least half the attraction. Here's hoping the FIA, the teams and the manufacturers find the right solution.



"We need to make sure it's not a money-spending competition"

NORBERT HAUG



"Cosworth has taken a lead with helping frame the rules"

MARK GALLAGHER



"If we reduce the sound, we'll lose a lot of the audience"

JACKIE STEWART



JOY LOVES THE BEST OF

Joy will never stop creating sleeker and sportier models for each incarnation of the BMW 3 Series. Nor will it give up the performance you expect from The Ultimate Driving Machine for the sake of efficiency. EfficientDynamics has trimmed 0.4 seconds off the 320d Coupé's 0 – 62 mph to 7.5 seconds, whilst cutting consumption to 60.1 mpg and emissions to 125 g/km. The 335i Convertible, with its striking looks and 306 hp is testament to how Joy sacrifices nothing. The story of Joy continues at bmw.co.uk/joy

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Official fuel economy figures for the 3 Series Coupé and Convertible range: Urban 22.8 – 47.9 mpg (12.4 – 5.9 ltr/100km). Extra Urban 41.5 – 70.6 mpg without compromising performance developments and is standard across the model range.

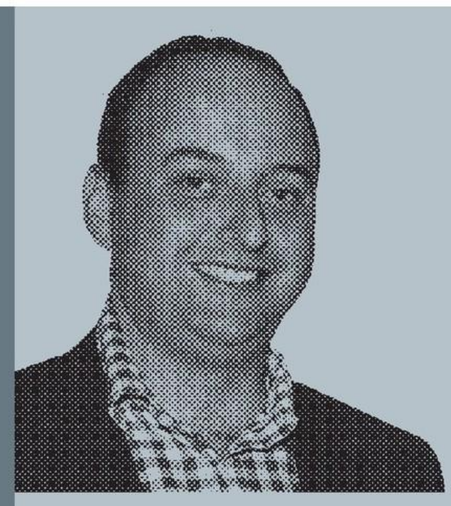


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Road cars



by Andrew Frankel

It is no secret that the Goodwood Moving Motor Show did not go according to plan. Lord March's latest audacious effort to widen further still the appeal of the Festival of Speed while simultaneously solving the ancient problem of how to stage a successful British motor show was nearly derailed by a problem no one could have predicted. A Honda dealer fainted at the wheel of a Civic and drove through the Jaguar stand causing thankfully minor injuries to three bystanders (and an E-type prototype).

But it restarted soon after and ran without mishap for the rest of the day, and if the punters I spoke to provided an accurate guide, it had proven a worthwhile event. As significant, the broad view of the car manufacturers I called was that it had been a success despite some teething troubles, and that they would be back.

For me, however, the real value extended far beyond the motor show element. What I really appreciated was the opportunity to roam around the Festival of Speed unencumbered by the crowds that cram into Goodwood over the wildly popular weekend. True, there were no cars racing up the hill, but that is only one component of the event's draw: if what you really want to do is wander around the Festival getting closer to the world's most fabulous cars than is possible anywhere else on earth, then you could do so with a freedom and ease on the Thursday that would be simply impossible on the Friday, Saturday or Sunday.

Will the Moving Motor Show continue? I have no doubt. Yes, some elements will need to be modified to allow a greater separation between moving cars and pedestrians, but I think the concept of having cars that can be seen and heard moving in a setting like Goodwood with all the infrastructure of the Festival of Speed already in place too enticing not to repeat.



Goodwood's new Moving Motor Show proved a success

There are some worrying noises emerging from Lotus. It seems its Malaysian owners are no longer content with the company's positioning and are to transform radically the business over the next few years to turn Lotus into a British answer to Porsche and Ferrari. This is deeply troubling.

The most obvious concern is Lotus's ability to build cars to compete credibly with the most established and well-funded players in the supercar business. I don't doubt its stylists could shape a car pretty enough to compete, nor that an engine could be found to provide the right power. And I'm certain its chassis gurus could make the result handle every bit as well, if not better, than the best products of its newly-acquired rivals. What scares me is everything else.

Even Lotus's recent step in this direction with the Evora (top right) has been fraught, because for all its many and manifest strengths there is so much about the car that is wrong, from its Toyota Camry gearbox to its offset driving position, high sills, poor instruments, useless navigation system and so on. And now it is planning a giant leap.

It is fine to offer back-to-basics charm when you're selling a Lotus Elise for less than £30,000, but when you're talking over £50,000 – which is the least you'll pay for an Evora once you've added some essential options – the customer expects a complete and rounded car. But now, and despite the fact the Evora has not sold well, it seems Lotus is planning to sell cars for twice even this amount.



But let us say Lotus can build a car to rival a Ferrari 458 in all regards, it remains to be seen how many people will want to buy it. Precedent is not on Lotus's side: in the past when Lotus has done what it knows best and built lightweight, simple, technologically advanced and reasonably affordable sports cars, it has done well. When it has forgotten the values upon which Colin Chapman founded the marque and gone chasing margins instead, it has met with rather less success.

I struggle a little to see customers choosing to spend close to £100,000 on a Lotus, and you need only to look at TVR and Noble to know what happens when low-volume British sports car manufacturers stray too far from their customers' comfort zones.

I'm not saying it can't work, just that I cannot see how it can. Then again, I understand this to be a five-year programme in which time maybe Lotus will be winning F1 World Championships and Indy 500s again, and the world will be a very different place. Let us at least hope so.

Less than a year into the job, it has been announced that Michael Macht is to be replaced at the helm of Porsche. Macht (below) is a Porsche man through and through with 20 years' service in Stuttgart, yet his new job is to be in charge of Volkswagen's factories around the world. Into his shoes steps Matthias Muller, a product planner from, you guessed it, VW.

What conclusions can be drawn from this? None yet, but if you were a conspiracy theorist who did not buy at all the line that Porsche would be allowed to remain fiercely independent within VW, it would be hard to think of a gun more smoking than this. Ⓜ



MY MOTORING MONTH



RANGE ROVER ADDS SPICE TO THE EVOQUE

THE BEST THING ABOUT *THE Italian Job* was not the Mini chase, but the improbability of Noël Coward and Benny Hill appearing on the same bill. And it was the same feeling of incredulity I felt walking around the gardens of Kensington Palace for the reveal of the new small Range Rover, the Evoque.

The event was a party co-hosted by Land Rover and the magazine *Vogue* (geddit?) which allowed, probably for the last time, the worlds of high fashion and motoring journalism to collide. So there on the lawns stood impossibly sophisticated fashionistas among whom moved a small, defiantly shabby coterie of wide-eyed hacks for whom *haute couture* is the latest Boden catalogue. As a man who once owned a machine-washable suit, I felt proud to be among their number.

As for the car itself, when it was a concept called the LRX I did a photo shoot on Lexington Avenue and caused in New York a traffic jam to rival anything managed by Charlie Croker on the streets of Turin. That night I suggested to Land Rover's chief designer, Gerry McGovern, that its success could only be measured when we saw how little changed the production version would be. It has changed scarcely at all. The result is a car that should transform the business of the Range Rover sub-brand.

But the Evoque was not the only unveiling that took place at the palace. Land Rover also revealed Victoria Beckham as its new design consultant and duly wheeled her out to pose by their new baby (left). I'd have been aghast were this not just a bit of launch razzmatazz. Clearly Land Rover was not actually suggesting that the sharp-suited and self-assured McGovern was really going to take direction from 20 per cent of the Spice Girls? "She's serious, alright," said someone from Land Rover who would know. "Victoria wouldn't have agreed to be here if she wasn't going to get properly involved." How involved? Twenty days a year, already signed for.

As my eyes widened and jaw sank I was told in no uncertain terms that I had missed the point. "Victoria is seen in a completely different way in the US – and she is massive in China." With 80 per cent of Evoques due to be sold abroad and more to these two vast regions than to anywhere else, some method at last shone through the apparent madness.

Until I went to Kensington Palace, I thought I knew very little about fashion. But the thought of Mrs Beckham selling Range Rovers shows how wrong I was. I know nothing at all.



XKR 75 IS LATEST JAGUAR TREAT

A GREAT MORNING HAS BEEN spent rocketing around Welsh mountainsides with Jaguar's chassis guru Mike Cross and his latest take on the XKR. Called the XKR 75 it is faster, more taut and rewarding than a normal XKR, and were production not limited to 75 units (to celebrate the 75th anniversary of the first use of the Jaguar name), I'd be more excited about it. But Jaguar wouldn't have modified the XKR so extensively for so few cars, so expect a mainstream production version soon.

Talk turns to life at Jaguar today. It seems the mood is quietly confident. Unsurprisingly 2009 was an awful year but the terrific reception earned first by the XFR and then the XJ has put a smile on everyone's face. A recent group test placed the XFR ahead of the BMW M5, a fact that's only surprising when you learn it was published in one of the most important German car magazines. "It's been one of the highlights of my career," says Cross. Let's hope his next project, the small XE roadster and coupé that everyone will call the new E-type, continues the theme.



CITROEN LIFTS THE LID ON NEW DS3

I WRITE FROM A SECRET TEST track in France where a certain manufacturer has just revealed a sizeable part of its future to me. But I'm not allowed to say anything about it. I could tell you that the manufacturer was Citroën and that the future of its new DS brand as seen through the DS4 and DS5 looks exceedingly bright, but they'd probably not invite me back.

These covert previews are always interesting and, because few hacks get invited, make you feel privileged to be there. But they are also frustrating if you can't share what you see. Happily, on this occasion I got to skid around said track in the new DS3 Racing over which no reporting restrictions loom. On sale in December, this 200bhp skateboard is a hoot. But it will cost over £20k, when you can have more fun in a RenaultSport Clio for less than £17k.

MERCEDES-BENZ SLS



FACTFILE

ENGINE: AMG 6.3-litre V8
TOP SPEED: 197mph
PRICE: £157,500
POWER: 571bhp @ 6800rpm
FUEL/CO_2: 21.4mpg, 316g/km
www2.mercedes-benz.co.uk



What exactly qualifies one car to call itself a 'supercar' and another not has been the subject of endless debate ever since the phrase was coined and passed into common parlance by the English-speaking motoring media in the early 1970s. And while I have been a willing participant at any number of what often rapidly become rather silly discussions, for myself I have always been happy enough to know one when I see one.

The earliest I know is the 1954 Mercedes-Benz 300SL, more usually referred to as the 'Gullwing', though you may argue with at least equal coherence that the title should belong to a Bugatti Type 55, Alfa 8C, Lamborghini Miura, or who knows how many other cars. All I can say is that having taken part in a Mille Miglia re-run in one and seen how it would cruise at – not finally attain, mind, but reach and hold without apparent great effort – a genuine 130mph, no car in my experience is more deserving of the adjective 'first'. For a supercar, surely, has to be more than simply very fast if it is not merely to be thought of as a high-performance car, or an extreme sports car. A supercar has to be effortless too, capable of both pace and grace. Or so it seems to me.

So you're making a big promise when via the medium of those innovative door apertures, you invoke the SL's memory more than half a century later. Conceptually, this new SLS is the closest thing to a successor for the 300SL Mercedes has yet made, and not just because of its doors.

Unlike the slow-selling McLaren-built SLR, which was an unhappy confection of technologies from conflicting eras (a carbon tub and body, powered by an old engine and ancient



gearbox), the SLS appears more cohesive, a design conceived, developed and completed entirely by Mercedes' in-house AMG tuning division. Its body and structure may be made from simple aluminium but it still weighs less than the carbon SLR. And though its normally-aspirated 6.2-litre V8 engine delivers a little less power than the SLR's twin supercharged 5.4-litre V8 (571bhp vs 626bhp), I'd bet my house that the SLS would be quicker point to point, not to mention, at £157,500, being substantially less than half the price of the frankly not very good SLR.

But that's not the point, for there are many quicker ways even than this of reaching one place from another. If the SLS is really to succeed the SL it must add another component to its obviously flashing speed by consuming distances with seven-league boots ease.

I collected the SLS from the glassy Mercedes-Benz World facility at Brooklands and pointed its interminably long nose down the M4, »»»



FORD FOCUS RS500

BACK IN 1988 I TRAVELLED to a test track to run some acceleration figures on the then new Alfa Romeo 164. And the difficulty it had transmitting its 192bhp through its front wheels under maximum effort was such that it required two entire lanes of the track and some very careful control. Spool forward 22 years and I'm sitting on the startline of the Goodwood Festival of Speed facing probably less than half the road width I'd enjoyed in the Alfa about to do exactly the same to a Ford Focus RS500. Except that with 345bhp going through its front wheels the Ford has almost double the power of the Alfa and over twice as much torque.

And yet save a gentle tugging at the wheel that no passenger would have noticed, the Ford cannoned straight and true up to the first corner, not using a single inch of unplanned extra road.

The RS500 is the last laugh of the Focus RS, the hugely successful and crazily quick flagship of the Focus range. As the name suggests just 500 will be built, and all have been sold despite costing £35,750, or more than a Porsche Boxster.

And while the standard RS is impressive, the RS500 is something else. Power rises by 45bhp to 345bhp, cutting the 0-60mph time to 5.6sec, which would be easily under 5sec were it not for the traction limitations of front-wheel drive. Yet for all its monster speed, the chassis felt like it could take more. The steering was largely uncorrupted, the unchanged brakes, suspension and tyres being more than capable of handling the extra workload.

The Focus RS500 is a brilliant car, but don't worry if you got your order in too late. The market will take time to realise it's a classic in the making. Like original Focus RS's are now, so the current generation of RS and RS500s will become cheap in the short to medium term. Only in the long term will the world wake up to what they really are: arguably the most entertaining hatchbacks that have ever been built.

FACTFILE

ENGINE: 2521cc straight five, turbo
TOP SPEED: 165mph
PRICE: £35,750
POWER: 345bhp @ 6000rpm
FUEL/CO2: 30.1mpg, 225g/km
www.focusrs500.com



Ford chassis is entirely capable of handling RS500's extra power



VAUXHALL AMPERA

FOR FAR TOO LONG there has been far too little good to say about Vauxhalls. Even its newest and most important cars, the Astra and Insignia, are middle of the field when they should be challenging VW and Ford for the class best. The Corsa is only a little better and the Agila promising but too low-volume to make much of a difference. The new Meriva MPV with its rear-hinged doors is far nearer the front, but one of few good things I can think to say about the Antara SUV is that at least it's easy to forget.

But for once Vauxhall (or, more properly, its General Motors parent) has become bold and leads the field with this new Ampera which, when it goes on sale in the US as the Chevrolet Volt later this year, will be the first proper plug-in hybrid to become generally available for sale. Its courage deserves to rewarded in full.

What is so clever about the Ampera is that, unlike any other hybrid, it only ever runs on electricity, the role of its 1.4-litre petrol engine demoted to that of a standing generator, a substitute for the lithium-ion batteries once they have become depleted. So you can drive 40 miles on electricity alone (which accounts for over 70 per cent of all journeys) after which the generator gently introduces itself, running at a preset constant speed to provide energy to the 150bhp electric motor. The numbers (175mpg and sub-40g/km emissions) are astonishing, though they need treating with caution, for it is simply not sensible to measure the petrol consumption and CO_2 emissions of a car that spends most of its time running on electricity. Only ever use it in town and you'll never fill the tank (the Ampera is programmed to tell you when its petrol is so old it's likely to go stale). Drive it to the South of France, though, and it would likely be cheaper by far to take a diesel-powered Golf.

FACTFILE

ENGINE: 1.4-litre petrol/E85 Ethanol-fuelled electricity generator
TOP SPEED: 100mph
PRICE: £25,000 (£5000 government electric vehicle grant TBC)
POWER: 82bhp
FUEL/CO_2: 175mpg, under 40g/km
www.vauxhallampera.co.uk



The biggest surprise when you drive it is how unsurprising it is, more car-like even than hybrids such as the Prius that hardly ever run on electricity alone. Being able to provide maximum torque from rest means it feels like it is powered by a huge yet silent diesel engine, yet it will happily cruise down the M40 at licence-losing speeds. Allegedly.

It has two problems. First, its ride and handling aren't good enough, and it is to be hoped a European-spec chassis is configured before it goes on sale here. The second is the price. GM says it will cost under £30,000 and is hanging its hopes on the £5000 incentive mooted by the last Government being taken up by this one. If not, I fear the Ampera may struggle to make an impact. Which would be a shame, for it is the most convincing car to be powered in whole or part by electricity that I've driven to date.

not just because that way lay Wales and mountains but also because, tediously enough, how it copes with a three-lane environment will determine an owner's enjoyment or otherwise more than anything else.

It felt precisely as I'd hoped – firm and controlled but not harsh. Combined with a cabin with more space than my 6ft 4in frame requires, this is a four-figure car, one in which dispatching a thousand miles in a single day would be an engaging challenge, something you might do out of choice rather than necessity. I like, too, the look of the sparse, functional interior and the way you can pull the steering wheel close your chest.

But the exterior has yet to work its wonders on me. Mercedes styling is more miss than hit at the moment and while parts of the SLS work – the cabin area and nose in particular – the car's silhouette looks like something designed in the States rather than Stuttgart, combined with a back that looks styled without reference to the front. Briefly I acquainted it with an original SL and it is somewhat understating the truth to say that, visually at least, the encounter with its effortlessly gorgeous ancestor did the SLS few favours.

Beauty is here, however. Beauty in the snarling sound of its motor and majesty in the way it slings you down the road, its performance quite sufficient to elicit all manner of expletives from even fairly brave passengers well used to fast cars. This is joyous, riotous performance which would make you wonder how it could possibly be legal were it not for the fact that, almost all the time, it is quite clearly not. It lays temptation before you in a way that the very best Ferraris do, and through the medium of its



The SLS succeeds in evoking the SL beyond its gullwing doors





super-quick, close ratio, paddle-shift manual gearbox implores you to give into it.

Perhaps all this could have been guessed by looking at the car, its positioning and specification. More surprising is what happens when you ask the engine and chassis to swap roles and engage the former merely as a means of supporting the latter. I'd expected the SLS to be what I call an 8/10ths car, one that indulges its owner to a very high limit but thereafter was concerned only with keeping him or her safe. And there would have been nothing wrong with that. But that is not what transpires.

In fact, the only thing I guessed right was the grip which, with a transaxle gearbox providing the traction, an engine mounted just ahead of the driver and weapons-grade tyres, is predictably prodigious. What I failed to anticipate was what happens if you drive the SLS as its maker intended.

The clue, I think, is in the identity of that maker, because only when you remind yourself that this car is not just all AMG, but AMG's first-ever stand-alone project, does its hyper-responsive handling suddenly makes sense. For, heaven be praised, this is a not a particularly easy car to drive very fast. Of course you can leave the electronics engaged and never be any the wiser, but if you want your skills as a driver to receive a workout that's rare to find in any modern supercar, let alone one with its engine in the front and gears that can change by themselves, an SLS on the right road will provide it.

It feels a little foreign at first, but that's merely a symptom of sitting so far aft of the car's yaw centre that when the tail moves, you move with it. You don't have to worry about the front because unless you are suicidally inclined it will always stick, but judging the exact point at which its mighty traction is overwhelmed and the short, sharp transition into oversteer occurs takes some learning. And when you do, you learn also that the SLS's reactions are entirely predictable, just rather fast.

In its combination of massive speed and splendid civility the SLS embodies the true spirit of the supercar, as I was always sure it would. But in its ability to engage and reward it goes one step beyond to earn its place among the very best driver's cars of any description. And it is this exceptional talent which means that, after 56 years waiting, the 300SL has at last a true and worthy successor. Ⓜ



SHOWS AND LAUNCHES

JULY 2010

■ **Aston Martin** DB9 (update) ■ **Aston Martin** V8 Vantage N420 ■ **BMW** M5 GT3 ■ **Porsche** GT2 RS ■ **Fiat Abarth** 500C ■ **Fiat Abarth** Punto Evo ■ **Mercedes-Benz** C Class DR520 ■ **Peugeot** 308 GT THP 200 ■ **Renault** Mégane (coupé and cabriolet) ■ **Volvo** S60

AUGUST 2010

25: MOSCOW Auto Salon

■ **Jaguar** 'speed and black' pack for XKR ■ **Kia** Sportage ■ **Peugeot** RCZ ■ **SEAT** Leon Cupra R ■ **Subaru** Cosworth Impreza CS400 ■ **Volkswagen** Polo GTI

SEPTEMBER 2010

8: NITRA Motor Show;
21: HANNOVER International Motor Show; 30: PARIS Mondial de l'automobile

■ **Ariel** Atom V8 ■ **Audi** Q7 (update) ■ **Audi** RS5 ■ **Audi** TT (update) ■ **BMW** 5-series Touring ■ **Fiat** 500 TwinAir ■ **Mini** Countryman ■ **Spyker C8** Aileron

OCTOBER 2010

4: KIEV TIR; 14: SYDNEY International Motor Show; 25: SAO PAULO International Automobile Trade Show; 28: ISTANBUL International Auto Show

■ **Audi** A1 ■ **BMW** 5-series M Sport styling ■ **Mercedes-Benz** CL Class

NOVEMBER 2010

19: Los Angeles Auto Show

■ **Audi** Q5 Hybrid ■ **Bentley** Continental Supersports convertible ■ **BMW** X3 ■ **Ford** C-Max ■ **Ginetta** G40 ■ **Mercedes-Benz** CL AMG ■ **Mercedes-Benz** SL63 AMG ■ **Volkswagen** Touareg Hybrid ■ **Volvo** V60

DECEMBER 2010

2: BOLOGNA Auto Show

■ **Citroën** DS3 Racing

JANUARY 2011

10: DETROIT North American International Auto Show

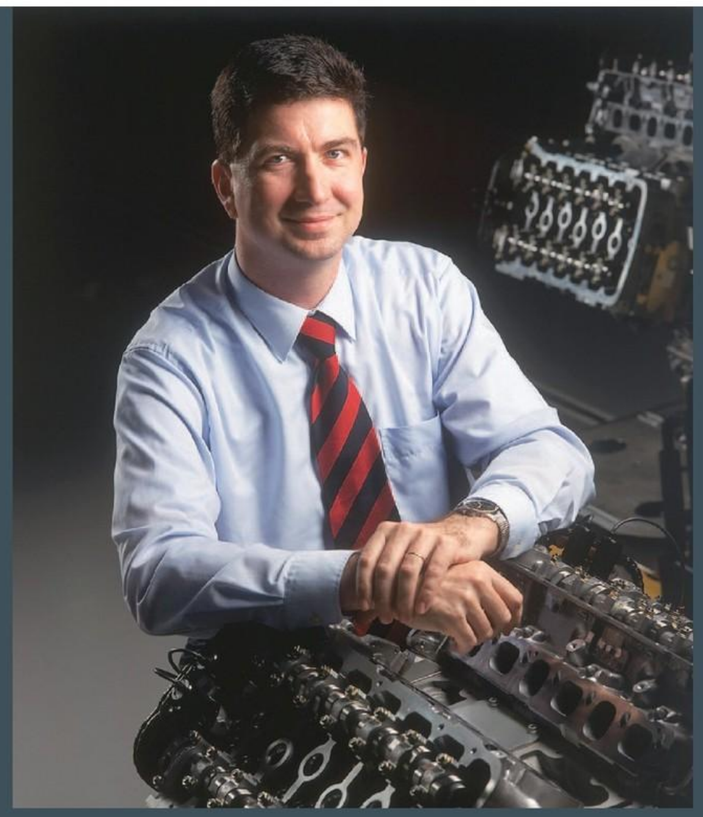
■ **Lexus CT** 200h ■ **Peugeot** 508

FEBRUARY 2011

11: CHICAGO Auto Show

■ **Ford** Focus

TWENTY QUESTIONS



SUBJECT

DR ULRICH EICHHORN

OCCUPATION

MEMBER OF THE BOARD FOR ENGINEERING, BENTLEY MOTORS

What is your greatest achievement? The VW One-litre-car and the current Bentley programme.

What is your biggest regret? I don't think you can ever get too much time behind the wheel of a Bentley!

Whose work in the industry today do you admire most and why? Outside the Volkswagen Group, the tyre manufacturers for their unrelenting progress and bringing these advances to the road without receiving much recognition. Unfortunately, most people think tyres are just 'round and black'.

Who inspired you to join the industry and why? Working at our family's petrol station I decided at the age of 14 that I wanted to not only fuel, wash and repair but also create cars.

What's the best advice you've ever been given? 'Deeply understand the issues; get the best people and then turn them loose on the problem', offered by a senior management colleague.

What's the biggest challenge you're facing in the next 12 months? Doing multiple launches to the highest possible quality, while also setting the course for the future.

What car do you drive for fun? Bentley S2 1960 – the first full year of Bentley V8 production.

When did you last go for a drive for the sake of it? Where did you go? Last Sunday, in my S2, to the best pub *not too close* to my house.

What's the best moment you've had in a car? I couldn't possibly comment.

What was your first car? A BMW 2002, didn't last very long…

Did you pass your test first time? Yep! Same for truck and motorcycle.

How will most cars be powered in 30 years time? Internal combustion engine, burning a high percentage of next-generation Bio-Fuel while cleaning the air, with a percentage of cars being battery-powered electric vehicles.

It's your last drive. One car, one road. Which and where? A Bentley Continental Supersports Convertible, going around the world – twice!

What music do you listen to in the car? Bert Kaempfert and The Beautiful South, as well Naim Audio's Test CDs provided to Bentley.

What's the best book about cars or car people you've ever read? Piero Taruffi: *The Technique of Motor Racing*; Henry Ford: *Today and Tomorrow*; Ferdinand Piech: *Auto.Biography*.

Can you define Bentley in less than 20 words? Definitive British Grand Tourers. Power, refinement, craftmanship.

When will the current Continental series start to be replaced? Soon enough!

Is diesel an appropriate power source for a Bentley? Globally we are best positioned with our FlexFuel strategy, although we never say never.

Where does WO stand among the world's greatest automotive engineers? Definitely in the top 20. He invented aluminium pistons, brought together design and development, and created the category of big, powerful, yet wieldy cars with everyday usability and comfort.

Is it your intention that a factory Bentley will race at Le Mans within five years? We certainly won't wait another 73 years like before!

AND THAT REMINDS ME…

I have enjoyed many Bentley-borne adventures, but none so surreal as my 2005 attempt to drive a Flying Spur at 200mph

The idea was simple and slightly silly. The double-ton was a fairly common claim among supercar manufacturers, but the idea of achieving such a speed in a four-door saloon appealed to my sense of the surreal. Bentley claimed the car was good for 195mph but after talking to Dr Eichhorn it seemed clear that, even by Bentley standards, the claim was conservative. So to make things more difficult for the car, and because we could, we decided to try for 200mph with four people on board.

We repaired to the Nardo test track in Italy. It was 37deg C which made me worry about the tyres, engine cooling and charge temperatures but Brian Gush, Bentley's powertrain guru, was confident that his engine and Pirelli's tyres were up to the challenge. He pointed out that while the hot thin air would doubtless sap a few horsepower, it would also be easier for the car to punch a hole through.

So we all climbed in and thundered up onto the banking. The GPS readout hit 195mph so quickly I almost missed it. Then it kept climbing. 200mph came and went, then 205mph. At 208mph, just when I thought it might never stop, the car suddenly lost all power. We coasted to 180mph whereupon normal service was resumed, sweeping us back to 208mph and, once more, total power loss.

Even Gush scratched his head. Turned out we were hitting the rev-limiter in top. Lacking the tools to disable the limiter we tried everything for a decent lap average, including trying to set the cruise control for 206mph, which is how I know you can't cruise a Bentley at over 186mph.

In the end we averaged 'only' 202mph. Still, not bad for a 2.5-tonne limousine carrying four people on a steeply banked track, with not only the air-con on but – as I later discovered – my passengers' seat coolers turned up to the max too.



The new SLS AMG Driving Experience. Going fast.

An opportunity like this doesn't come along very often. So you should catch it while you can.

A Mercedes Benz AMG gives you high performance at its best. Now Mercedes Benz brings to you the most powerful performance AMG yet. The SLS AMG is the official Formula 1™ safety car. And even standing still it's breathtaking – a twenty first century reincarnation of the legendary 300 SL. And with an AMG 6.3 litre V8 engine, a top speed of 197mph, and acceleration of 0 62 in just 3.8 seconds, its performance is truly awesome.

Now you can be one of the first to experience it, on an SLS AMG Driving Experience at Mercedes Benz World. How fast can you get here?

To book or for more information, call **0870 400 4000** and quote **SLS M** or visit **mercedes benzworld.co.uk/SLS**

AMG

SLS AMG Experience	
SLS AMG Passenger Experience (limited period only)	£75
SLS AMG Driving Experience†	£270
SLS AMG Half Day Experience††	£1,050
AMG Experience	
AMG 1 Hour Experience Off Peak*	£120
AMG Half Day Experience (limited period only)**	£395
AMG Hot Laps$^{\Omega}$	£15 per person

Mercedes-Benz

SLS AMG Passenger Experience available at £75 for a limited period, check website for details. †SLS AMG Driving Experience is 50 minutes in an AMG and 5 laps in the SLS AMG. ††SLS AMG Half Day Experience is 2 hours in an AMG and 55 minutes in the SLS AMG. SLS AMG experiences available from 1st August, subject to availability. *Off peak times Mon to Sat 10 11am and 4 6pm, Sun 10 11am and 4 5pm. **AMG Half Day Experience is 3 hours in duration, special offer available for a limited period. $^{\Omega}$5 minute Hot Laps available at weekends and school holidays, may have to share with other guests, up to 2 passengers per car.



On the road
WITH ED FOSTER

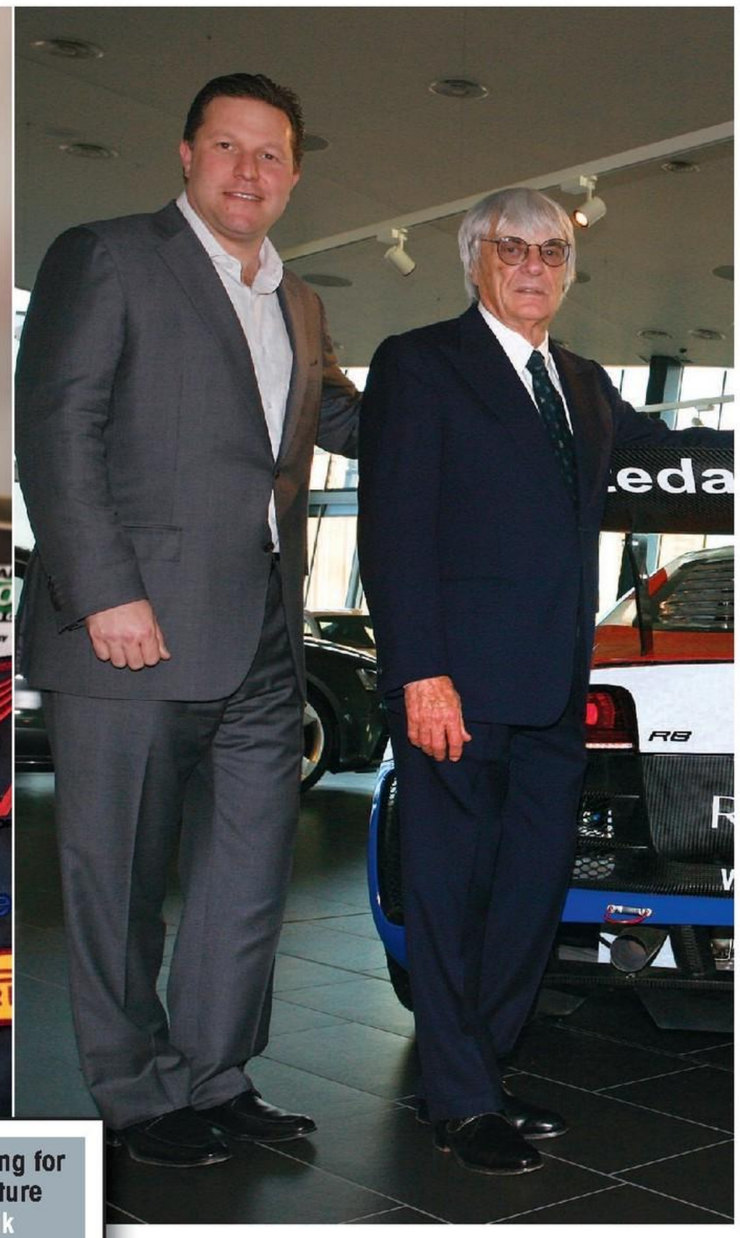


LONDON, UK

MEETING ZAK BROWN

MARKETING BOSS ON RACING WITH BOYHOOD HEROES AND DOING DEALS WITH BERNIE





Our thanks to the following for their help with this feature
www.yokohama.co.uk
www.tomtom.com
www.boot-bag.com

Many of you may not have heard of Zak Brown. He competed in British Formula 3 back in the early 1990s and came second overall in the 2006 Britcar 24 Hours, but it's what he has achieved *off* the track that has put him firmly on the motor sport map.

Brown founded Just Marketing International (JMI) in the '90s, the world's largest motor sport marketing agency; along with *Motor Sport* columnist Bobby Rahal he is co-owner of HMP, an historic motor sports production company; and he has started up a GT racing team with Richard Dean called United Autosports. As an indicator of how seriously this team is taken, Zak has signed Indianapolis 500 winner Eddie Cheever and fellow ex-Formula 1 drivers Mark Blundell and Stefan Johansson to race in the Spa 24 Hours on July 31-August 1, something he is particularly excited about. But more on this later…

He's still racing as well, and has done a full season at the wheel of United Autosports' Audi R8 in the GT3 championship as well as competing in this year's Daytona 24 Hours. With all this going on, it's no surprise that he spends 280 days a year travelling.

Brown rushes in a few minutes late to our meeting. "I'm very sorry, my last meeting ran on a bit," he apologises. It turns out the last meeting was with a certain Bernie Ecclestone…

I ask why he took the step from driving into marketing. "It happened by accident, like all good things," he says. "I was racing here in British F3 from 1991 to '94 [which is when he met Dean, whose sister let Zak sleep on her living room floor] and TWA was my sponsor. I got a deal to race back in the States and I was ready to go home.

"I did the original sponsorship deal myself – out of necessity rather than anything else, as I never had any family money to go racing with – and I just spent all my time figuring out, 'what can I do for TWA *off* the track to make them happy'. So I brought in partners like Avis rental cars and I just made sure that TWA was getting much more than the obvious sticker on the car. It was all going so well that when I said I wanted to go back to the States, they said 'can you place our sponsorship with someone else? We like all this stuff now and it really works!'

"So I placed them with Nigel Mansell's Formula 3000 team and all of a sudden I thought hang on, there's a business here, and that's really how it started."

As Just Marketing evolved, doors began to open in Formula 1, and in 2003 he completed his first deal in the Big Time. "John Hogan [known for being 'Marlboro's man in racing' and who continues to be a key marketing figure] is probably primarily responsible for my relationship with Bernie and getting established in F1," says Brown. "With Bernie, if you deliver then he likes you. You've just got to keep delivering, and we have."

Eighty per cent of JMI's work comes from securing sponsorship deals in F1 and NASCAR, with the rest made up of deals in other series such as FIA GT1, Indycars and the Le Mans Series. Juggling all this would be plenty of work for most people. But Brown has also recently started up HMP, which organises the historic race meetings that you may have read





LAT









Main: Brown with Ecclestone, Dean and United Autosports Audi. Top: Zak will share R8 with Cheever/ Blundell. Above: racing at Daytona this year. Left: new US historic series

about in Bobby Rahal's column. Zak admits the first couple of meetings have been difficult, but maintains there is a place for a "Goodwood Revival in the USA".

"There aren't enough spectators yet, but that takes time," he says. "The main problem with vintage racing in America is that it's never been properly promoted, as it's never really been done before. Over here you've got Classic Le Mans, the Silverstone Classic and Monaco Historique, so it's a much more mature industry.

"We're only two events into it, but we want to make sure that each event is better than the last. We're not satisfied with where we are today, in fact I don't think we'll ever be satisfied with 'where we are today', so what we're focusing on is whether this one is better than the last in terms of cars, the number of entrants, the number of spectators and the sponsorship."

One of the great things about the Goodwood Revival is the fact that all the cars are driven flat out, whereas American historic racing is a more 'sedate' affair. Brown is keen to encourage proper racing: "In other forms of American vintage racing there are rules like 'two wheels off, and you're done for the day', or there's the 13/13 rule where you can't come back for 13 months if you crash. OK, if you're an idiot then we won't ask you back, but we don't have very strict rules like other vintage racing series."

Not long after our meeting Brown was heading off to test the R8 at Spa ahead of the 24 Hours, and he was clearly thrilled that he'd be sharing the car with Cheever and Blundell: "I'm really excited. Eddie was one of my heroes when I was growing up and the fact that I'm now going to be doing driver changes with him and Mark is great. Even the fact that our names are going to be together on the car is pretty cool."

It's not all good news though – after winning last year's GT3 championship fresh out of the blocks, the Audi R8 has been given weight penalties and rev and power restrictions. "Yeah, now we're getting our arses whipped!" says Zak. "It's got to be hard to take so many different cars and make them all the same; you're going to get it wrong. Unfortunately they got it wrong with Audi. It is frustrating, and we've certainly been kicking and screaming along with Audi, but at Spa we're going to have to aim for perfect reliability."

Ecclestone may be credited with single-handedly making F1 the global business it is today, however without people like Zak Brown bringing in sponsorship and putting it in the right place, his job would be much harder. It is reassuring to find that one of Bernie's right-hand men is clearly in love with the sport. And that can only bode well for the future. ➤➤➤

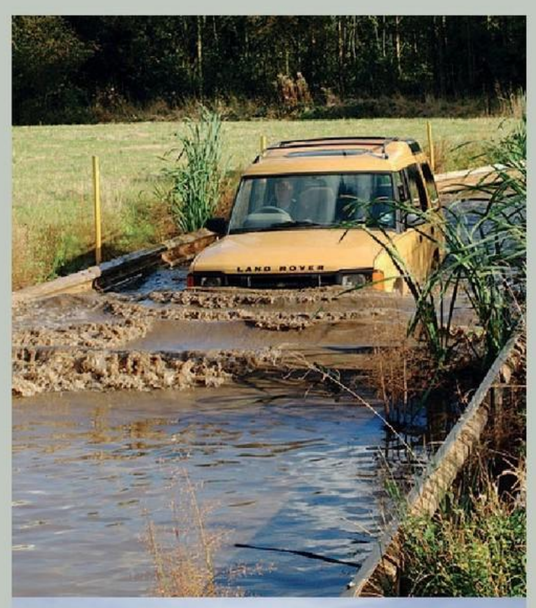


MIRA's various test tracks are set in 750 acres of land

NUNEATON, UK

MIRA PROVING GROUND

SECRET TEST FACILITY IS INVITING MEMBERS OF THE PUBLIC TO A UNIQUE DRIVING EXPERIENCE





MIRA IS OPENING ITS DOORS to paying members of the public for the first time on September 11/12. The famously secretive proving ground celebrated its 50th anniversary in 1996, but even then the general public wasn't allowed anywhere near the front gates.

When I visited the site prior to September's 'Motors Live at MIRA' event, I had to sign a form saying I wouldn't take any photos. Just as well I didn't get camera happy – on my trip round the facilities someone was spotted taking pictures by Richard Adams, MIRA's PR manager. In a few minutes the 'control tower' was notified and the person 'dealt with'. MIRA takes its secrecy very seriously.

No doubt this is one of the factors that has helped make the facility such a success. Car manufacturers, component manufacturers and even the military can test products to breaking point without the worry of being spotted or reported on. Also, all profits are poured back in to the proving ground. This isn't because the owners are particularly charitable, but because no one actually does own it. A strange business model?

Chris Harrison, events manager for the Chester Group which is organising Motors Live, explains: "Although this place was built in 1946 on an old airfield, MIRA's history can be traced back to the early 20th century. At the time vehicle manufacturers were doing their own development, so they decided to get together and share their results. This place was born out of that philosophy and the only way I can describe it is that it's like a golf club. All the companies that use it are members of MIRA, it doesn't pay dividends and it doesn't pay profits out to anyone.

"You could say that the members own it. You can't buy a stake in it, so the only way in is to become a member. Your membership fee is based on your company's annual turnover – I think it's 0.001 per cent – so the big boys pay more."

Thanks to this set-up, members use MIRA's various testing grounds – set in 750 acres – almost daily. Adams knows how much the public is interested in what they do, which inspired Motors Live. "The event kills two birds with one stone," he says, while negotiating one of the ride and handling surfaces that visitors will get to drive in various cars. "Firstly, we get inundated with requests to come and have a look around, but sadly that's impossible 99 per cent of the time. Now I can say 'we've got a weekend coming up, come and see what's going on'. Secondly, I think it's going to be a really good event. It should be good for the staff, for the stakeholders, for the local community and great for people who have an interest in motoring and MIRA."

So what can you do at Motors Live, apart from marvel at MIRA's 57 miles of track? Before you try any of the experiences it's worth having a look at the Belgium pavé that you may have seen on BBC's *Top Gear*. The pavé, an *extremely* bumpy cobble surface that stretches for over a mile, is used to test wear on various components. "The road surface actually takes a hammering as well as the cars," says Harrison. "The cement that holds the cobbles together starts to wear and then they all start to come loose. It had to be completely rebuilt 10 years ago. It must have taken them three years because each block – and there are millions of them – had to be put into position, put in the right orientation and then measured with a laser to ensure that it was in *exactly* the same position as before. That way you can ensure repeatability – whether you tested a car here 40 years ago or today, the results should be the same."

Most of the Motors Live experiences will be based around passenger rides, although visitors will also be able to get behind the wheel themselves. There will be cars on a wet handling circuit, two off-road courses – including one that visitors can drive on – a special rally stage, a dry rally stage, a straight line wet grip track, a high-speed oval (which is *amazingly* steep) and a skid pan. And that's just the start...

Most of the Motors Live experiences will cost £15 on top of the £25 entry fee, but I doubt many people will be able to hold back once they're on site and have the opportunity to take a high-speed passenger ride around an oval that's steeper than Daytona. MIRA is an extraordinary place and it's well worth a visit. For tickets and more information go to www.motorsliveatmira.org.

FISKENS

FINE HISTORIC AUTOMOBILES



1952 Allard J2X

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AUG 7/8 VSCC HILLCLIMB PRESCOTT, admission £25
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www.hscc.org.uk

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AUG 13-15 ROLEX MONTEREY MOTORSPORTS REUNION LAGUNA SECA (USA), admission $50
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AUG 22 VSCC MALLORY PARK, admission £14 *www.vscc.co.uk*

AUG 29/30 HSCC GOLD CUP OULTON PARK, admission £20
www.motorsportvision.co.uk

Croft aims for 'northern Revival'

CROFT CIRCUIT HAS LAUNCHED a bid to create some of the Goodwood Revival magic in the North East with the first Croft Nostalgia Weekend (August 7/8). A programme of HSCC championships will make up the race action and the Darlington circuit is urging spectators to attend in period dress.

Off-track attractions will include military, classic car, air and other retro displays as well as a Forties Fashion Show. The racing programme will include 16 events covering nine HSCC championships, including Historic Formula 5000 and Formula 2, Formula Junior and the Guards Trophy for sports-racing and GT cars. A race for the 500cc Formula 3 Series will represent the 1940s.

"This is very much a first for not just Croft but the region as a whole," said circuit manager Tracey Morley. "The big historic motor sport events tend to be based in the south. We felt it was time to give the North East an event of its own."

First British run for rare sports-racers

TWO SPORTS-RACING CARS NEVER before seen in Britain ran at the Goodwood Festival of Speed, with the unique DAF Variomatic-driven Huron 4A (below) and the 1969 Berta LR both taking to the hill.

The belt-driven Huron last ran with the rare twin belt drive system when it won the 1972 Belgian Hillclimb Championship with Jean-Louis Haxhe. It has now been rebuilt for Paul van Doorne, son of the former president of DAF and grandson of the inventor of the Variomatic system.

"I searched for this car for 30 years," said van Doorne. "This is a tribute to my father, who always believed in the competitiveness of his father's invention."

The Berta LR, built by Oreste Berta in Argentina, raced in the 1969 Buenos Aires 1000Kms but only appeared once in Europe, at the Nürburgring that summer.

The radical and ultra-low 1970 AVS Shadow MK1 Can-Am car also ran at the Festival after a complete rebuild by new owner Harm Lagaaij.




Greene (left) and Piper share memories of the first race on Brands' GP circuit

Drivers honour Brands GP loop

FORMER GRAND PRIX drivers David Piper and Keith Greene were guests of honour as the 50th anniversary of the Brands Hatch Grand Prix loop was celebrated during the HSCC Historic Superprix in early July.

Piper, 79, and Greene, 72, both competed in the Silver City Trophy race in August 1960, on the day that the Grand Prix loop was opened for racing. While Piper retired after a tangle with Roy Salvadori, Greene finished 12th.



"Salvadori and I were coming out of Druids, and we touched and both spun out of the race," said Piper. "The Lotus 16 of mine was facing uphill and his Cooper was facing downhill. Much later on, about 20 years ago, Roy sent me the photograph and said, 'David, we must stop meeting like this!'"

"I was in that first race in the ex-Salvadori Cooper Maserati," said Greene. "It was not the greatest of cars ever built but it was a big deal when they opened the GP loop."

Piper and Greene were on hand to present the prizes after a pair of HGPCA races, named the Silver City Trophy to mark the 50th anniversary, with wins going to Mark Piercy (Lola Mk4) and Peter Horsman (Lotus 18/21).

Other drivers from the August 1960 meeting on hand included Hugh Dibley and Roy Pierpoint, while other notable race winners included Bobby Verdon-Roe, who took another Historic F1 victory in his McLaren MP4/1B (above). Peter Meyrick and Martin Stretton shared the Historic F2 spoils, and Michael Hibberd took a Lurani Trophy Formula Junior double.

Brooklands track squares for sale

SUPPORTERS OF THE BROOKLANDS track are being invited to buy custody of a square yard of the world's first purpose-built motor racing circuit. More than 2000 separate square-yard sections have been released to raise funds to help further the development of the Brooklands Museum.

In the 'Banking on Brooklands' scheme, strips of banking, containing 33 square yards, have been named after circuit founder Hugh Locke King and star drivers John Cobb, Sir Malcolm Campbell and Sir Henry 'Tim' Birkin.

Top Gear's Jeremy Clarkson and James May, along with museum trustee Tiff Needell, have already bought squares of the famous track.



Villeneuve backs Legends event

JACQUES VILLENEUVE WAS THE STAR of the show during the third Legends of Motorsport event at the Mont Tremblant circuit in Canada. Villeneuve was grand marshal at the event and also raced a McLaren F1 GTR to second place in the combined Can-Am/Group C/GTP race.

The third of the Bobby Rahal-promoted events drew modest grids, with fellow Canadian single-seater stars Alex Tagliani and Claude Bourbonnais joining Villeneuve in autograph and interview sessions. "I'm having a blast," said the 1997 World Champion. "The atmosphere here is good. There's no politics, so it's good fun."

Villeneuve raced the McLaren (above) in a slim seven-car field and was headed home by the Audi R8 of Travis Engen, with circuit owner Lawrence Stoll third in a Ferrari 333SP.

In the 11-strong Historic GP field Chris Bender was victorious in his RAM March 821, ahead of Bud Moeller (Ferrari 312T5) and James King (Lotus 77).

IN BRIEF

■ The Hampton Downs track in New Zealand will host two Bruce McLaren Festivals on back-to-back weekends in January. The MSC Formula 5000 Tasman Cup Revival Series starts at Ruapuna on October 30/31 before the two weekend events at Hampton Downs in late January. Space has been left in the calendar in case another invitation to support the Australian GP is forthcoming.

■ The 55th anniversary of the Elva marque will be celebrated at Elkhart Lake on September 10-12. The British sports-racing car and single-seater manufacturer's milestone will be marked with an 'All Elva Race' and a one-lap tour for non-racing Elvas.

■ Scotland's oldest motor sport venue will be celebrated during the Bo'ness Hill Climb Revival on September 11/12. Historic racing and sports cars plus motorcycles will be in action at Bo'ness, which has a history dating back to 1934. A major classic car show will support the event. For details log on to: www.bonesshillclimb.org.uk

■ Twenty-six years after he finished fifth on the International Manx Rally, Theo Bengry returned to the Isle of Man to contest the historic event with the same Opel Ascona 400. The Leominster driver has had the car rebuilt for historic rallying, but unfortunately transmission failure ended his event.

■ David Williams, manager of Richard Burns' rally career, has confirmed plans to enter the month-long London-Cape Town Rally which starts on January 1, 2011. Williams, who will drive a Peugeot 504, has previously tackled several endurance rallies.

■ The Roger Albert Clark Rally will start with two long special stages in the Dalby forest complex on November 26. The night stages will take in the famous woodyard section. Tests in Yorkshire will follow on Saturday, before the route heads for the Scottish borders on Sunday and Monday.

■ The heritage of the famous Montlhéry track near Paris will be celebrated in a Vintage Revival on May 7/8, 2011. Pre-1940 sports and racing cars will be able to tackle the famous banked circuit, while other pre-war cars will be invited to lap the track later in the weekend. Displays and club stands are also planned.



Snijers relives Manx success

TWENTY-TWO YEARS AFTER HE SCORED a sensational victory on the Manx Rally, Patrick Snijers was back to demonstrate the same BMW M3 during the Rally Isle of Man in July.

The multiple Belgian rally champion drove the Prodrive-loaned M3 through the Castletown stage on Friday night (above) and then over the final Classic stage on Saturday, finishing with a set of donuts in front of the TT grandstands.

Snijers visited the island in 1988 during his bid for the European title and pundits said no driver new to the Manx could win such a technical event. Snijers proved them wrong by dominating the rally from the start, winning 25 of the 39 stages to see off Jimmy McRae's Sierra Cosworth.

This time around it was merely a demonstration run, but Snijers still thrilled the fans in Castletown by sliding the M3 around on the wet and slippery roads bordering the harbour. Victory on this year's historic rally went to Irishman Ryan Barrett in his Ford Escort Mk2.

Donington '77 racers invited to return

THE RE-OPENING MEETING FOR DONINGTON PARK, THE MASTERS FESTIVAL ON September 3-5, will feature drivers and hopefully cars from the circuit's previous re-opening event in May 1977.

The Masters organisation is trying to track down drivers from the first race meeting when the track re-opened under the ownership of Tom Wheatcroft. The Nottingham Sports Car Club meeting featured a typical bill of 1970s club racing and Alistair Lyall won the inaugural race in his special saloon Ford Escort Mk1. Drivers who competed that day are being offered free admission in September.

"If any of those drivers are still racing, they can enter the 'Masters 1977 Opening Revival' race for saloons and GTs," said Christopher Tate of the Masters organisation.

The weekend will feature all of the Masters series, topped by races for Grand Prix Masters, World Sportscar Masters and the Interserie Revival.

Le Mans theme for new Chelsea show

THE HERITAGE OF THE LE MANS 24 Hours will be celebrated in London on September 5 at the inaugural Chelsea AutoLegends at the Royal Hospital, home of the Chelsea Flower Show.

A display of famous cars from the race will form the centre point of the event, which will raise funds for the Chelsea Pensioners. The show will also celebrate the 40th anniversary of Porsche's first Le Mans victory and 1970 winner Richard Attwood will be present, as will five-time Le Mans winner Derek Bell. An example of the winning Porsche 917 will also be there.

The 1970 film *Le Mans* will be shown on a big screen, with many of the drivers involved in the making of the movie – including David Piper – present to share their memories.

Star cars on show will include a Maserati 300S, a McLaren F1, a Jaguar D-type, an Aston Martin DBR9 and a Porsche Kremer K8.

Other attractions will include classic, performance and prestige cars, parades and military displays, and trade and memorabilia stands. The event is open from 10am to 4pm and admission will be £12.

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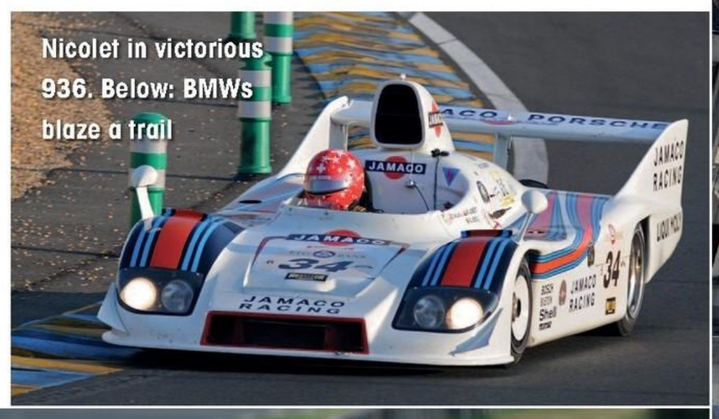
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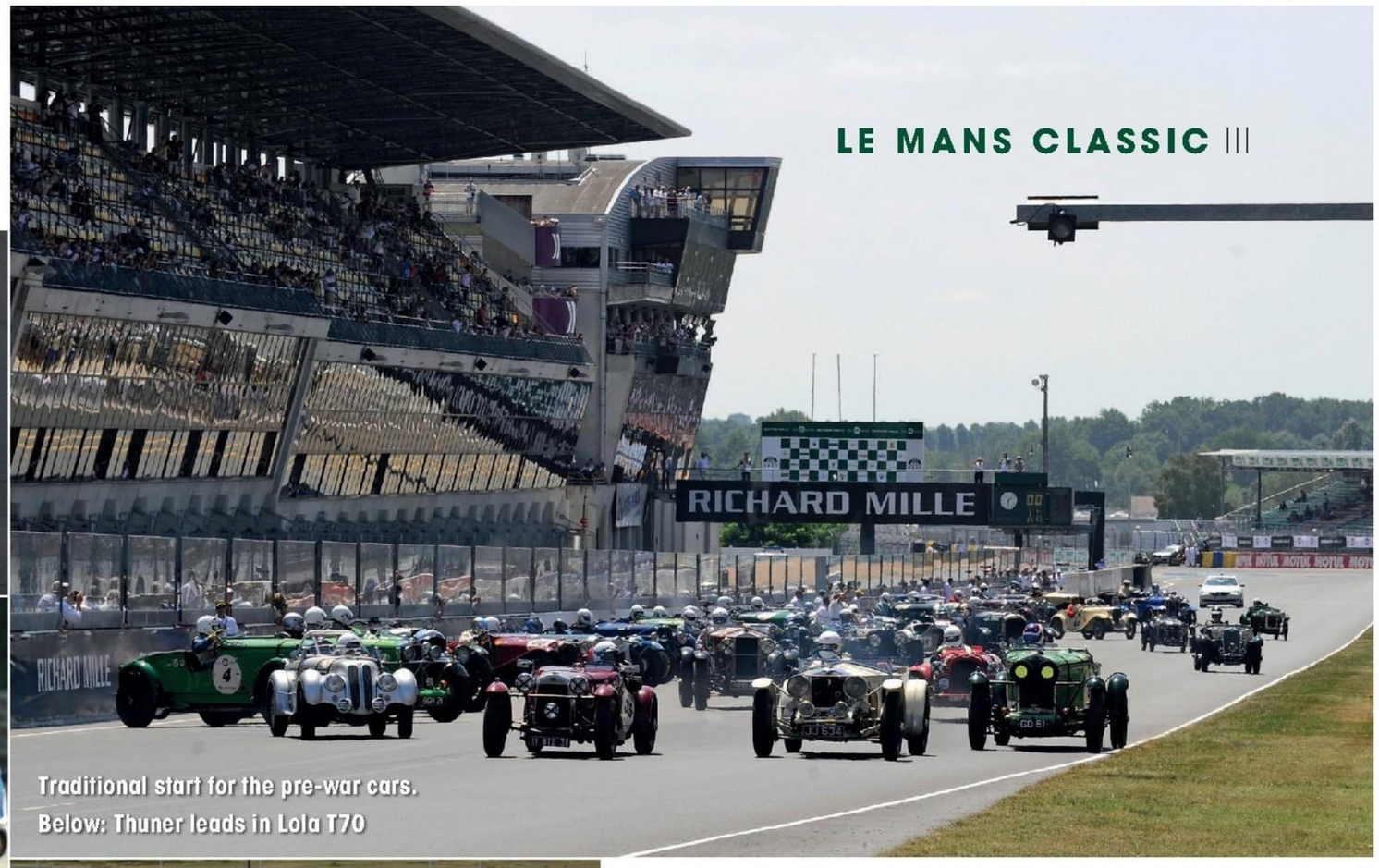
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Nicolet in victorious 936. Below: BMWs blaze a trail





Traditional start for the pre-war cars. Below: Thuner leads in Lola T70





Stippler on a charge in Maserati to win 1957-61 class

Eric Sawyer

Frank's Maserati flyer

Armed with a Tipo 61, Frank Stippler made up almost a minute on his main rivals to be a Le Mans Classic winner

BY ROBERT KELLOW

Former DTM and GT racer Frank Stippler's victory in the unique Maserati Tipo 61 streamliner was one of many highlights of the fifth Le Mans Classic in July. More than 400 cars split into six eras turned up for the historic extravaganza, many of which are rarely seen on race tracks.

Stippler shared with owner Willi Balz in the first of three races for cars built between 1957-61. Balz fell to fifth in race one and decided to let Stippler drive the remaining races solo.

Gregor Fisken's Ferrari 246S Dino won race one on the road before being dropped to fourth with a penalty for a pitstop infringement, and then retired from the second encounter. That left Stippler and the Lotus 15 of Roger Wills/Joe Twyman to fight it out for aggregate honours.

Stippler won race two, but still needed to make up 54 seconds in the finale. The 3-litre Maserati, which was a front-runner at the 1960 Le Mans, charged off into the lead. A slow stop for the Lotus increased Stippler's advantage and, despite a late push from Twyman, the Maserati took overall victory by four seconds.

Le Mans winners Richard Attwood and Vern Schuppan teamed up to drive the Porsche 917 that finished second in the 1971 24 Hours, but took a while to get up to speed. While they did so the Jacques Nicolet/Jean-Marc Luco Ligier JS3 and Bobby Verdon-Roe's beautifully driven Ferrari P3 set the pace in the 1966-71 split.

After finishing one-two in race one, both hit trouble in the second leg, leaving the Lola T70 of Bernard Thuner to win. Schuppan was on the pace by race three and took the lead before the pitstops. But Attwood couldn't hold off Thuner, who secured victory and the win on aggregate.

Nicolet/Luco bounced back in the 1972-79 section, scoring three wins in their Porsche 936. Nicolet saw off the challenge of Ludovic Caron's Chevron B21 in race two, while Luco was tested by the Lola T280 of Jonathan Baker, which set the fastest lap of the weekend, in race three.

Albert Otten's BMW 328 overcame an impressive onslaught of ex-works Talbots to win the pre-war class. The Talbot 105 of Gareth Burnett and Alex Ames was the fastest car in the split, winning race one comfortably and finishing on the BMW's tail in the night race.

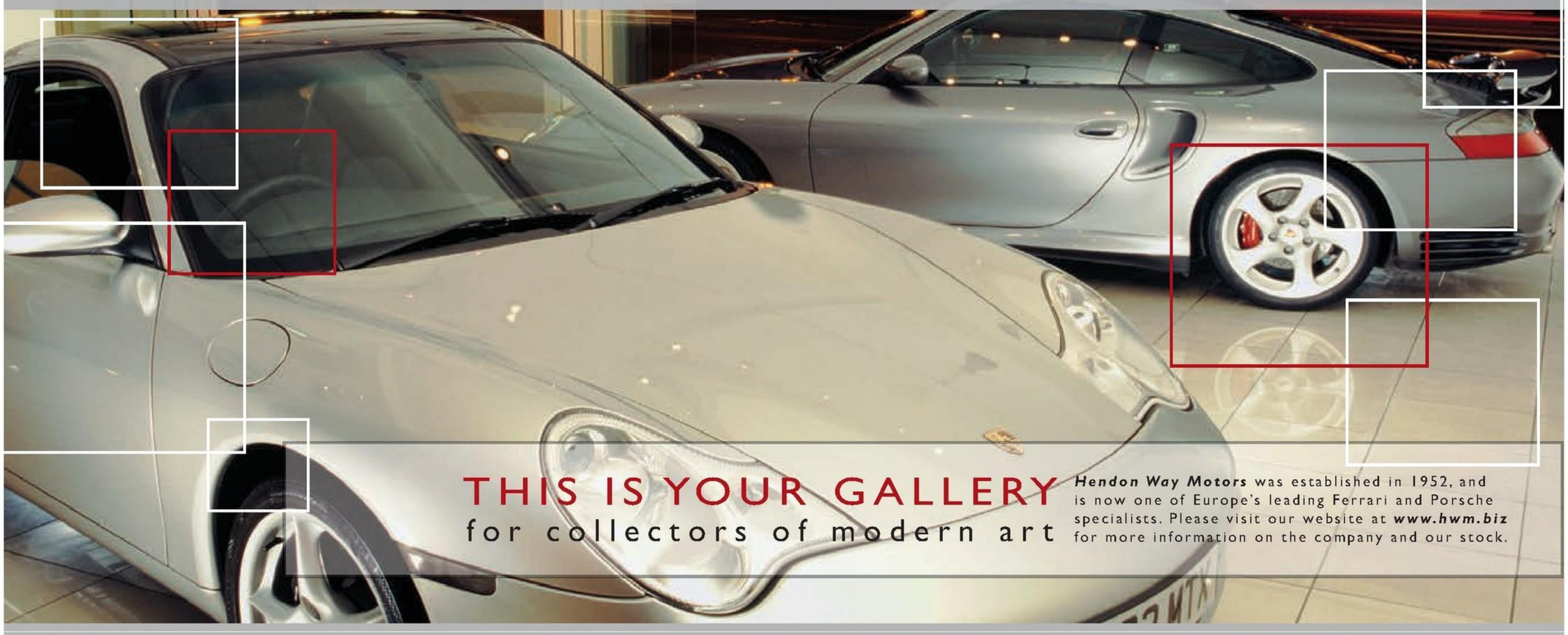
Burnett was leading race three when the 105 expired. The Alfa Romeo of Nicolas D'Ieteren/Jean-Pierre Lecou won on the road but was then handed a pitstop penalty. Victory therefore fell to Julian Bronson's Talbot, while Otten secured his overall success with second.

Christian Glasel dominated the 1962-65 era, winning all three races in his Ford GT40, while 1949-56 honours went to the Jaguar D-type of Peter Neumark and James Baxter, despite the fact they didn't win any of the three legs.

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2007 PORSCHE 997 C2S CABRIOLET MANUAL SILVER 32,000 MILES
Metropole blue interior, 2007 Model, Porsche Stability Management, Porsche Communication Module (satellite navigation), Climate control, Heated Seats, Sports Suspension, Sports Mode, Computer, White Dials, Chrono Pack, CD Changer, Parrot Connection, Xenons, Parking Assistance, 19" Alloy wheels, Full Porsche Service History.

2006 PORSCHE 997 C2S CABRIOLET TIPTRONIC COBALT BLUE 15,000 MILES
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2006 PORSCHE 997 C2S CABRIOLET MANUAL ARCTIC SILVER 22,000 MILES
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2007/8 PORSCHE 997 C2 CABRIOLET TIPTRONIC SEAL GREY 22,000 MILES
Grey Leather interior, Porsche Stability Management, Porsche Communication Module (Satellite Navigation), Climate control, Heated Seats, Sports Suspension, Sports Mode, Computer, White Dials, Chrono Pack, CD Changer, Parrot Connection, Xenons, Parking Assistance, 19" Alloy wheels, Full Porsche Service History.

2005/6 PORSCHE 997 C2S COUPE TIPTRONIC S ARCTIC SILVER 20,000 MILES
Black leather Interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Sport Exhaust System, Sports seats, heated seats, BOSE sound system, CD changer, Parking assistance, Multifunction Steering wheel, Top Tinted windscreen. 19" Alloy wheels. Full Porsche Service History.

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2002 PORSCHE 996 GT2 MANUAL SILVER 25,000 MILES
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2003 PORSCHE 996 GT3 MKII COMFORT MODEL BASALT BLACK 30,000 MILES
Black leather interior, Manual, On Board Computer, Porsche Radio with single CD player, Small Carbon Pack, Sports Seats, Ceramic Brakes, Xenon lights, Automatic Climate control, 18" GT3 Alloy wheels.

2005 PORSCHE 996 TURBO "S" MANUAL ARCTIC SILVER 16,000 MILES
Black leather interior, Manual, Porsche Communication Module, Porsche Stability Management System, Computer, Cruise control, Telephone Module, OSE Sound system, CD changer, White Dials, Full Carbon Pack, Sunroof, Sports seats, Heated seats, Ceramic Brakes, Rear Park assist, Front Park assist, Full Climate control, Rear wiper, 18" Turbo Alloy wheels, Full Porsche Service History, A concourse example of the 996 Turbo S.

2001/2 PORSCHE 996 TURBO MANUAL MERIDIAN SILVER 44,000 MILES
Black Leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management system, Climate control, Bose, CD changer, Sunroof, White dials, Computer, Xenons, Rear wiper, 18" alloys. Full service History.

2001/2 PORSCHE 996 TURBO COUPE TIPTRONIC SILVER 56,000 MILES
2002 Model, Full Black leather interior, Porsche Communication Module (Satellite Navigation), Porsche Stability Management System, Memory Seats, BOSE Sound system, 6 CD Changer, Sunroof, Telephone Module, Climate Control, Xenons, 18" Alloy Wheels, Full Main dealer service history.

2002 PORSCHE 996 C2 CABRIOLET TIPTRONIC ARCTIC SILVER 41,000 MILES
Metropole Blue Leather interior, Porsche Communication Module, Telephone, Computer, White dials, BOSE sound system, CD changer, Xenons, Parking assistance, Sports seats, 18" Turbo alloys, GT3 aerokit. Full Porsche Service History.

2002/3 PORSCHE 996 C2 CABRIOLET MANUAL MIDNIGHT BLUE 44,000 MILES
Black Leather Interior, Porsche Stability Management System, Kenwood stereo with Satellite Navigation+ MP3 Player & DVD, Sound pack, Sports seats, Heated seats, Telephone, Climate Control, Computer, Small aluminium pack, Uprated Radio system and CD changer, 18" Alloy wheels, Full Main Dealer Service History.

2002/3 PORSCHE 996 C2 COUPE MANUAL ARCTIC SILVER 46,000 MILES
2003 Model, Manual, Black Leather interior, Porsche Stability Management System, Computer, Porsche Radio with Single CD player, Heated seats, Rear wiper, Park Assistance, 18" Alloy wheels. Full Porsche Service History.

2002 PORSCHE 996 TARGA MANUAL ARCTIC SILVER 46,000 MILES
Dark Metropole Blue leather interior, Manual, Porsche Stability Management System, Sports Seats, Climate Control, Becker Radio, 4 CD changer, Rear wiper, Front & Rear Park Assistance, 18" Alloy wheels, Full Porsche Service History, One Owner from New.

PORSCHE 993 / TURBO / C2S / C4S / C2 / C4 / TARGA

1997 PORSCHE 993 C2S COUPE TIPTRONIC BASALT BLACK 79000 MILES
Black Leather Interior, Computer, Cruise Control, White Dials, Full Electric Seats, Becker Radio, SONY 6 CD Changer, Sunroof, Rear Wiper, Xenons, 18" Turbo Alloys. Full Porsche Service History.

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1995 PORSCHE 993 C2 COUPE (GT3 AERO KIT) MANUAL MIDNIGHT BLUE 58,000 MILES
Marble Grey Leather interior, Sports seats, Sunroof, Sony CD Radio, 18" Turbo Alloys, Rear wiper, Climate Control, Full service History,

1995 PORSCHE 993 C2 COUPE MANUAL SILVER 65000 MILES
Metropole Blue Leather Interior, Sunroof, Becker Radio, Single CD Changer 17" Alloys Climate Control, the condition is immaculate, Full Porsche Service History.

1995 PORSCHE 993 C2 COUPE TIP AVENTURA GREEN 70000 MILES
Beige Leather Interior, 17" Alloys, Climate Control, Previously owned by Porsche Club member, the condition is immaculate, Full Porsche Service History

1995 PORSCHE 993 CABRIOLET TIP IRIS BLUE 81000 MILES
Black leather interior, Sports Seats, 17" Alloys Climate, Full Porsche Service History

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2008 PORSCHE 987 3.4 BOXSTER S TIPTRONIC BASALT BLACK 11,000 MILES
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2007 PORSCHE 968 BOXSTER 2.7 MANUAL BASALT BLACK 19000 MILES
Full Black Leather interior, Porsche Stability Management System, Climate Control, Computer, Porsche CD Radio, 17" Alloy wheels, Full Porsche Service History.

2002 PORSCHE 985 2.7 BOXSTER MANUAL MERIDIAN SILVER 73,000 MILES
Grey leather interior, Sports seats, Climate control, Porsche CD radio, 18" alloy wheels, Full main dealer service history.

2005/6 PORSCHE BOXSTER S 3.2 MANUAL MIDNIGHT BLUE 30,000 MILES
2005/55 Registration, Grey leather interior, Porsche Stability Management System, Heated Seats, Climate Control, White Dials, 6 CD Changer, 18" Alloy wheels. Full Porsche service history.

CAYMAN

2006 PORSCHE CAYMAN S ARCTIC SILVER 10000 MILES
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Crema Leather with Red Carpet, ASR, Ferrari Radio, Daytona Sports Seats, 6 CD Changer, Chellenge Grill, Xenons, 18" Alloys. Full Ferrari main dealer service history. Cambelts Recently Changed.

2003 FERRARI 360 SPIDER F1 GRIOGIO SILVER 40,000 MILES
Crema Leather with Red carpet, ASR, Satellite Navigation, Sport Mode, Telephone, TV Video Computer, Electric Seats, CD Changer, Climate Control, Xenon lights, 18" Alloys, Full service history.

2002 FERRARI 360 SPIDER F1 GREGIO SILVER 12,000 MILES
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Paul Lawrence & Dominic Farley



Vanwall VW14 got first public outing in almost 50 years. Left: Bentley Speed 8

Cholmondeley gets serious

A display of rare racers from Tom Wheatcroft's estate added quality and depth to the Pageant of Power line-up

BY PAUL LAWRENCE

For its third edition, the Cholmondeley Pageant of Power stepped up a gear as the appearance of some significant and rare racing cars gave the event genuine sporting significance.

The presence of a dozen of Tom Wheatcroft's favourite cars in a special tribute really added quality and drama to the two-day speed event in the grounds of Cholmondeley Castle in Cheshire. The sight and sound of some of the finest Grand Prix cars of the 1930s through to the '60s thrilled the major crowd, none more so than the first public run of the rear-engined Vanwall for 49 years.

"It has only run in private at Donington with Tom," said Rick Hall of Vanwall VW14. The car's sole race was at the 1961 Silverstone International Trophy in the hands of John Surtees, so here was a remarkable opportunity to see it running with Kevin Wheatcroft, son of Tom, at the wheel.

"These were Tom's favourite cars," said Hall, for 30 years the man charged with tending Tom's toys, as he surveyed a line-up that included the V16 BRM, Maserati 8CM, Thinwall Special, Alfa Romeo P3, Vanwall Streamliner and Ferrari 500/625. Rick's son Rob wowed the fans with some runs in the stunning Auto Union D-Type of Abba Kogan, another car tended by the Hall family operation.

On Saturday morning, Rick Hall was left speechless when presented with the Tom Wheatcroft Trophy, the annual award given to an individual sharing Tom's love of the sport. The unassuming engineer followed on from Sir Stirling Moss, Bernie Ecclestone, Murray Walker and *Motor Sport's* Founder Editor Bill Boddy in receiving the accolade.











Clockwise from top: Chris Williams' 42-litre Bentley special; biking action; Rick Hall and Kevin Wheatcroft; Lancia Deltas wow fans; another aero monster, 'Brutus'

The Wheatcroft cars alone made the Pageant of Power a runaway success, but there was much to see on track as well as powerboats on the estate mere and helicopters in the sky above.

Two more stars of the show were outrageous aero-engined monsters making their public debuts. Running for the first time after a seven-year gestation period was the latest creation from the seriously intrepid Chris Williams, a 42-litre Packard Bentley special called 'Mavis'. From the Sinsheim collection in Germany came 'Brutus', the 46.5-litre BMW aero-engined device based around a 1907 La France chassis. Both thrilled on and off the track, and Williams also ran his now seemingly modest 24-litre Napier Bentley with typical gusto.

The Lamborghini Gallardo of Nick Faulkner topped the serious competition, but the chasing pack featured some truly attacking drives including those of Nigel Bancroft (Cooper T51) and Crispin Harris (Lister Jaguar), while Joe Ward had 'Baby Bertha' nicely wound up as he chased Jan Van Nierop's Audi 80 in the touring car class.

Year by year, the Cholmondeley Pageant of Power gets better and better, but the 2010 edition is going to take some beating.



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Gooding expects rare Ferrari 250GT to sell for more than £4m

Simon Clay/Gooding & Company

Around the houses

NEWS FROM THE MAIN AUCTION HOUSES AROUND THE WORLD

– GOODING AND COMPANY –

Two competition Ferraris will feature in Gooding and Company's Pebble Beach sale on August 14/15. The first is a 1959 Ferrari 250GT LWB California Spider Competizione, which ran in a variety of events including the 1960 Sebring 12 Hours where it finished 12th overall. The second is a 1961 250GT SWB Berlinetta originally supplied to Count Volpi's Scuderia Serenissima. It finished an impressive third in the Tour de France Automobile and also competed in the 1000Kms de Paris and the Daytona 3 Hour Continental. Both cars are expected to fetch over £4 million.

In the same sale Gooding lists a 1954 Fiat 8V, one of the rare V8 exotics from the Turin firm. Zagato-bodied, it competed in the 1955 and '56 Mille Miglias and is expected to make £450,000.

– RM AUCTIONS –

RM has 20 cars at its Monterey sale on August 12-14 which it expects to sell for more than $1m (£660,000). Three of these cars, recently announced for the sale, include a 1931 Bugatti Type 51 (£2.3-2.5m), a 1955 Jaguar D-type (£1.3-1.7m) and a 1938 Delahaye 135 MS Sport Roadster(£660-825,000).

The star of the show, however, is a 1958 Ferrari 250 'Pontoon Fender' Testa Rossa. Although the car recorded several "successful finishes" in South America, this example doesn't have the glittering period history of other Testa Rossas, and has a more recent body. However, it is mechanically very original, and has raced widely and very successfully in recent years. The estimate for the car is available on request.

Rob Myers, chairman and founder of RM Auctions, has announced that the company has bought the 235-acre auction park in Auburn, Indiana. A new RM subsidiary, Auctions America, has been created in order to operate the facility which will specialise in the sale of 1950s and '60s classics.

– BONHAMS –

The British auction house enjoyed a successful sale at the Goodwood Festival of Speed with its headline car, the ex-Yoshiyuki Hayashi 1958 model/1980s-assembled 3.8-litre Lister-Jaguar 'Knobbly', selling just below its £250,000 estimate at £232,500.

The car that attracted most interest, though, was the 1965 Aston Martin DB5 Vantage Volante which sold for a staggering £551,500. This particular example, which carried an estimate of £400-500,000, is one of only nine convertibles that were originally equipped with the Vantage engine. »»

FORTHCOMING AUCTIONS

■ **AUGUST 13/14 RM AUCTIONS**
Sports & Classics of Monterey, Portola Hotel & Spa and Monterey Conference Center, Monterey, California, USA
Tel: 001 519 352 4575

■ **AUGUST 13-15 RUSSO AND STEELE**
Classic Cars of Monterey, Monterey Marriott Hotel, California, USA
Tel: 001 602 252 2697

■ **AUGUST 14 COYS** Oldtimer Klassik, Nürburgring, Germany *Tel: 020 8614 7888*

■ **AUGUST 14/15 GOODING AND COMPANY** Classic Collectors' Cars, Pebble Beach, California, USA
Tel: 001 310 899 1960

■ **SEPTEMBER 4/5 SILVER AUCTIONS**
Sun Valley Auction, Sun Valley, Idaho, USA
Tel: 001 800 255 4485

■ **SEPTEMBER 11 BONHAMS** Collectors' Motor Cars, Motorcycles and Automobilia, Beaulieu Autojumble, National Motor Museum *Tel: 020 7447 7447*

■ **SEPTEMBER 11 BONHAMS** Automobiles de Collection, Weekend de l'Excellence Automobile, Reims Circuit, Reims, France
Tel: 020 7447 7447

■ **SEPTEMBER 15 H&H SALES LTD**
Classic Collectors' Cars, The Pavilion Gardens, Buxton *Tel: 08458 334455*

■ **SEPTEMBER 17 BONHAMS**
Collectors' Motor Cars and Automobilia, Goodwood Revival, Chichester, Sussex
Tel: 020 7447 7447

■ **SEPTEMBER 18 OLDTIMER GALERIE**
No Limit Auction, Toffen, Switzerland
Tel: 0041 (0) 31 819 6161

■ **SEPTEMBER 22 BRIGHTWELLS** Classic Cars, Motorcycles and Automobilia, Easters Court, Leominster, Herefordshire
Tel: 01568 611122

■ **SEPTEMBER 23 DVCA** Classic Collectors' Cars and Related Automobilia, The Gartell Light Railway, Yenston, Somerset
Tel: 01963 363353

■ **SEPTEMBER 23-25 BARRETT-JACKSON**
Las Vegas Auction, Mandalay Bay, Nevada, USA *Tel: 001 480 663 6255*

■ **SEPTEMBER 26/27 BARONS** British Heritage, Classic and Collectors' Cars
Esher Hall, Sandown Park, Surrey
Tel: 023 8066 8413

■ **OCTOBER 2 COYS** Collectors' Cars, Ascot Racecourse *Tel: 020 8614 7888*

■ **OCTOBER 8 RM AUCTIONS**
Vintage Motor Cars of Hershey, Hershey Lodge, Pennsylvania, USA
Tel: 001 519 352 4575

Cars for Sale





Bonhams Australia, now fully owned by the international parent company, is making a return to activity. Its first auction will be in Sydney in September, with further details to be released soon.

– MECUM –

At its Bloomington Gold Corvette Auction on June 25/26 Mecum sold nearly £3m worth of Corvettes, with various examples from the 1950s and '60s going for over £100,000. The auction house will be selling another Corvette at Monterey on August 13/14 in the shape of a DeLorenzo L88 Roadster (top). This car was raced in period in America, finishing second in the 1967 Daytona Beach SCCA run-offs. It was retired after the 1982 Canadian Road Race Championship before being restored and going on to win Bloomington Gold and Top Flight NCRS honours.

But for many people the most exciting car at Monterey will be the Le Mans class-winning 1959 Ferrari 250GT LWB Tour de France (below left). Driven by Jean Blaton/Leon Dernier, it finished third overall and first in the GT class. Earlier that year it won the Nürburgring 1000Kms race. Estimates for both cars are available on request.

– H&H –

A successful sale at Buxton on June 9 featured a 1963 Aston Martin DB4 Convertible which went for £297,000, a 1959 AC Ace Bristol at £170,500 and a very desirable 1951 Vincent Black Shadow motorcycle at £46,750. The event also saw the return of H&H's online bidding facility, which helped secure various bids from around the world.

AUCTION RESULTS

MAY 23 COYS
- 1989 Ferrari F40: £305,000
- 1936 Lagonda LG45 DHC: £96,750
- 1985 Audi Sport Quattro SWB: £77,753
- 1970 AC 428 Fastback by Frua: £68,813

JUNE 6 BONHAMS
- 1955 Jaguar XK 140: £66,572
- 1957 Bentley S1 Continental sports saloon: £142,910
- 1969 Aston Martin DB6 Mk II Vantage saloon: £175,660
- 1959 Elva Mk V sports racer: £38,705
- 1967 Lamborghini Miura P400: £142,912
- 1966 Lancia Flaminia Super Sport Zagato 'double bubble': £78,874
- 1965 Aston Martin DB5 saloon: £113,812
- 1971 OTAS Grand Prix coupé: £18,580
- 1958 Abarth 750 Zagato Series III 'double bubble' coupé: £60,380
- 1926 Vauxhall 30-98 OE Velox: £95,605

JUNE 9 H&H SALES LTD
- 1974 MG Midget (modified for sprint & hillclimb events): £3080
- 1963 Reliant Sabre 6 rally car: £27,500
- 1958 Aston Martin DB MkIII: £93,500
- 1959 AC Ace Bristol: £170,500
- 1963 Aston Martin DB4 convertible: £297,000

JUNE 19 BONHAMS
- 1924 Rolls-Royce 45/50hp Silver Ghost drophead coupé: £82,900
- 1949 Bentley MkVI 4¼-litre drophead coupé: £52,100
- 1930 Rolls-Royce 40/50hp Phantom II Sedanca de Ville: £77,400

JUNE 23 BRIGHTWELLS
- 1964 Sunbeam Tiger ex-works rally car: unsold
- 1973 Ferrari Dino 246GT: £70,000
- 1954 Jaguar XK120 roadster: £63,000

JULY 2 BONHAMS
- Porsche TAG Turbo engine as used in McLaren 1 cars from 1984-87: £1783
- 1966 Lamborghini 400GT 2+2 'America' coupé: £144,500
- 1979 Lotus Elite (ex-Chapman): £5175
- 1934 Aston Martin Mark II: £177,500
- 1959 MGA Twin Cam roadster (Tulip Rally competitor 1959-60): £49,900
- 1937 Bentley 4¼-Litre DHC: £221,500
- 1965 Aston Martin DB5 Vantage convertible: £551,500
- 2000 Lamborghini Diablo GT: £133,500
- 1958 '2-litre' Cooper-Climax Type (ex-Dickie Stoop): £60,900
- 1933 Singer Nine Sports Team Car: £41,100
- 1958 model/1980s assembled 3.8-litre Lister-Jaguar 'Knobbly' (ex-Yoshiyuki Hayashi): £232,500

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1955 ABARTH 207A SPIDER CORSA BOANO

Chassis 002 was exported to the US and raced in the Sebring 12 Hours and at Watkins Glen. Full FIA papers. €150,000

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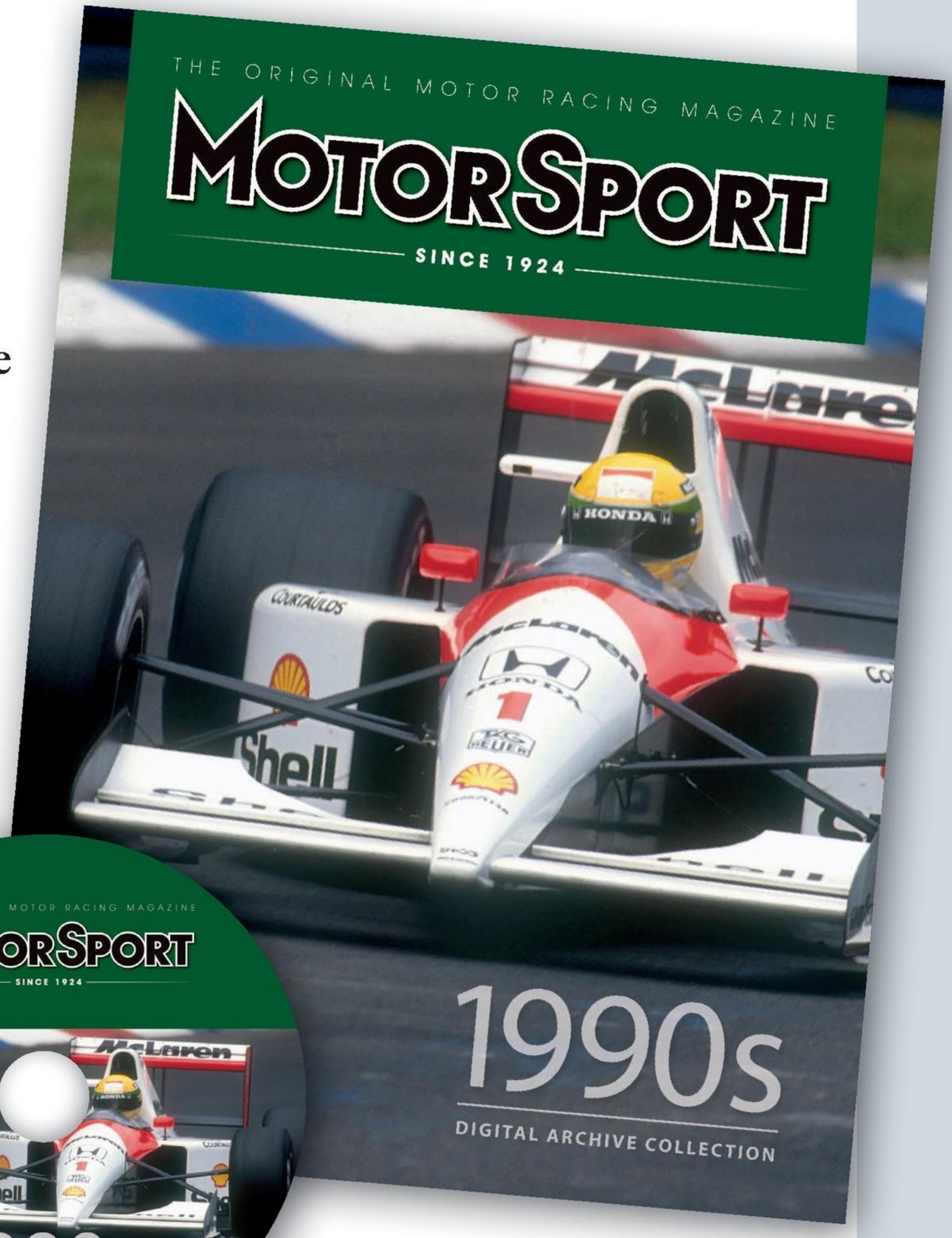
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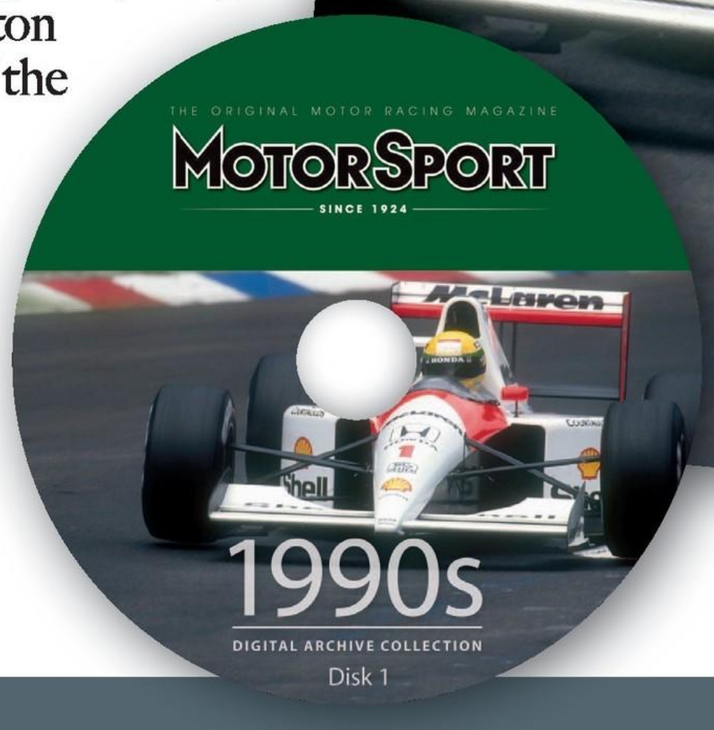
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Louisa Skipper's DIARY





Harold Primat, David Eyles and his grandson with Louisa



Will Greenwood

THE CREAM OF THE ASTON MARTIN CROP

I was delighted to attend the Midsummer Classic Concours d'Elegance at Stoke Park in Buckinghamshire and participate as one of the panel of judges. I was joined by former England rugby star Will Greenwood, Aston Martin Racing Le Mans team driver Harold Primat, TV chef and car enthusiast James Martin, Jeremy Hackett of the clothing empire, and Michael van der Sande, chief commercial officer of Aston Martin Lagonda. We had over 50 desirable Aston Martin cars spanning 80 years to view, marking points for each category from the car's provenance to its style, where I offered my expertise.

The Astons on display on this sunny day included one of the DB5s which James Bond drove in the film *Goldfinger*, complete with machine guns and spiked hubcaps. It will be auctioned in RM's London sale in October.

Best of Show went to VEV2, the 1961 DB4GT Zagato which once competed at Le Mans and was raced by Jim Clark. I chatted to its owner who told me he originally bought it for £3000 in 1971 and now it is worth over £4 million. The True Greats class went to the short-chassis 1930 Aston Martin International with its unique fixed-head coupé coachwork. The Kings of the Road category was topped by a 1987 V8 Vantage Volante, while the State of the Art category went to a unique 2007 Vanquish S which had many special features including a glass-panel roof.

Guests were treated to Louis Roederer champagne and a barbecue lunch on the lawn of the famous clubhouse. The day finished with The Thunder Ball, a black-tie dinner and dance where the winners were announced.



Aston Martin One-77



James Martin



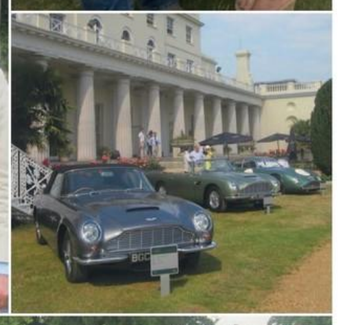
James Bond characters



Neil Bugler



Jeremy Hackett









PORSCHE 911 CARRERA RS

It inspired a generation of cars, proved extremely useful on track, road and stage – and is now worth a fortune

BY RICHARD HESELTINE



What's in a name? Rather a lot as it happens. Automobile manufacturers blow millions on think tanks brimmed to the top with chin-stroking thesaurus-wielders, but to what end? All they usually do is raid the cliché cupboard or invent some spellcheck-bothering, typographically 'witty' name where random capitalisation and the substitution of numerals for letters are deemed perfectly valid. All of which is borderline tolerable on automotive white goods, but sports cars, supercars – the exalted stuff – deserve better. Excited about McLaren's latest road car? Now try saying MP4-12C without nodding off. Having to utter the word 'hyphen' doesn't help. Hmm, sexy.



But Carrera? Well that's an entirely different ballgame. Before Porsche began applying the tag indiscriminately, it once served as seven-letter shorthand for 'road-going competition tool'. But then *'carrera'* is Spanish for 'race' after all, the mellifluous tag being borrowed from the Mexican Carrera Panamericana endurance thrash in which Porsche proved its mettle before the event was canned in 1954. The marque's best result was Hans Herrmann's incredible third overall and class win in the fifth and final running, the name being applied to the first of its quad-cam 356s a year later.

Fast-forward to the '70s and the formula was followed, the recipe replicated and another pokey Porsche came to redefine the sports car ideal. The difference this time was that the 2.7 Carrera RS still stacked up as a toweringly capable point-to-point road car. Obviously it wasn't the first Porsche 911. It wasn't even the first competition variant, but this was the first truly great all-round sub-species. The bewildering iterations of GT2s and GT3s that seem to emerge on a weekly basis have umbilical connection with the original Renn Sport Carrera. This template-setting machine may lack for power and absolute grip by comparison, but for sheer poise, dexterity and entertainment value it remains king of the hill by some margin. It might be old, but it still has the moves.

Porsche annexed most of the endurance classics during the early '70s, but rule changes effectively dammed the tide with the 917 seeing out its days in Can-Am/Interserie form. The firm needed a new car in its armoury for the World Sportscar Championship, the RS being essentially a lightweight version of the regular 911 2.4S. Head of development Dr Helmuth Bott recognised that the regular car was too heavy for competition use and was being out-muscled in the GT categories by the Ferrari Daytona 'Competizione' and the intermittently reliable De Tomaso Pantera on tracks where power trumped nimbleness. There was also the small matter of aerodynamics. A road-going 911S was – and remains – a fine car, but even with a small nose-mounted air dam it suffered from excessive lift at high speed. Combine this with the 40:60 front-to-rear weight bias thanks to the air-cooled six being slung way out back and it could be a snappy oversteerer.

Though not exactly a heifer, the 2.4S underwent a dieting regime for the RS makeover, with thinner gauge metal for the doors, roof, front bonnet and wings among other areas. Similarly, skinnier glass was used all round and the hefty sound-deadening material was deleted. As was the under-seal, just to keep welders entertained in the future. Inside it was more of the same. By definition Porsches were always on the stark side, but the Carrera's cockpit was home to rubber mats, hip-hugging Recaro buckets and not much else, the rear 'seats' being bound for the skip.

And then there was the engine. The proven 2.4S unit now housed new cylinder barrels (15 rather than 11 cooling fins), but that wasn't the big news. The bores received a layer of nickel-silicon carbide, deposited via electrolysis. This process, known as Nickasil, had first been tried out on the 917 and in this instance resulted in an engine displacement spike to 2687cc (from 2341cc) with an unchanged stroke of 70.4mm. These and umpteen detail-driven changes led to



The versatile 911 RS at Le Mans in 1975, in that year's RAC Rally with David 'Piggy' Thompson/Mike Greasley (left) and on last year's Tour Britannia (below right)

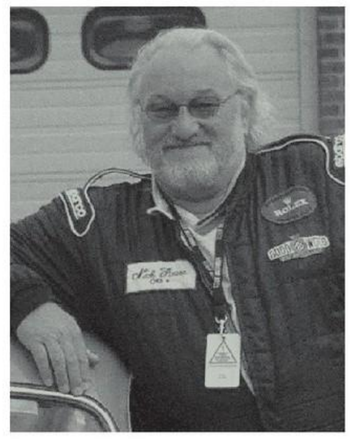
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a useful 210bhp at 6300rpm and 188lb ft of torque at 5100rpm. Suspension mods amounted to Bilstein front struts in place of Konis, beefier anti-roll bars and extra bracing around the rear suspension arms.

Visually, changes were subtle but striking, the most obvious identifiers being the fatter rear arches, widened to accommodate 7in rims. Those and the ducktail – or rather *Burzel* – spoiler on the glassfibre engine lid which provided much-needed downforce. And then there was the range of colours. Porsche used to get the visuals oh so right, be it promotional material or its fab race posters. Initially offered only in Grand Prix White, there soon followed all manner of lurid hues (although no metallics) from Viper Green to Gulf Blue with the famous Carrera side-flashes becoming a marque constant in years to come. Ironically, they were once deemed a little too outré in certain circles and some customers in period plumped for the delete option. Try finding one now without them.

And this being a homologation special, it wasn't meant to be a volume seller. Its main purpose was to pave the way for the fabulous RSR and 3.0RS models; returning a profit was secondary. The firm's sales department certainly wasn't convinced it could shift the requisite 500 cars that needed to be built for Group 4 (Special Grand Touring Cars) eligibility. So much so, some were given to senior personnel as company cars – and this wasn't seen as a perk. However, the hoopla that greeted the Carrera's launch at the 1972 Paris Motor Show, during which 500 orders were taken in a *week*, prompted a rethink: some 1580 were built in 1972-73 in batches of around 500 units, which meant it became eligible



"I RACED ONE"

NICK FAURE

Britain's own 'Mr Porsche' was a '70s fan favourite for his wheel-waggling antics in works-backed 911s. He's still smitten…

"I was called 'Mr Porsche' during the '70s but I suppose time evaporates all fame! I began racing 911s in 1968, competing in the British Saloon Car Championship with the ex-Vic Elford 911S; the Porsche was still considered a touring car back then. It went on from there, really. AFN bought two RSs for the '73 season and I got to race one. It was a wonderful arrangement: I had a race car and another in the pits as a spare – the luxury! Not that we ever needed it. I had a great season (in the STP Production Championship) and won 16 races. RGO2L was virtually standard, too. We still had high-profile tyres, running 185 profiles rather than 215s. We just went to the local tyre shop and bought some Klebers. It was just a lovely car and great fun to drive; half the fun was being able to lift a front wheel. It was fantastic to be able to drive a car to a meeting and then win.

"I was given a 3-litre car for '74 which we ran in ModSports. It was just amazing on slicks and I had some great battles with Win Percy (aboard his Datsun 240Z 'Big Sam'). But I think the 2.7RS was the first of the truly sensational Porsche 911s. I know the Kremer brothers and other teams had been getting power out of the 2-litre or 2.4-litre cars, but this was a proper production car. It then led to the RSR and so on. It was the start of something very special."

for Group 3 (Production Grand Touring Cars) competition, too. Double bubble.

Of these, just 111 came to Great Britain in right-hand-drive configuration, with 17 being proper lightweights. Predictably, not everyone wanted austere efficiency, Porsche responding with the Touring version which featured some sound deadening, a rear seat-cum-foldable luggage shelf and lots of other weight-*adding* stuff. And predictably there were deviations between Tourings, with UK cars tending to have more lavish specifications than their Continental counterparts, many receiving electric windows and a sunroof. In total, some 1308 Tourings emerged from Weissach, the extra heft resulting in a kerb weight of a still not exactly lardy 1075kg compared to 960kg for the stripped edition.

Almost inevitably, a smitten motoring media poured forth a torrent of purple gush, *Autocar* breathlessly trumpeting the RS Touring as being 'sensational even by Porsche standards'. And that was just in the article heading. No stranger to Porsche ownership himself, with many a 356 mile under his tyres, *Motor Sport's* own Denis Jenkinson was rather more measured; he found the suspension a bit on the hard side, and the gear change a little notchy, but judged the RS to be 'an incredibly honest motor car.'

And it was just that, with umpteen racing drivers being among early adopters. James Hunt had one, his road car being subsequently campaigned with great success by the late Bill Taylor (including overall honours in the 1984 Willhire 24 Hours). John Watson landed one in a roundabout deal with Hexagon boss Paul Michaels on joining the squad for his first full Formula 1 season in '74. And he still has it. "Paul unwittingly provided me with my pension," laughs the five-time Grand Prix victor.

This was a proper road-going racer, one that was as happy being spat out of the Karussell as popping down to the supermarket. Though naturally overshadowed by the RSR evolution, which unexpectedly won *outright* on its debut in the 1973 Daytona 24 Hours, the RS wasn't without kudos of its own. The heroically flamboyant Nick Faure oversteered his way to 1973 STP Production Championship honours with 16 wins aboard his AFN car (see *I Raced One*) before stepping up to a full-house, slick-shod 3.0RS for the following season. Off piste, works drivers Björn Waldegård and Sobieslaw Zasada were quick on the '73 Safari Rally even if they didn't make the finish. Waldegård made amends with second place a year on.

Closer to home, David 'Piggy' Thompson, father of future BTCC star James Thompson, drove his privateer car with real verve in British forest rallying during the '70s, culminating in 14th place on the 1975 RAC Rally behind Ronnie McCartney's similar car. The Carrera also finished first and second on the 1974 Circuit of Ireland, with Cahal Curley besting McCartney, the former then following through and taking the Manx Trophy Rally and the Donegal International en route to the Irish Rally Championship crown.

User-friendly with familiarity, and not prone to fits of pique, the 2.7RS was perfect for owner/drivers. And still is. Except these days most of the racers are replicas, original road cars being deemed too valuable to use in competition. "In today's market you're looking at £150,000 to as much as £180,000 for a Touring version," says serial 911 restorer, racer and dealer Josh Sadler of Autofarm. "A lightweight car will be 20 to 30 per cent more. People get seduced by the engineering and the Carrera really was a big step ahead of everything else that was available at the time. It was *the* high-performance car and can still out-run most things [149mph top end, 0-60mph in less than six seconds]. A lot of it is still the same as the base 2.4S so it's not that exotic. It just works."

Which is why the 2.7-litre RS was such a hit first time around and, more pertinently, why demand now outstrips supply. The Carrera was the jumping off point for the many rear-engined blunt instruments that so enlivened sports car racing in the 1970s and '80s right up to the insane 935 and its many spin-offs. They merely built on the RS's foundations. As a road car, it reinvigorated and advanced the brand at a time before Porsche was obliged to limply defend whatever it releases (the Cayenne and misshapen Panamera for starters...). More than anything it serves as a reminder of everything Porsche once was, and isn't any more. Ⓜ

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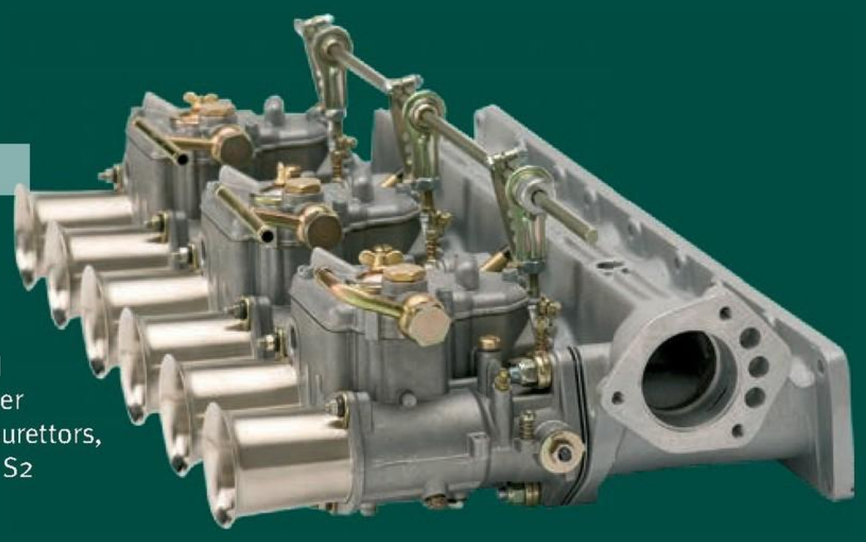
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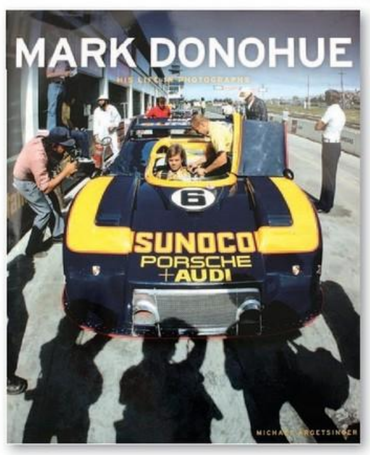
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Reviews





MARK DONOHUE
HIS LIFE IN PHOTOGRAPHS

MICHAEL ARGETSINGER

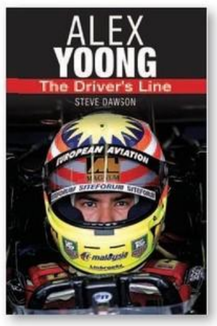
Argetsinger's follow-up to *Technical Excellence at Speed*, his acclaimed biography of Mark Donohue, is a richly illustrated celebration of the revered American's life, and a colourful evocation of racing's nascent commercialism during the 1960s and '70s.

The plenteous photography is accompanied by illuminating captions, and interspersed with the occasional reminiscence from friends, rivals and allies. Donohue was liked and admired by all who met him, but the easy smile and comfortable charm were only half the story. 'Captain Nice' was a clever and driven perfectionist, acutely conscious of what made his cars work, right down to the tiniest nut, bolt and spring. The paradigmatic example of the racing driver cum engineer, he virtually created the blueprint for today's professional cockpit technocrat, ensconced in a machine tailored to their requirements.

Paradoxically perhaps, *In Deo Speramus* (In God We Hope) is the motto at Brown University, Donohue's Ivy League alma mater. No one was more meticulous in their preparation. Always aware of what his cars were doing or were about to do, he needed to take few risks en route to success in Can-Am, Trans-Am, Indycars and NASCAR. It all appeared so effortless and controlled.

Consider, however, the photograph on page 156 of Mark intently directing a set-up change to his March during practice for the 1975 Austrian Grand Prix. In God We Hope. *Faber est suae quisque fortunae* (Each man is the architect of his own fortune) seems nearer the truth, but offers little solace all the same. **IM**

Published by David Bull, ISBN 978 1 935007 09 8, £25.99



ALEX YOONG
THE DRIVER'S LINE

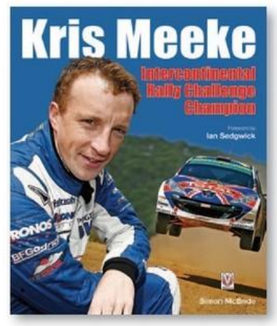
STEVE DAWSON

Under the guise of Lotus Racing, Malaysia has a presence on the Formula 1 grid in 2010. And heading up the team's young driver development programme is Alex Yoong, the only Malaysian to start a Grand Prix to date, and the only man to be team-mate to both Mark Webber and Fernando Alonso.

The main focus of this biography is Yoong's GP career with Minardi, which consisted of 14 starts from his debut in 2001. As such, even F1 devotees may struggle with it.

Yet candid photos introduce the work nicely, which is both well researched and well written. There are quotes from Yoong and other contributors, who offer an entertaining insight to F1's inner circle, plus life both before and after a GP career. **JG**

Published by Marshall Cavendish Editions, ISBN 978 981 4276 20 7, £11.99



KRIS MEEKE
INTERCONTINENTAL RALLY CHALLENGE CHAMPION

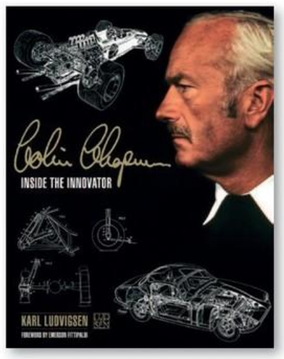
SIMON McBRIDE

Kudos must go to McBride for producing a book on Britain's greatest rallying success since Richard Burns won his 2001 WRC title, even if it is a little late – nine months after his win Meeke is enduring a difficult IRC championship defence.

But for all McBride's enthusiasm, the book is flawed. The chapters on each IRC round form a stage-by-stage account that fails to convey the enormity of Meeke's achievement. One on Meeke's early career includes only the author's own photographs dating back to 2008 – Meeke started rallying in 2000. And a chapter on an RX150 buggy race at Croft is pretty random.

A more thorough editing job by Veloce would have helped to justify the cover price. As it is, this valiant effort fails to reach its potential. **GB**

Published by Veloce, ISBN 978 1 845840 71 6, £19.99



COLIN CHAPMAN
INSIDE THE INNOVATOR

KARL LUDVIGSEN

Not a biography, this analyses Chapman's engineering talents by looking at separate areas of his cars and at wider subjects such as man-management and driver dealings. Stories of his scary factory tours scribbling on people's drawings and how he could switch from alarming to charming in seconds show how urgently his brain worked. Ludvigsen is good on engineering background – discussing the notorious 'queerbox' he points out designs which tried to tackle the same problem. Similarly the downforce section mentions BRM's early work and the inspired madness of Luigi Colani, while illustrations include not only technical diagrams but also Chapman's own hastily scribbled drawings. Quoting extensively from those who worked with Chapman, this portrait of one of our greatest engineers is fascinating. **GC**

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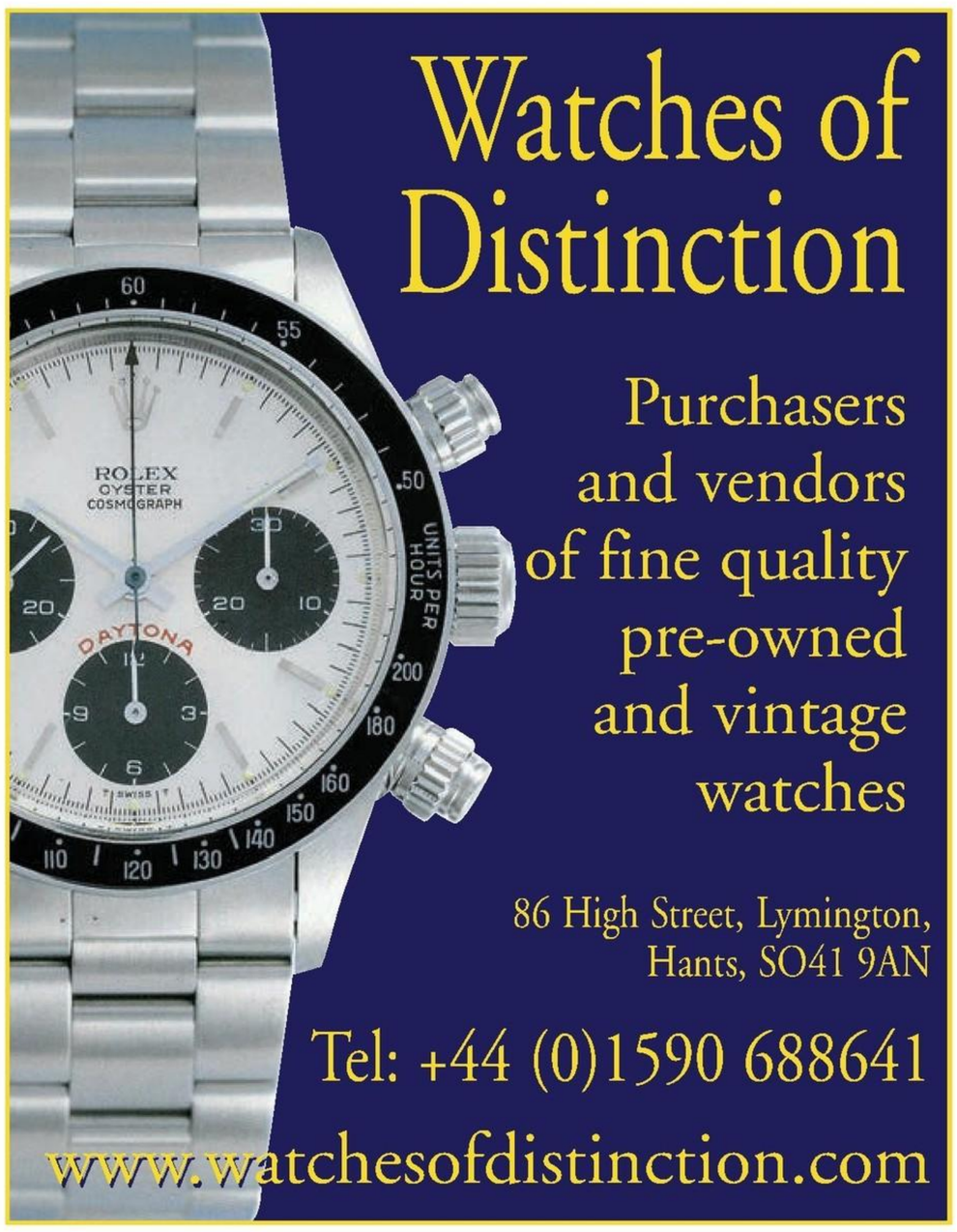
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YOU WERE THERE

Puncture-inducing stages on the 1979 Scottish Rally give way to the 1959 German GP – run on the lethal brick banking at AVUS

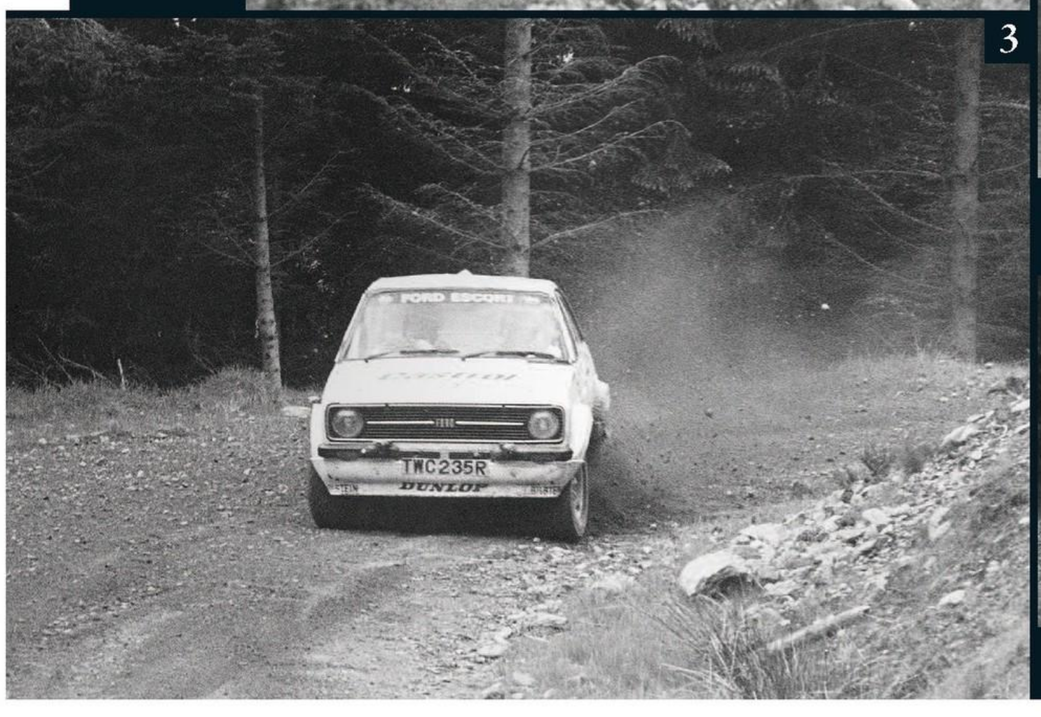


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2



4





3



5



6

SIMON SCOTT

He may have been a medical photographer, but Mr Scott also took his camera to the 1979 Scottish Rally. "I was a marshal at Ingliston for years," he says, "but this was only the second or third rally I'd been to." {1} Stig Blomqvist's 'Silent Saab' whispers by. {2} Jimmy McRae tackles Errochty in Vauxhall Chevette HS. {3} Drew Gallacher, in Ford Escort RS1800, was '79 Scottish champion. {4} Tony Pond had a wiring loom burn out in his Sunbeam Lotus. {5} Pentti Airikkala/Risto Virtanen (Chevette) won the rally, and that year's British Open title. {6} Robert Head's Escort in Craigvinean.



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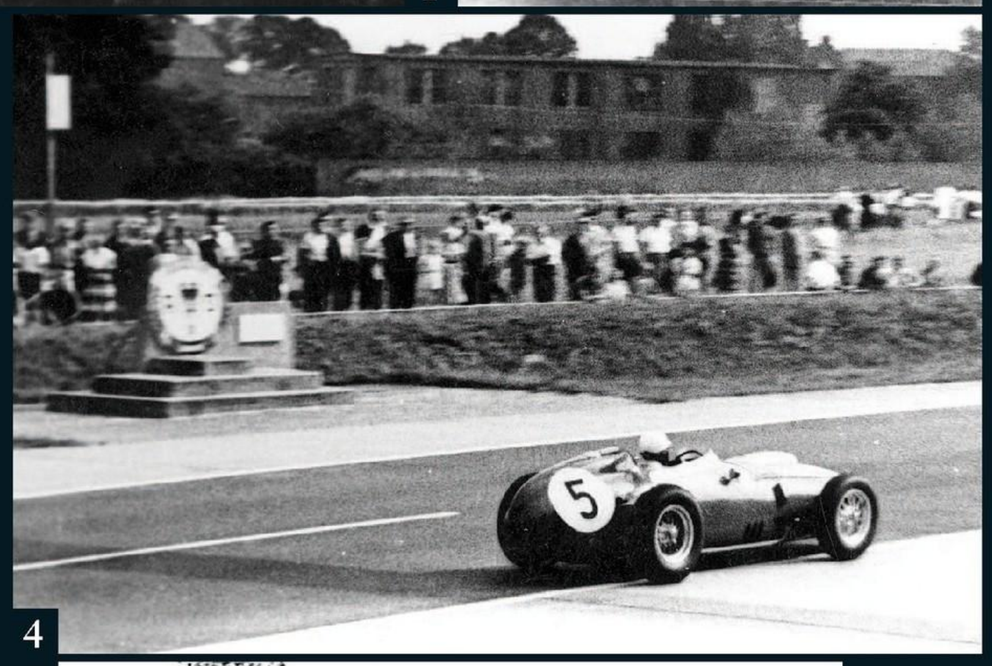
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GORDON LEVER

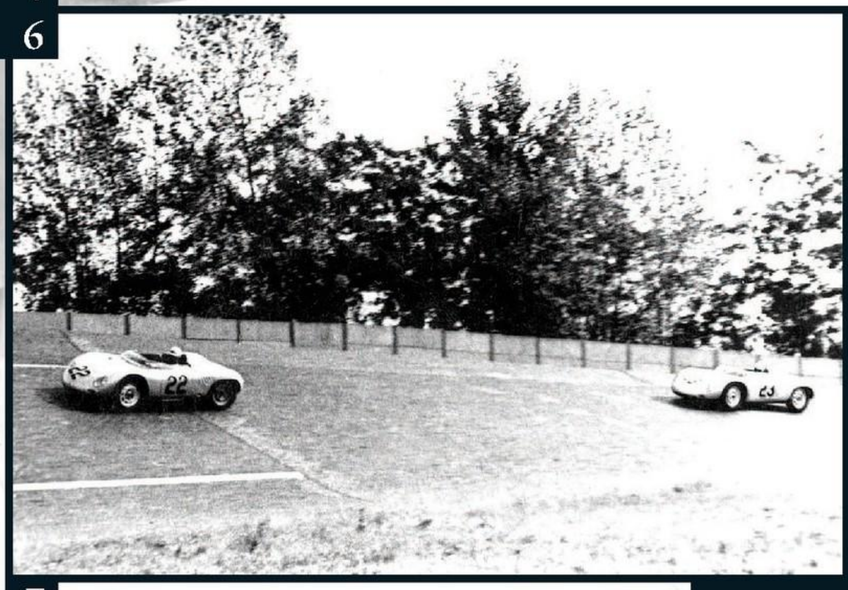
In 1959 Mr Lever was stationed in Berlin with the Royal Engineers when he went to the German GP at AVUS with a brother NCO, who took these shots. "We watched the cars take the notorious Nordkurve banked turn – it was heart-stopping." {1} Stirling Moss's Rob Walker Cooper (7), Tony Brooks' Ferrari (4) and Jack Brabham's works Cooper (far left) head the grid, awaiting Dan Gurney's Ferrari (6). Jean Behra in his final meeting, in Porsche F2 {2} and RSK {3}during fatal wet sports car race when he went over the banking. {4} Phil Hill's Ferrari heads for third. {5} Innes Ireland's Lotus and Ian Burgess's Cooper lacked pace. {6} Porsche RSKs dominated 1500cc sports car race. {7} Trintignant (Cooper), Bonnier (BRM) and Herrmann (BRM) on the banking.



4



5



6



7



GTC's Gulf Oil/Davidoff McLaren at the Nürburgring in '97 and, below right, one of the BMW cars at that year's Le Mans

LAT

LONGTAIL GOT SHORT SHRIFT

McLaren's glorious road car had a brief spell at the top in endurance racing before its rivals gained an unfair advantage

Wandering about Silverstone on a recent test day we were basking in the sun, pondering the new pits site between Club Corner and Abbey Curve, and the new infield loop which runs up to the start of the one-time Club Straight – now (most aptly) renamed the Wellington Straight. Why aptly? Because No 26 Operational Training Unit flew Vickers Wellingtons off the underlying runway when Silverstone Aerodrome was brand-spanking new. While I regret the passing of so many race circuit yardsticks from the past which have totally screwed up any notions of performance comparison between 'then' and 'now', I was impressed by just how much track one can now see from the spectator banks and seating at Abbey. And then some familiar cars hove into view, accelerating hard out of Club, rushing towards us and then swooping away into the new infield section. Stubbily pugnacious-looking, pale blue, orange arrowhead striping – Gulf-Porsche 908/3. Mouth-watering little rocket ship, though best not to think where your feet are on those foot pedals relative to the front-axle line, first to arrive at the accident... And then there appeared another familiar shape – the 1997 McLaren F1 GT Longtail.

I don't normally 'do' being a fan. But I vividly recall the day in 1989 when Gordon Murray had invited me to McLaren Cars' new HQ in Woking, and he and Creighton Brown began by requesting a signature upon a confidentiality agreement. They then showed me their embryonic new centre-drive McLaren F1 'ultracar'. At that time it comprised just an MDF buck, with strings stretched from roofline to scuttle to indicate the windscreen.

What followed was a very enjoyable few years working with the team. While I always had the most enormous respect for Gordon, Creighton, stylist Pete Stevens and their fellows, I think I came to be regarded as the occasionally resident unbeliever. Perhaps I gave the game away by loudly asking "What's the use of any car into which you can't fit an eight by four sheet of plywood and two springer spaniels?". Even so, three sizeable adults, a set of golf clubs and some tailored luggage wasn't doing too badly for a 230mph rocket ship.

A great day came when I was allowed to drive the prototype for the first time, with a nervous Creighton alongside, on the country roads outside Millbrook test track. As we braked into one village there was a young chap on the pavement walking a dog. He heard our approach, glanced over his shoulder, then spun around as if he'd been shot. As we turned right at the crossroads he flopped down onto his knees, touched his forehead to the ground and salaamed. We contracted a fit of the giggles. Creighton was a great man, much missed.

By 1995 the McLaren F1 – despite having been tailor-made to be "purely a road car" – had been adapted for endurance racing. At the time my daughter was a secretarial temp. Her agency called to offer work at "some garage in Woking called McLaren Cars". So she ended up working there when a trophy was delivered to her desk "for winning Le Mans, Dad". McLaren's debut 24 Hours had just been a phenomenal success – seven F1 GTRs had started, two had crashed, but four came home 1-3-4-5 (a crushing GT category 1-2-3-4) with the other, amateur-driven entry 13th. Le Mans '95 marked the greatest race debut there in depth for any manufacturer, ever. Not bad for a detuned road car. In '96 the updated McLaren F1 GTRs gave best to Porsche, but still finished 4-5-6-8-9-11.

The new Porsche 911 GT1 had been admitted to the BPR races. This thinly disguised pure-bred racing design leapfrogged the road-dedicated McLarens with their long-travel, high camber-change suspension and limited downforce. McLaren felt with some justification that Rose-jointed, proper-geometry, true road-racing suspension on a car only arguably available for

sale shouldn't have been within the regulations, but the team just had to grin and face up to it.

Big overhangs added front and rear to generate competitive downforce then created the McLaren F1 'Longtail'. The prototype Longtail chassis '19R' was completed on November 18 1996, destined for Team Lark in Japan. In jet black with contrasting paint flicks it made Gordon "come over faint" when he first saw it complete: "I just thought it was the best-looking racer our guys had ever turned out". Michael Cane's GTC Motorsport team then combined Gulf Oil livery with Davidoff Classic to run a regular three-car entry, led by German banker Thomas Bscher.

Nine 'Longtail' McLarens followed that prototype, including one engine-less spare '28R' (re-numbered from its original '27R' after being damaged in a shakedown test) supplied to GTC to support its three complete cars – chassis '20', '22' and '25R'. Little more than a week before the 1997 season's first race at Hockenheim, AMG Mercedes announced its CLK Coupé to tackle the new FIA world championship series. Completely in character, the governing body had just altered its rule demanding full homologation prior to the start of the season to one which postponed that requirement until the last day of the year. This admitted designs from AMG Mercedes, Panoz and Lotus. The 11-race 1997 FIA GT Championship then saw two titles awarded, one for the new world champion GT team/constructor and the other for driver pairing. It turned into a battle between Formula 1 partners McLaren and Mercedes, the difficulty for the former being that the endurance cars were powered by V12 engines, made to order by BMW...

> "In jet black with contrasting paint flicks the Longtail made Gordon 'come over faint'"

In fact it was BMW's effectively works Schnitzer team of Fina-sponsored 'Longtails' which posed the greater threat to AMG Mercedes, their McLarens driven most notably by the irrepressible JJ Lehto and Steve Soper. The battle for the titles went down to the wire in the Laguna Seca 3 Hours, when AMG Mercedes and Bernd Schneider scored a last-gasp victory, with the McLaren Longtails of Team BMW Motorsport runners-up and Gulf Team Davidoff third.

Meanwhile, the gloriously-liveried GTC Longtail chassis '22R' had caught fire during Le Mans practice, which left the driving trio of Bscher, Nielsen and Goodwin as non-starters. But the car was returned to racing in the Mugello 4 Hours, and both the Sebring and Laguna Seca 3 Hours. Into 1998 '22R' was co-driven by Thomas Bscher/Geoff Lees to win the Jarama 4 Hours and Monza 1000Kms, and the same pairing brought it home fifth at Hockenheim, sixth at Silverstone and the A1-Ring, and seventh at Donington Park.

Today – exquisitely restored – this high-tech beauty is preserved within the recently created Duncan Hamilton Gulf Collection, sharing house room with 917, 908/3, Brabham BT26A, McLaren M20 and more. Pale blue and orange, eh, and here it was before us – wailing around the new-look Silverstone circuit. History on wheels, indeed.



LAT

Jenks and Oliver's home on wheels

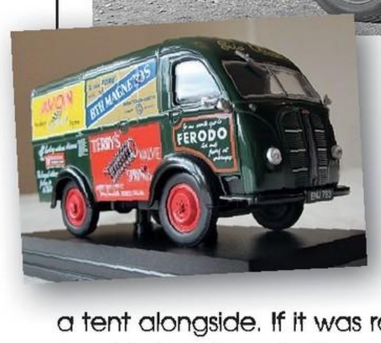
Oxford Diecasts (of Swansea) is an enterprising specialist model company set up in 1993. Early last year it contacted us for any reference we might hold on an unusual prototype it wanted to reproduce in 1:43 scale. It was the Austin K8 'Three-Way' van used by Eric Oliver and Denis Jenkinson when they were racing their Norton sidecar combination and solo motorcycles in 1949-1950. Rummaging among DSJ's negatives I found one shot of it – I think at Monza – and Oxford Diecasts found another reference which resulted in a mysterious parcel arriving at my door.

I had forgotten the project, so unwrapping the model was a startling surprise... and an evocative one. This was the forward-control short-wheelbase 25cwt van in which Oliver – the long-armed, long-legged 'spiderman' who was in effect the Fangio of sidecar competition at that time – and his fearless passenger Jenks had pursued their gipsy itinerary around the race circuits of Europe through 1949.

If they'd had a good weekend's racing and a lucrative payday they'd stay in hotels or boarding houses. If it hadn't been so good but at least the weather was dry they'd park the van and pitch a tent alongside. If it was raining and cash was short they'd doss down in the cramped van, packed with the tools of their trade, cans of fuel and oil, drying leathers doubtless stinking the place out. For some 15,000 miles in '49 alone the 'Three-Way' – so named after its dual doors on each side in addition to those in the tail – was transport, a base, a home, shelter itself. I have no idea how quick it was, but imagine it was hard-pressed to cruise far above 50mph. I know they averaged around 25 cross-Continent. But its 2.2-litre Austin ohv engine and short wheelbase should have made it nimble. I bet with that pair of hard-bitten racers urging it on, the chronically well-laden 'ENJ 793' must often have cried itself to sleep. And here she is in 1:43-scale for £11.95. Those adverts might have changed since he took his photo of her, but I feel DSJ would approve.



GP Library



The 'Three-Way' in its heyday and, left, in diecast model form

Doug Nye

Hawthorn, a Talbot and the Alpine Rally

My first car was a Sunbeam-Talbot 80. It lay in my big brother's front garden where I succeeded in brush-painting it 'garden-gate' green. McLaren later took a leaf out of my book by painting its Cooper-Zerex-Oldsmobile's chassis much the same shade – but while it was capable of making that car run, and win, so far as I know my '80' never ran again. Regardless, I have always had a soft spot for those handsome Rootes Group cars.

High summer in Europe was traditionally time for the Automobile Club de Marseilles et Provence's International Alpine Rally. In period the 1952 edition was rated the toughest yet, run over five days that July, covering 2000 miles through the Alps and Dolomites. The target and average speeds were higher, and the controls closer together, than ever before. Only 23 of the 95 starters completed the course, among whom only 10 survived unpenalised to qualify for a coveted Alpine Cup. That was the year in which Ian and wife Pat Appleyard in Jaguar XK 'NUB 120' secured the first-ever Alpine Gold Cup for three consecutive penalty-free runs. The only driver who would ever match Appleyard's feat – Stirling Moss – secured the first of his three *Coupes des Alpes* that year, as part of Norman Garrard's famous Sunbeam-Talbot works team, driving a 90 saloon. But while his Alpine exploits have been very well publicised, those of a *Coupe des Alpes*-winning team-mate are perhaps too often forgotten. That team-mate was fellow circuit racer Mike Hawthorn.



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In his autobiography *Challenge Me The Race*, Hawthorn dismissed the rally in a couple of lines, not mentioning his navigator 'Chips' Chipperton (above with Mike), nor Moss and his nav John Cutts, nor his other *Coupe*-winning team-mates – Glasgow tobacconist George Murray-Frame and John Pearman. All three crews finished unpenalised and jointly won the manufacturers' team prize.

The first day of that 1952 Alpine had been rated the toughest of the lot, covering more than 600 miles from Marseilles to Cortina. The 'Devil's Loop' of mountain passes near Aix-les-Bains "where the controls came thick and fast, caused more exhaustion and mental stress than anything else" according to Rodney Walkerley's report in *The Motor*. Almost a third of the entry failed on that first day's stretch from Bolzano to Cortina over "the steep, rough and narrow Pordoi, infested with traffic and motor coaches". Sunbeam-Talbot's George Hartwell and Leslie Johnson retired there, while the sister '90' entrusted to American engineer/driver John Fitch would fail later at Innsbruck with a collapsed hub bearing, and Nancy Mitchell's car snapped a stub axle at Castellane within 60 miles of the finish.

Rodney described how "it is difficult for the average motorist to visualise what this trial really means, but racing drivers of the calibre of Moss, Wisdom, Johnson and Hawthorn agree that it is worse than any Mille Miglia, more exhausting than Le Mans and more dangerous than any Grand Prix". Citing a competitor driving "at 70mph on a road where 35mph would have been barely prudent, only to happen upon a steamroller in the middle of the narrow way..." then adding "...the loose, stony surfaces, the clouds of dust, the succession of blinding thunderstorms, hour after hour, mile after mile, with daily sections of 300 to 400 miles... all this and no time for food or rest, begin to take their toll of the stoutest heart and most robust machine".

If today you tackle any of the former Alpine Rally cols – such as the Stelvio, the Allos, Pordoi, d'Izoard, du Frêne, Falzarego, Splugen and so many more – just spare a thought for those warriors of the early 1950s in their narrow-tracked, upright but shapely Sunbeam-Talbots... and – quite apart from the fêted Gold Cup winners Appleyard and Moss – never forget that future Formula 1 World Champion Mike Hawthorn was a winner there too. In fact, he had been quite fortunate in one respect, since he and navigator 'Chips' had been among a group which lost time hunting a listed route control in Arvieux – on the Col d'Izoard section – which in reality had not been set up at all. Penalties incurred there were set aside, which certainly disadvantaged some of the more experienced crews who had just shrugged and gone charging by. But that decision clinched a *Coupe* for The Farnham Flyer. Which was nice...

The three penalty-free works Sunbeam-Talbot 90s were promptly loaded onto a Bristol Freighter and flown home in time to appear in the following weekend's British Grand Prix meeting at Silverstone. Hard-sell marketing is nothing new. But the real Alpine Rally remains much missed.

A mix-up with the Brambilla brothers

You just can't trust some blokes. In the July issue I wrote of Vittorio Brambilla losing the chance of fulfilling what was probably a lifetime's ambition – to drive for Ferrari in the Italian Grand Prix at his home track, Monza, in 1969. Complete twaddle I'm afraid – I meant (and was thinking of) his elder brother Ernesto 'Tino' Brambilla – a slight figure in contrast to Vittorio, 'The Monza Gorilla'. It's advancing age you know – thinking 'Ernesto', then not only writing but also proof-reading 'Vittorio'... Bill Boddy really does put all us kids to shame. When Pedro Rodríguez was first invited to try the car at Monza he didn't have his crash helmet with him so donned Tino's instead, which perhaps borders on adding insult to injury. Tino – to his credit – took his demotion pretty well. But in his own backyard at Monza it really must have hurt...



GP Library

Low-key stock car outing for Clark

Jimmy Clark's Indy-winning Lotus-Ford 38 was of course a heroine of the Goodwood Festival of Speed this year. But ever-enthusiastic Jeremy Nightingale really came up trumps with some photographs I had never seen before, recalling Jimmy's other exploration of American Speedway racing when he drove a red-liveried Holman & Moody Ford stock car in the American '500' at Rockingham, North Carolina's flat one-mile oval, on October 29, 1967.

Jimmy took the start in mid-pack and ran there comfortably for 144 laps until the engine failed. He was sharing the drive with Jochen Rindt – at that time in his final year as a Formula 1 Cooper-Maserati works driver – but the engine let go before the Austrian could take over. The double World Champion and Indy-winner described the NASCAR experience as having been "very interesting", but it was an experiment not to be repeated. Tragically, of course, Jimmy had barely seven months to live...

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Making light of tyre change on MkD Bond. Below, WB's MkA on test in 1950

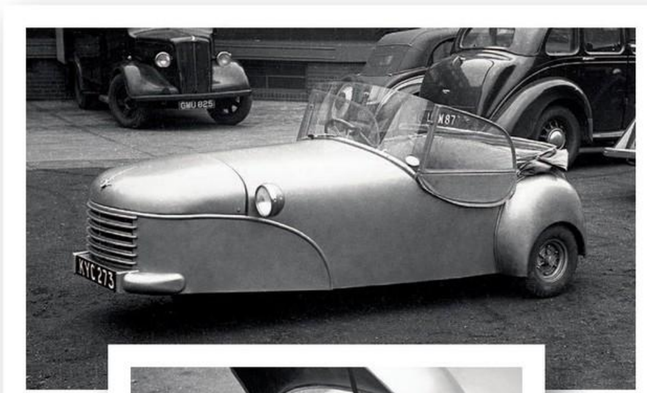
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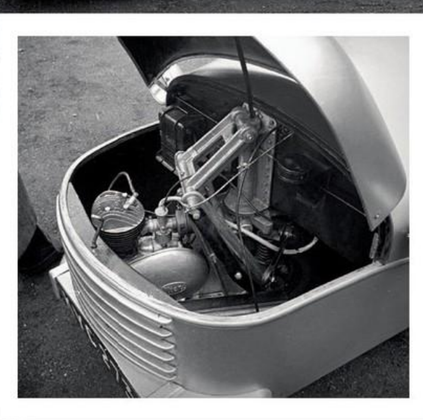
Today's economy cars may look frugal, but 50 years ago you could buy equally abstemious transport

Among the enormous number of different cars that I enjoyed driving when I was Editor of *Motor Sport* was the Bond three-wheeler. It was a maximum economy vehicle of the sort which was popular after World War II, when cars, and money, were in short supply. I tested a 197cc Villiers two-stroke model over a two-month period in 1950. It had a flywheel magneto-cum-generator, a three-speed gearbox, and cable and bobbin steering as in pre-1914 cyclecars such as Bedelia or AV, although later Bond models used a rack and pinion system. The one-cylinder engine, which gave 8½bhp at 4000rpm and pulled a 4:1 top gear, was mounted directly on the single front wheel and turned with it. Being a motorcycle unit there was no reverse gear, but this was not necessary as on later cars the front wheel could turn to 90 degrees, so the car could turn in its own length. The Bond would cruise at 45mph for some 60 miles, doing just about 80 miles on one gallon of petrol. Admittedly you had to add half a pint of oil to every gallon, which raised the price from 3s 1d to 3s 10d (from about 15p to 19p), but then the annual tax saving of £5 would buy quite a number of half-pints.

There was something particularly fascinating about this minimum motoring. Once one had mastered the starting technique of an internal pull-up lever and discovered that you laid the thing on its side to change a wheel, it felt as though one was experiencing some of the atmosphere of the cyclecar age. The ride was trying over rough roads, but the quadrant gearchange was exceedingly easy, although second gear had a tendency to jump out. However, it was easy to stuff back in again without much mechanical protest. Brakes on the back wheels were only just adequate. An Exide motorcycle battery looked after the lighting, horn and windscreen wipers, but the Perspex screen became scratched and opaque, so that at night it was like driving in a perpetual mist.

I would use it for 5am starts from my home to Croydon airport to catch the Airspeed Consul which flew us to the Isle of Man races, and for trips down to the seaside, to Goodwood and for business calls in London. Over the road test several bothers intruded but as each one occurred it was dealt with. A front wheel collapsed and broke up, the engine tightened up and finally seized, the KLG F70 plug burnt out, the brakes grew weak so that pressing the pedal felt like squeezing an orange, and the shoes in the nearside wheel fouled the drum. The worst fault was the flywheel-magneto failure, parts of which were commandeered by some passing Sea Scouts after they fell out on to the road. However, a mechanic came down from Preston to repair the car, so that was service quality that Bond owners shared with Rolls-Royce buyers. Incidentally the mechanic came in a 122cc Bond giving some 100mpg, and when I remarked he had an interesting job driving around the country he replied that it would be if he did not have to use a slow 122cc.





Five years later I road-tested the Mk C model, much improved by suspending the back wheel on bonded rubber units, while the windscreen was now glass.



Start of Aintree's first major race, the 200. Right, Earl Howe opens the track; Mrs Topham listens. Bottom, front row of 200 grid

All images LAT

Courses not just for horses

Having achieved success with her Aintree horse racing meetings, Mrs Mirabelle Topham decided that she should add motor racing to her repertoire, so she had built a car race track inside the celebrated course over which the Grand National was held annually. When we motor journalists went to see the opening meeting at the new track we were asked not to walk on the ground over which the famous horse race meetings took place.

I remember going to the first international car race meeting on May 29, 1954, organised by the BARC for the *Daily Telegraph*. The track was exactly three miles to a lap, which was covered in an anti-clockwise direction but which changed to the more normal clockwise for the second meeting. Resembling an airfield circuit in being perfectly flat with long straights, its series of eight interesting bends gave considerably lower lap speeds than Silverstone or Goodwood.

On this opening meeting the rain did not dampen the spectators' enthusiasm as they were rewarded by seeing Stirling Moss drive in truly professional style in his new Maserati 250F, winning the Aintree International 200 race ahead of Reg Parnell in a Ferrari and Ron Flockhart in a BRM. Moss also dominated the 500cc event in his Beart-tuned Cooper-Norton. Duncan Hamilton took sports car honours in his C-type Jaguar from Carroll Shelby in his Aston Martin DB3S and Jimmy Stewart in the ex-Le Mans-winning Ecurie Ecosse Jaguar.

I also recall, after one meeting at Aintree, setting off for home which involved driving through the Mersey Tunnel. In the left-hand lane was a very slow driver so I moved into the opposite lane, not realising that such a move was not accepted. When I got to the exit of the tunnel I saw someone signal to me, which I presumed was a friendly wave, so no need for me to stop. This person obviously took my number as some time later I received a complaint from the Mersey Tunnel Authorities for changing lanes illegally.

I reported this in *Motor Sport*, and later received an anonymous letter from a lorry driver who said he knew the person who had reported me to the authorities, and also knew where he lived and that he parked his car outside his house. The correspondent drove heavy commercial vehicles and implied that the person who had reported me would one day find his car a different shape… »»»

Bill Boddy



WB stays warm as BMW pauses by Schönbrunn Palace

A high-speed continental grand tour

In 1972 I was reminded that in 1937 the late Dudley Noble took the then-new Humber Snipe on a drive covering 10 European cities in 10 days. This prompted me to try and visit 10 European cities in five days, as Britain would soon be part of the European Economic Community. I thought it would be appropriate to leave the London Motor Show when it opened on the Monday and take the new British Jaguar XJ12, as it would have been satisfactory for the journey, but unfortunately the Jaguar company would not find us a vehicle. We resolved this by asking BMW to lend us a car, as the BMW 3.0 CSL Coupé was due for road test. When asked they embraced the idea enthusiastically and would inform their agents on our intended run, to give help if needed, which was not needed as the car behaved impeccably.



Michael Tee, *Motor Sport*'s production manager, would act as photographer and do the driving while I kept the log, navigated and reported the story. We did not intend to make a record-breaking run, merely take a little jaunt to discover how much quicker the roads and cars had become.

At 7.10am on a Wednesday, with 1.9 miles on the trip odometer, we started off from Tower Bridge, reaching Dover by 8.50am and taking the Seaspeed hovercraft, which took us across the Channel in only 45 minutes. We left Calais at 11.22am for Dunkirk, heading for Paris on the autoroute, getting lost in Dunkirk, but the autoroute was encountered by 12.44pm. The BMW cruised at 5900rpm at 130mph. Approaching Paris we took on fuel, which was working out at 14-15 mpg, which meant refuelling every 200 miles. It took us two hours to get a photograph of the car beside the Eiffel Tower and to negotiate the afternoon traffic outbound for Lyon. By 6.07pm we went through Lyon on the Aix-Cannes-Nice road and soon reached the third capital, Monte Carlo, where we stayed at the Holiday Inn. We had arrived at 11.21pm with 891 road miles covered since leaving Tower Bridge, so our travelling time so far was 17hr 2min, including crossing the Channel, stopping in Paris and an evening meal. We were averaging 75mph, which showed how fast the roads of Europe were in 1972, whereas Charles Jarrott in 1906 in a 7-litre Crossley took 37½ hours to reach Monte Carlo, and Radley in 1913 in a Rolls-Royce Silver Ghost required 26hr 4min. Admittedly both of these were non-stop runs and avoided Paris.

On day two we reluctantly left the Principality, setting off by 9.10am for Ventimiglia, skirting Geneva and Florence. On our approach into Rome the streets were lined with troops in ceremonial dress and the Polizia were out in force as the President was due to visit, so it took us one and a half hours to take the obligatory picture beside the Coliseum. We then headed out to the Austrian border. We left the Brenner Pass at 9.49pm and by 1.44am on the Friday we found a clean truckers' motel in Linz. By now we had 2038 miles on the clock.

With only four hours sleep we resumed the motoring, and by 1.14pm we had reached Vienna and photographed the BMW by the Schönbrunn Palace. Our fifth capital, so we were halfway. Retracing our path towards Salzburg a blizzard reduced the BMW to a cruising speed of 100mph. Between Munich and Stuttgart the traffic reduced us to a crawl but by 3.59pm we were at Basle and 90min later taking a photograph in Berne, capital number six. In the dark we drove on the 300 miles to our seventh capital Bonn, where at 11pm and with 3121 miles on the clock, we found a hotel.

Day four started early, leaving Bonn at 8.30am. We drove down beside the Rhine passing signs to the Nürburgring, then headed for Luxembourg where we photographed the car by the EEC headquarters, departing the eighth capital at 10.40am in good spirits as we were ahead of our schedule. By 12.45pm we were searching for the Atomium in Brussels, and then on into Holland and Amsterdam, our final capital, leaving at 4pm to return to Belgium and from there to the coast and Ostend. We took the night ferry to Dover and were back on Tower Bridge by 12.35am. Ten capitals in four days, and a total mileage of 3789, mostly at well over 100mph. This sort of run can be exhausting, and on the run home I felt jealous on seeing a farmer with his horse and plough in a field, a striking contrast to the pace we had maintained in the past four days. After I got home one of my wife's friends said you must have had a relaxing time in Paris, to which I replied "we only spent four minutes there".

The idea of doing the journey in five days was reduced to four because Michael Tee, who drove so fast and safely, wanted to get back in order to see a girlfriend.

First Record after the War

When Brooklands was reopened after the war in 1920, apart from racing it was occupied by many determined record breakers, the first of whom was C M Harvey, later of Alvis fame, who in the light car class did a standing-start half-mile, kilometre and mile at 54 to 61.5mph in a Silver Hawk. Then Archie Frazer-Nash in the new class K (750-1100cc) in his 84x98mm GN achieved standing-start short-distance records at speeds from 57.25 to 66.39mph, also doing the same distance with a flying start at around 80mph.

Name games

When I was writing for OV Holmes's magazine *Brooklands – Track and Air* after the War he at first rented an office for me in the Aero Club House. Soon, however, he found the rent too much so I was moved to one of the sheds, which during the War had been a mortuary, much to the delight of people who met me and would greet me as the Boddy from the Mortuary.

LBVCR update

The well-established London to Brighton annual car run is destined this year to be held on Sunday November 7. Five hundred and fifty entries have been received already, 25 per cent of them from overseas, so entries are now closed.

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Chapron Coupe, in outstanding condition.



1964 Lotus 33 R10. Winner of the 1964 Rand GP (Stewart) and the 1965 S.African GP (Clark). Purchased direct from Lotus by the current owner in 1967 and extensively raced by him ever since.

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1970 BRM P153 V12
1968 Brabham BT25 Indycar
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1965 Lola T70 Mk II Spider
Lotus 69 BDA F2
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Parting Shot

British Grand Prix, Brands Hatch, July 13, 1986

In front of a capacity crowd, Alain Prost's McLaren MP4/2C-TAG heads Teo Fabi's Benetton B186-BMW onto Cooper Straight. The reigning World Champion trailed in third, more than a lap behind Mansell and Piquet's Honda-powered Williams FW11s.

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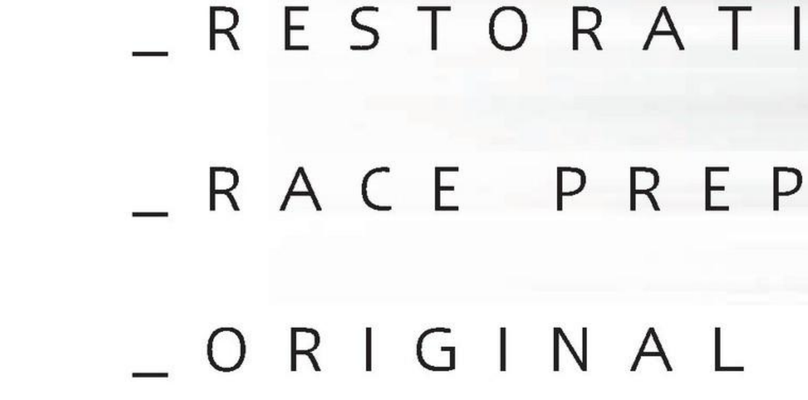
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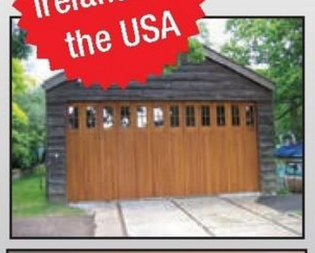
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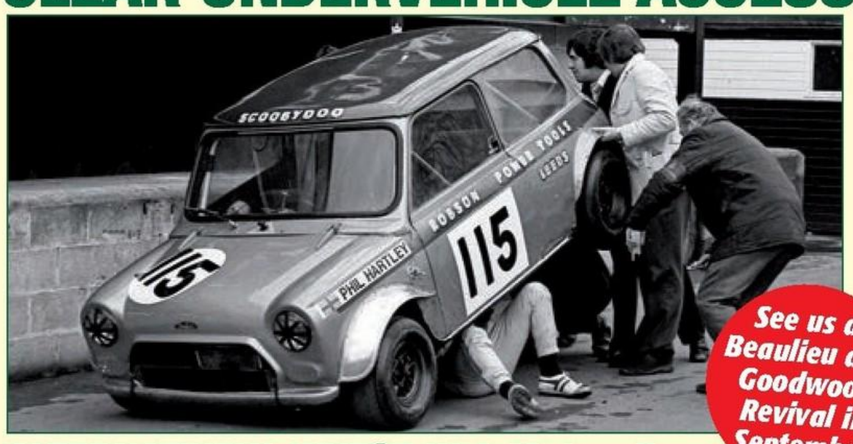
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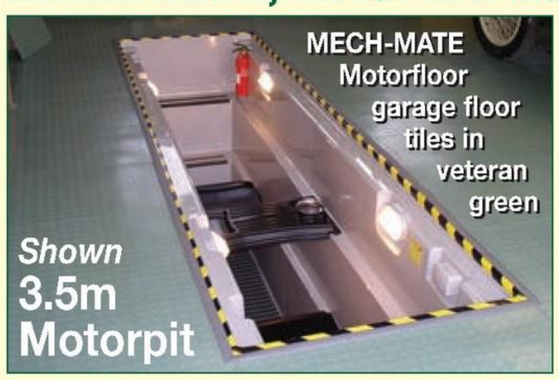
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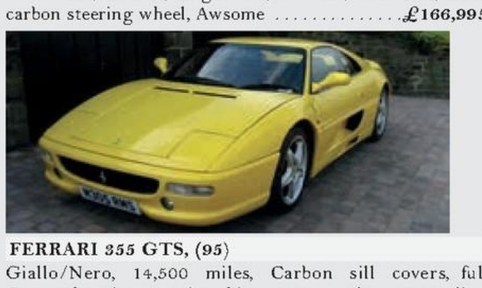
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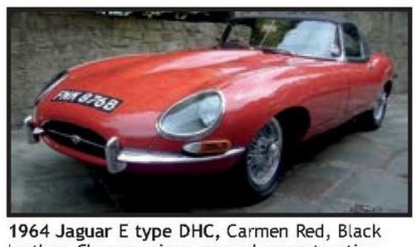
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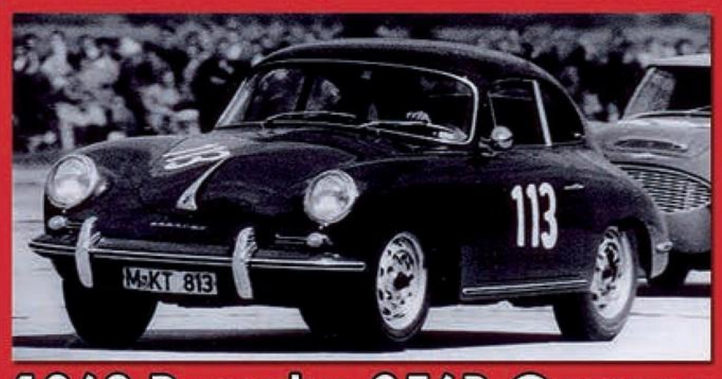
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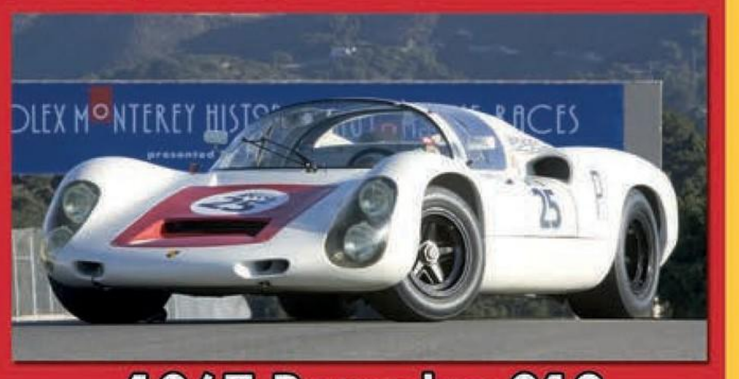
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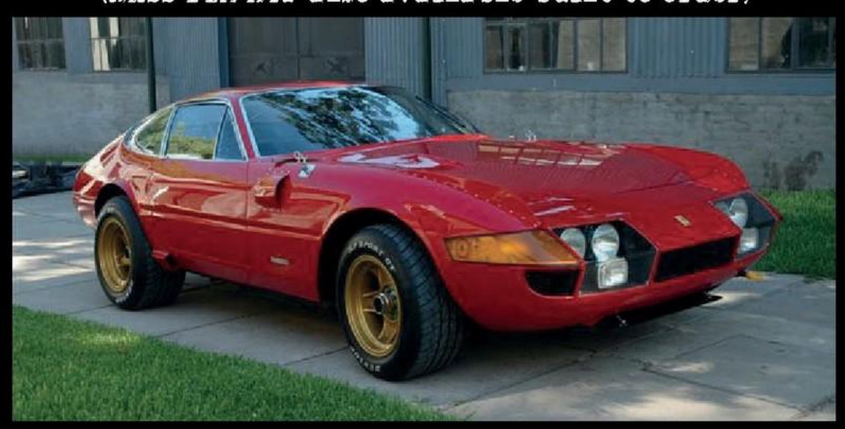
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1972 Ferrari 365/4 Daytona 'Competizione'



Cobra Daytona Coupe FIA HTP by Alu Cars

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1978 FERRARI 308 GTS Blue Sera, with crema hide and blue carpets, 16" alloys, this car had major body restoration in 2006, and has only covered 40,000 miles, a superb example, with lovely service history, not to be missed! **£33,995**



1987 Ferrari 328 GTS, Rosso corsa with crema hide, and Bordeaux carpets, air conditioning, electric windows, electric door mirrors, central locking, CD player, Only 28,000 miles FSH, pre ABS model, Amazing example! **£32,995**



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1996 Ferrari 355 Spider, Giallofly Yellow, Black leather, 25,035 miles, air conditioning, electric seats, electric hood, PAS, ASR, electronic suspension, alloys, CD player, remote alarm/ locking, tracker. **£43,995**



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ROD LEACH'S NOSTALGIA

AC COBRA 427 Mk III S/C 'CONTINUATION' - L.H.D.

Just 10 'Continuations' (AC Cars Ltd.'s own authentic and totally perfect reproductions of the definitive iconic 1965 '427 S/C' - accurate down to the very last detail) were fully completed by the Factory from 1990 to 2002; only 5 now remain in the UK. This is COB 5002, starring in 'Jeremy Clarkson's Motoring Years' (BBCTV), and also owned by Liam Howlett (The Prodigy). Dynoed c.500 bhp Mathwall 1965 side-oiler engine and top-loader 'Rug' gearbox. Fully trimmed with all weather equipment. Eligible for F.I.A. papers. 'Historic Vehicle' classification. M.O.T. 1,950 miles from new and 'Concours' condition to match.
Same investment potential as a 1965 'original' but around 1/3rd the price!



2000 AC COBRA 'SUPERBLOWER' - R.H.D.

Among the last of only c. 20 examples built by AC Cars Ltd. from 1997 to 2001, these extremely rapid all aluminium hand-built sports-roadsters have blossomed in reputation over the past 12 years. Genuine 350bhp (dynoed, with essential uprated engine management system) supercharged 5 litre Ford V8, with 5 speed T5 gearbox, gives 0 to 60 mph in 4.2 secs., 0 to 100 mph in 10.3 secs., and 160+ mph. Fully modified suspension and other desirable features. Just 9,500 miles and in equivalent superlative condition throughout, with fresh M.O.T. etc.
The last of AC Cars Ltd's 'Cobra variants', a landmark in the Company history.



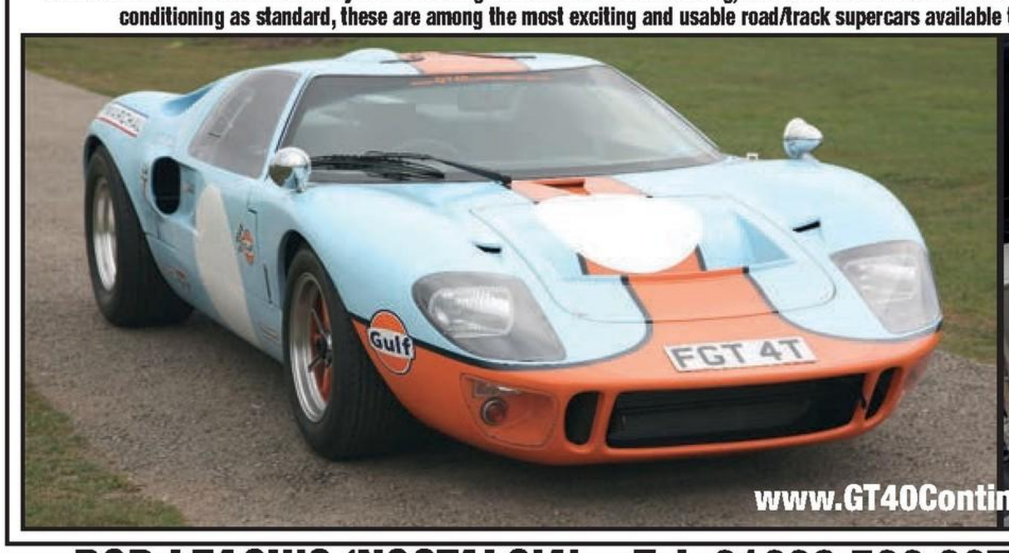
NEW MK II SHELBY DAYTONA COBRA COUPES

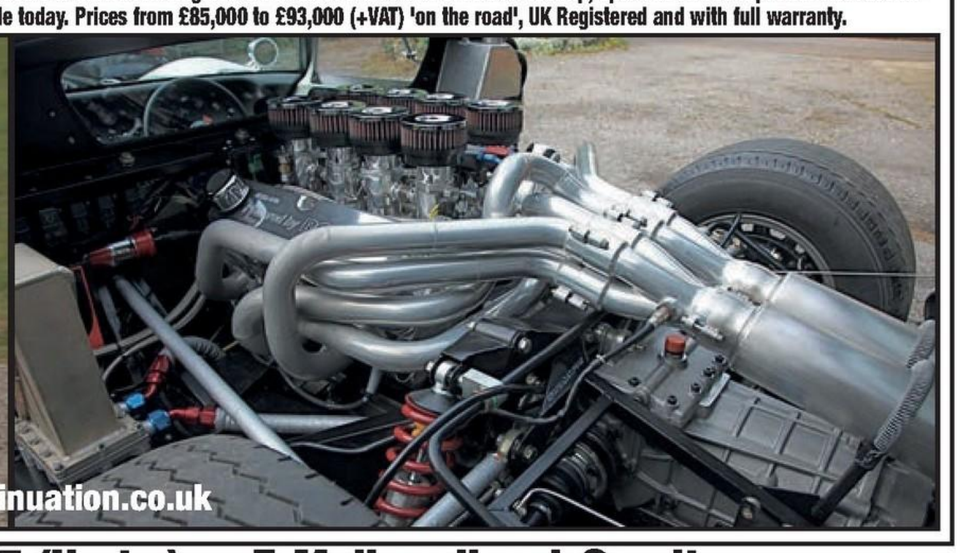
Glowing accolades from the Press and TV Media for the original 2004 Shelby Daytona Cobra Coupe were universal and wide-spread. Now, 5 years later, the first improved versions of these fabulous Pete Brock designed 200 + m.p.h. Supercars have just arrived in the UK. Subtle changes to both exterior and interior provide greater cabin space, head and leg-room and seat/steering adjustment, electric windows, new wheel design and much more. Mechanical improvements to suspension, drive-train and diff. and a greater range of power units (430 bhp to 600 + bhp!) all add up to a modern masterpiece of front-engined technology, eminently practical for long-distance motoring, or Track Days and Tours.
Prices start at £87,000 + VAT - fully finished, 'on the road' (UK Registered) with warranty.



NEW GT40 MK I / MK II 'CONTINUATIONS'

From the highly respected South African manufacturer of the Shelby Daytona Cobra Coupe now come the definitive recreations of the legendary Le Mans winning GT 40s of 1966 to 1969. Such is their degree of precision and authenticity, that over 90% of all the component parts are interchangeable with the original 1960's cars', including the entire 'monocoque' pressed steel chassis and roof sections; in addition, chassis numbering continues from the original production run (GT40 P2000 Series), the cars are titled and badged as 'GT40's' and each is listed in the S.A.A.C. World Registry. A superb endorsement of the quality and accuracy of these 'Continuations' has been the delivery of a new red/gold Mk I to Alan Mann Racing, whose Team success in the 1960's is unrivalled. Engines are Roush/Ford V8's of 5.4 litres/430bhp, upto 7litres/550bhp. With effective air-conditioning as standard, these are among the most exciting and usable road/track supercars available today. Prices from £85,000 to £93,000 (+VAT) 'on the road', UK Registered and with full warranty.





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Bentley Turbo R Left Hand Drive first registered in 1992
Finished in gleaming unmarked ebony black with black hide interior, piped in St James red, lambs wool overugs, picnic tables, cocktail cabinets, footrests, alloys, rear quarter badges, expensive in car stereo equipment, 35,000 miles, garaged from new, totally stunning **£19,750**



Aston Martin DB7 Volante Vantage 2001
Finished in Antrim Blue with matching hide interior in magnolia and blue, with matching blue power convertible top, auto power, tip-tronic steering controls, overugs, alcantara headlining, heated screen, premium stereo system, CD. Sat Nav, walnut veneer throughout, heated seats, power windows, usual Aston extras, non smokers car, only 14,000 miles from new, full Aston Martin history, garaged, mint condition **£48,750**



Jaguar E Type 3.8 1963
FHC Finished in opalescent Dark Blue with Tan hide interior, Sun roof, chrome wire wheels, over £60,000 spent to bring this car to superb condition. Personal reg number, excellent history, drives magnificent, the ultimate of a legend **£47,750**



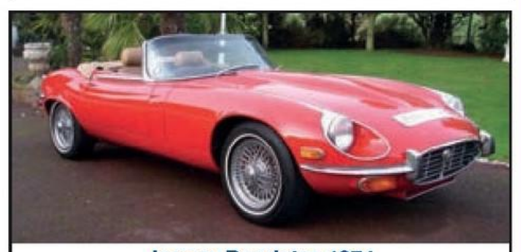
Jaguar E Type 3 8 1963
This superb E Type is finished in Silver Blue with Navy Blue hide interior, stereo/radio, chrome wire wheels, with low mileage of 66,500,very difficult to repeat, garaged from new. **£45,500**



Jaguar 3.8 Mk II 1964
Finished in traditional British racing green with matching hide interior, picnic tables to rear, sparkling chrome wire wheels, auto power steering, radio stereo system, alarm, over £75,000 spent, excellent history. Magnificent **£45,500**



Rolls Royce silver Spirit series 11 1990
Finished in Ebony black with dove grey hide interior, piped in Black, headrests, lambs wool overugs, superb walnut veneers, with gold inlays, CD and stereo system, Rolls Royce alloy wheels, tinted glass, only 55,000 miles from new with full service history,always garaged, . . . **£15,750**



Jaguar Roadster 1974
Left Hand Drive finished in Signal red with beige hide interior, headrests, radio/stereo, tinted glass, air conditioning, sparkling chrome wire wheels, spare unused, manual transmission, power steering, 29,500 miles, garaged from new, superb . . **£56,500**



Mercedes 280 SL Sports 1969
Left Hand Drive, finished in Diamond white with cherry red hide interior, headrests, hard and soft tops, auto, power, air con, stereo system, two owners from new,this car is in amazing condition, pampered from new, looks like a one year old car and is totally superb. Also available in ivory white with dark brown hide interior **£49,750**



Jaguar E Type V12 Roadster 1973/4
Silver with Blue hide interior, manual transmission, power steering, original radio and stereo, chrome wheels, 69,000 miles, only three owners, drives superb, needs paintwork, one for the enthusiast, always garaged, absolute gift, ... **£29,750**



Aston Martin Virage 1991
Finished in metallic green with magnolia hide interior, piped in green, headrests, overmats, stereo system, tilt steering, usual Aston extras, only 25,000 miles from new with full service history, garaged from new **£28,750**



Jaguar E Type V12 Roadster 1974
Finished in gleaming signal red with as new black hide interior, headrests, stereo system, manual transmission, power steering, sparkling chrome wire wheels, white side tyres, heritage certificates, only 9,000 miles since top professional renovation, old Mots, hand book, history, always garaged, just magnificent . . . **£68,750**



Mercedes 560 SL Sports 1986
Left Hand Drive, finished in gleaming Signal Red with black hide interior, hard and soft tops, headrests, air bags, light up vanity mirrors, cd/stereo system, power mirrors, power windows, centre arm rest, air conditioning, climate control, cruise control, 18,000 miles, garaged from new, very difficult to repeat **£25,500**



Aston Martin DB6, 1968
Finished in Olive Green, with tan hide interior, stereo system, power windows, manual transmission, power steering, chrome wire wheels, ONLY 112,000 miles from new. ONLY 2 owners. Last owner for 33yrs service frequently, invoices & MOT, original buff log book from new, amazing condition, drives like new, pamper and garage from new, if you want the very best this is it, rapidly appreciating, . . **£125,500.**



Jaguar E type V12 Roadster 1971/2
Finished in totally unmarked gleaming British Racing green, with as new Tan hide interior, headrests, stereo system, as new chrome wire wheels, manual transmission, power steering, only 33,000 miles from new,every Mot, large history file, original British Leyland service book and handbook, this car is in absolutely mint condition, garaged from new **£68,750**



Jaguar E Type V12 Roadster 1974/5
Finished in Regency red with Black hide interior, headrests, stereo system, auto,power, chrome wire wheels, only 60,000 miles from new,bills and Mots, classic colour combination, very original example **£39,750**



Bentley Hooper 1956
Finished in gleaming two tone green with fine coach lines to compliment the coachwork, a matching green hide interior, with a glass like finish to walnut veneers, picnic tables to front and rear, power windows, original HMV radio, new tyres, matching thick pile lambswool overugs, only one former keeper, this very rare Bentley is ideal for showing with every possibility of winning, or for the pure pleasure of driving, possibly the finest in the world and a fine investment **£65,750**



Aston Martin 2002 DB 7
Left hand drive Volante Vantage, Finished in Solway Silver with Cherry Red hide interior,and matching power top, Walnut veneers, overugs, touchtronic, power steering, power windows, sat nav, stereo, Cd, air con, Special Aston Larini exhaust system, only 10,000 miles from new with full Aston history,this car is just remarkable, never seen rain **£49,750**



1999 Bentley Continental SC Sedanca Coupe LHD
Finished in Silver Pearl with Stratos hide interior, 27,000 miles, matching lambswool overugs, this car has just about every possible extra, a very rare model with only seventy three ever produced, with its unique lift out glass roof, this stunning car has FBSH, garaged from new, a very famous owner, just magnificent .**£135,000**



1972 Rolls-Royce Phantom V1 State Limousine
Finished in Garnet over Antelope with Cherry hide interior to the front and West of England cloth to the rear, glass division, power windows, a/c, TV & video, cocktail bar, intercom, 12 stack CD player, Sundym glass, only 18,000 miles from new, 2 owners, lambswool overugs, occasional seats, show condition **£175,000**



Bentley Azure 1997 Model
Left Hand Drive finished in Silver Pearl with Black hide interior, to many extras to list, lambswool overugs, expensive stereo system, chrome wheels, anti theft device, Burr Walnut throughout, 52,000 miles, always garaged **£75,500**



Mercedes 280 SL 1969
Finished in champagne gold with superb interior, hard and soft tops, automatic, power steering, radio and stereo, cd and mini disc player, expensive alarm, 89,000 miles from new, good service history, garaged from new, absolutely stunning, probably the finest **£39,750**



Mercedes Sports 280SL 1969
Finished in Ganate Red with black hide interior, headrests, hard and soft tops, auto, power, CD/ stereo, only two previous owners, original service and handbooks, service bills etc, original document wallet, garaged from new, Mercedes show car probably the finest **£49,750**



Jaguar E Type V12 Roadster
1973/4 finished in the original colour of unmarked Primrose Yellow with black hide interior, head rests, CD system, manual transmission, power steering, chrome wire wheels. Only two owners from new, every MOT since new, original British Leyland service book stamped up-to-date, original bill of sale, lots of history, original handbook. Only 19,000 miles from new. This car is remarkable. Never seen rain, garaged since new. **£87,500**

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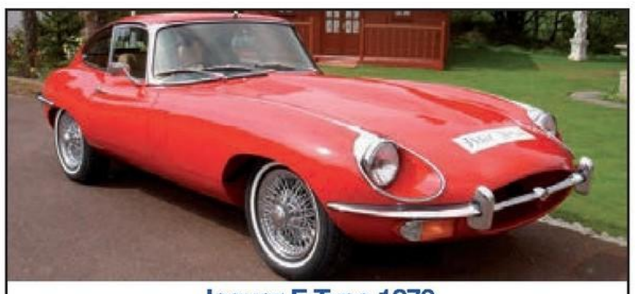
Rolls Royce Left Hand drive Corniche Convertible series 11 1985 model.
Finished in Ivory with matching tan hide interior,matching power convertible top, lambs wool overugs,stereo system,air conditioning, one owner, only 38,000 miles from new, history, always garaged, fine example **£49,750**



Jaguar E Type 1973/4 Roadster
Finished in Azure Blue with Tan hide interior, manual transmission, power steering, original radio,pressed chrome wheels, only 34,000 miles from new, lots of Mots and service history, original service book and handbook, superb original example. **£56,750**



Bentley Arnage T Mulliner 2005
Level 2 Finished in Silver lake with Nautic Blue with contrasting Cotswold quilted seats and door inserts, walnut veneer to fascia and waist rails, with Bentley recessed badges, Le mans vent and Mulliner badges, sat nav, sunroof, quad exhaust, parktronic, many more extras, 27,000 miles, FSH, very high spec, this car is totally stunning **£75,500**



Jaguar E Type 1970
Series 11 FHC Finished in gleaming Signal Red with Tan hide interior, head rests,sparkling chrome wire wheels, stereo system, spare unused, well known car in the Jaguar world, this E Type is just incredible in condition, totally rebuilt every nut and bolt, by a top club member, only covered 2,000 miles since rebuild,l ots of bills, handbook in leather wallet, it would probably be impossible to find better, the ultimate E Type **£65,500**



Jaguar E Type Roadster 3.8 Mk 1 1963
Finished in Midnight Blue with Cherry red hide interior, overmats, sparkling chrome wire wheels, only covered 4,600 miles since renovation and conversion, this car is in fantastic condition and has been very well maintained by the previous owner, always garaged **£59,750**



Jaguar V12 E type Roadster 1974/5
Finished in Gleaming Old English White with Cherry Red hide interior, headrests, stereo system,overmats,sparkling chrome wire wheels, virtually one owner,only 21,000 miles from new, with original British Leyland service book with stamped up service history, hand book in original leather wallet, garaged from new, this E type is quite remarkable and totally superb **£75,750**

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A well sorted and competitive car complete with spares package and current HTP papers, crack test certs etc.

£225,000 including spares package



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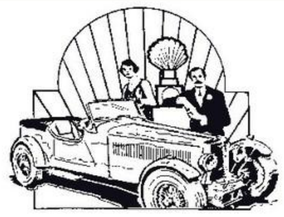


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1994 Porsche 993 GT2 RS by DP Motorsport of Germany. Speed Yellow with Grey Leather Race Seats. Full Harness, Race Brakes/Suspension, C 380BHP. BBS Split Rim Race Wheels, Full GT2 Body Kit, Yellow Dials, An amazing Motor car, please view our web-site £44,950



1964 (1987 BUILD) JAGUAR D-TYPE REP (L.R Ram) engineering workshop built and 5000 miles only. This is without question, the best, and most superbly build GRP replica we have ever seen. The quality, and build is very special, and rarely seen to this very high standard. Many original/genuine Jaguar parts, full race-tuned 3.8 Ltr engine, 4 speed manual with overdrive, stainless exhaust, correct instruments, seats, motolita wood rim wheel, etc, etc, period registration, (we sold an alloy copy last year for £150K) which was no better to drive then this car. "Stunning" £44,950



1957 Bentley S1 Saloon. (from our Chairmans private Collection). Tudor Grey with Red leather, 80000 miles, superb vast detailed History, original tools, handbooks, etc. Top spec includes, Power-Steering, Air-Cond, Front Cocktail conpartment with twin glass decantors. Perfect wood, leather, paint, and drives just as it should do, (everything working perfectly). Not to be compared with the £25K to £35K junk on offer up and down the country, without question, one of the best in the world. £49,950



1995N PORSCHE CARRERA 993 SPORT COUPE. Tip-Tronic. Midnight Blue with Grey Leather, ESR, Air-cond, Alloys, etc. This car has Covered 130K with Full Porsche Service History. And is presented in Origianal , Superb, Condition. All Books, Tools, Paperwork, History, Etc. Stunning Value at..... .....£18,950



1972 Porsche 911 Targa 2.4S LHD rare factory S Spec Upgrade on Carbs) Matching Numbers car (fully Documented) by Porsche, in Lemon Yellow, with black leather trim, Fuchs alloys, 39,000 genuine miles, stored by the first owners family for c25 years, then restored by a leading porsche specialist to concours standards. A very rare and special motorcar £44,950



1962 AC Aceca Chassis number AE822. 35000 miles 4 owners, Original and Mint.. .....£POA.



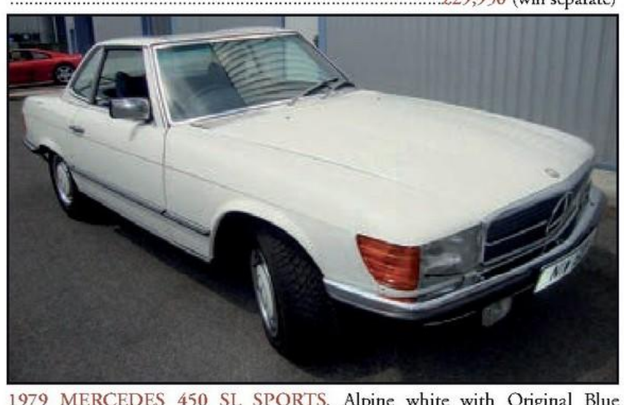
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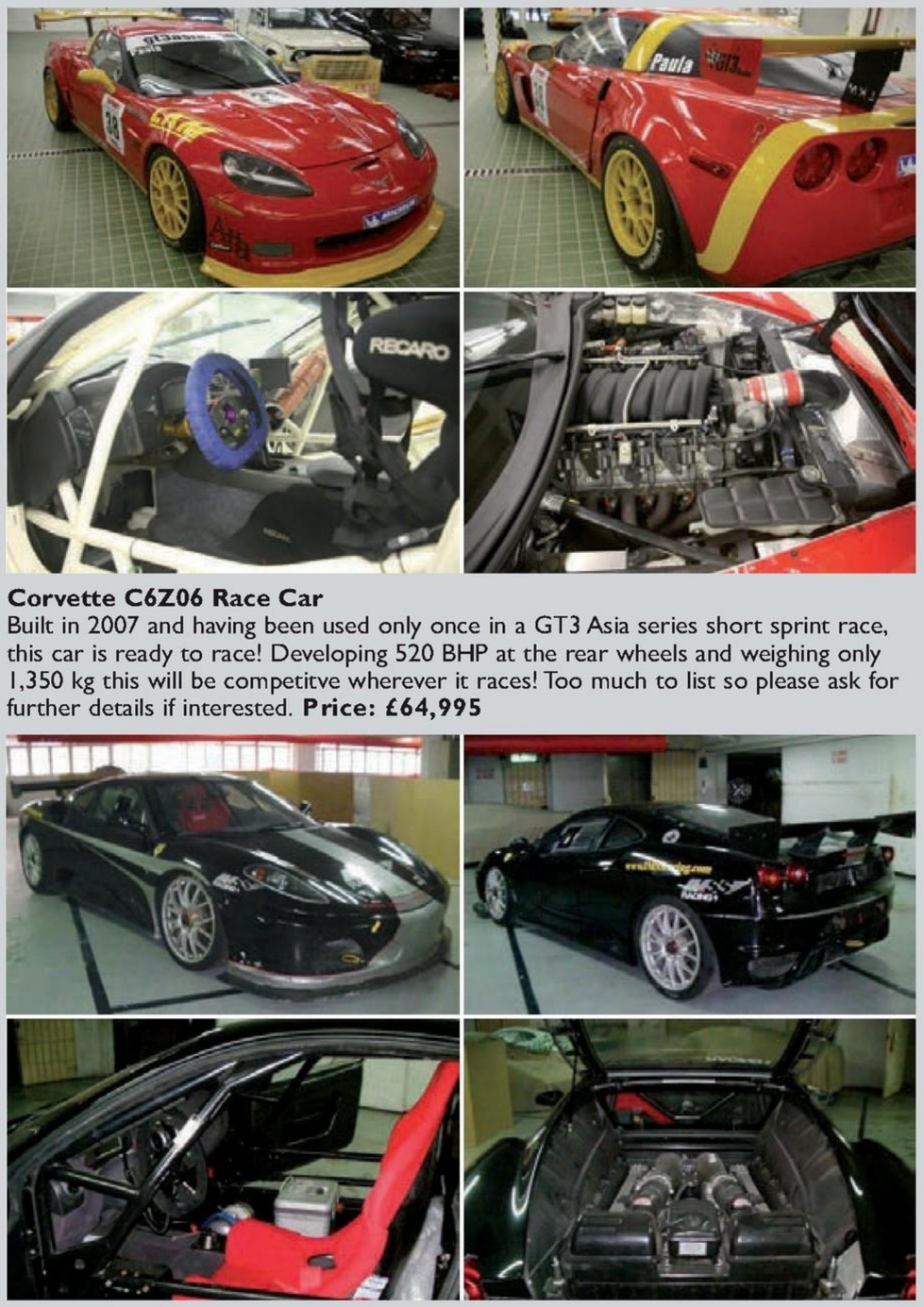
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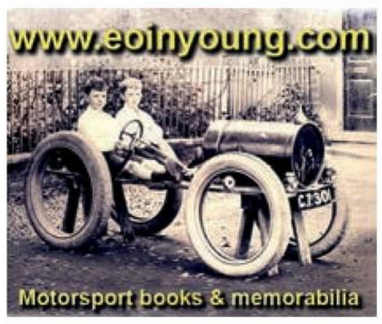
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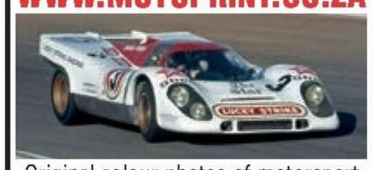
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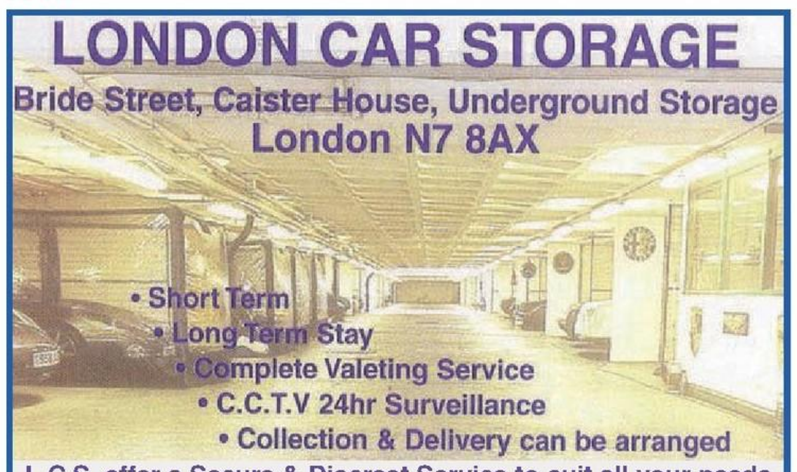
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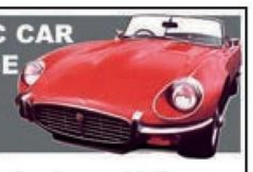
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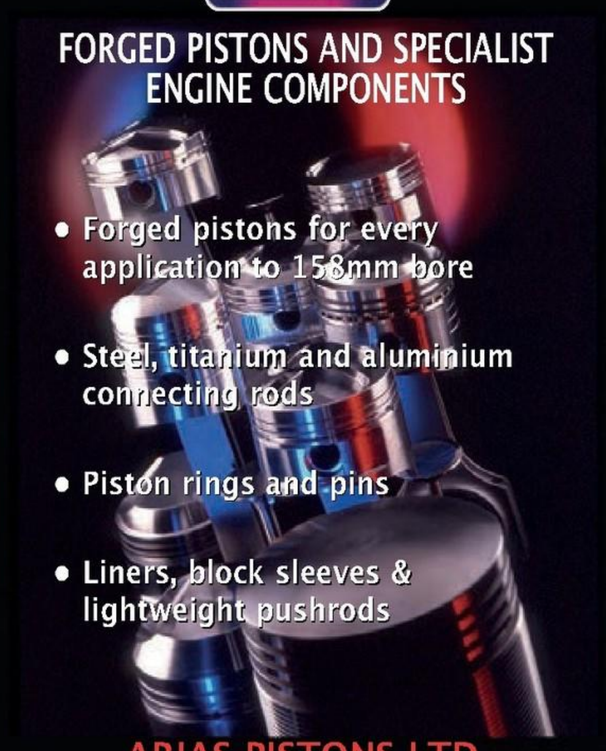
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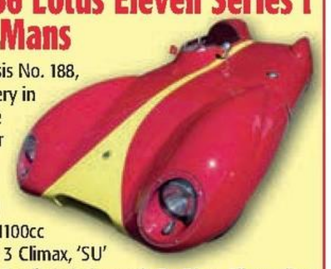
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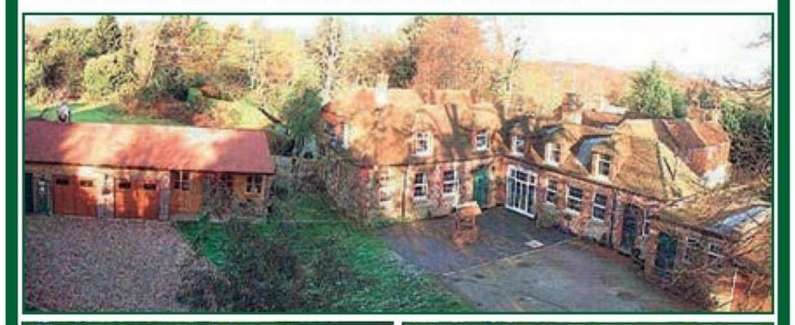
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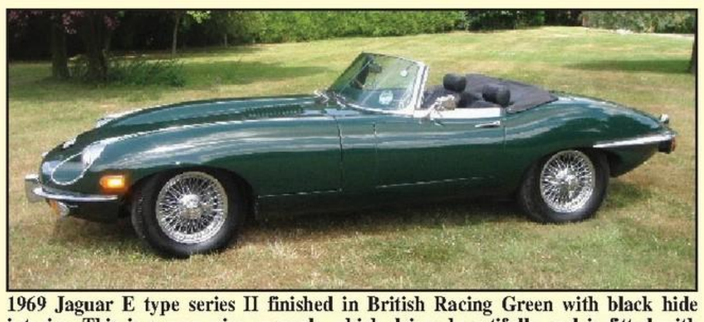
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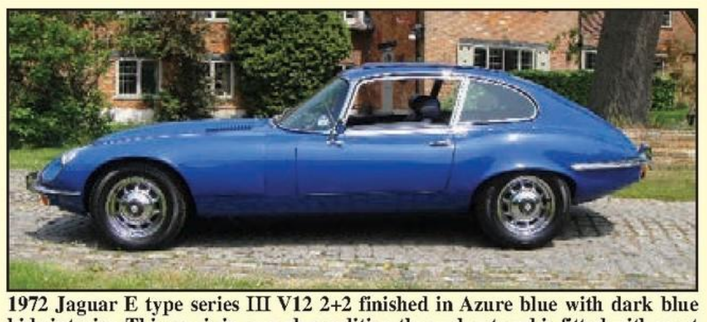
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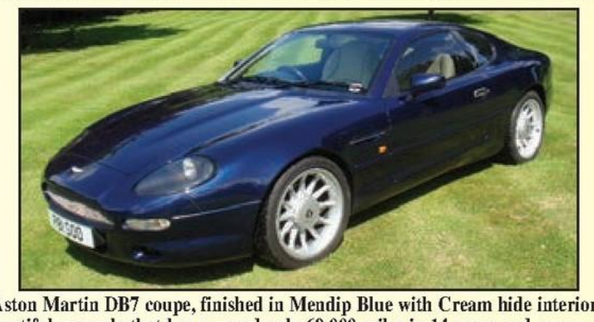
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2003 (53) Mercedes SL 500, finished in Tanzanite blue with contrasting cream hide interior. A really beautiful example with Mercedes service history and upgraded 18" alloy wheels and satellite navigation. Very realistically priced at £21,950



2005 (55) Aston Martin DB9 Superb car in Chiltern Green with Quail Grey hide, electric heated seats, 6 speed manual, sat nav, 19inch alloys, grey brake callipers, traction control, aircon, HiFi system, heated electric mirrors, xenon headlights, full Aston Martin service history, having covered only 15,000 miles. Very competitively priced at £52,995



2006 (56) Mercedes SL 500 (face lift model) finished in Blue/Black metallic with full black hide interior, This is an exceptional one owner car with complete Merc service history. Fitted with most available options including satellite navigation, 7 speed tiptronic transmission and 19" AMG alloy wheels with new tyres. Quite exceptional and sensibly priced at £35,950



1969 Aston Martin DB6 finished in its Caribbean blue with contrasting black hide interior and all in excellent order throughout. It is fitted with the more desirable 5 speed ZF gearbox and also has power assisted steering and chrome wire wheels. Despite being over 40 years old, these cars easily stay with modern traffic. Now definitely appreciating in value, this one is realistically priced at £89,950



1960 Alvis TD21 finished in a very attractive Fern green with contrasting Suede green full leather interior with matching fern green carpets edged in matching hide. This Alvis has been the subject of a total restoration and is believed to have had only 3 owners from new. It has automatic transmission and wire wheels with modern radial tyres which greatly enhance the driving pleasure. Very sensibly priced at ..£29,950



1998 Aston Martin V8 SrsIII finished in Cobalt blue with contrasting stone hide interior. This car has just had a major service and comes with a substantial history file detailing past expenditure. It has had a wheel upgrade to the later BBS cross spoke alloys and has an "S" spec engine and mesh front grills. The car drives extremely well and comes with a 12 month warranty. Should undoubtedly appreciate in value, but still sensibly priced at £29,950



Proteus "C" type, all aluminium, expected shortly. Please enquire



1976 Panther J72 in the style of a Jaguar SS 100 beautifully finished in Rhodium silver with contrasting deep Burgundy mohair hood and full Crimson hide interior, fitted with a Jaguar 4.2 XJ engine, automatic transmission. Further specification includes chrome wire wheels with 3 eared spinners and modern radial tyres, chrome tubular bumpers and luggage rack, P100 style head lamps. A real Kings road cruiser and realistically priced at £26,950



1997 Aston Martin V8 Coupe, finished in Rolls Royce Royal blue with contrasting pale grey hide interior and grey Alcantara head lining; dash panels and door capings are finished in walnut veneer. The condition of this car is quite stunning and a credit to its previous fastidious owner. Only 25,000 miles with comprehensive service history, much of which is by Aston Martin works Service. Probably the best available and realistically priced at £39,995

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Letters

A champion in all but name

Sir,

I greatly enjoyed the August issue of *Motor Sport* and its 1970 theme. Though other years may not have been so pivotal, I wonder if the 'year' idea might be repeated in the future?

However, I must heartily and respectfully disagree with Sir Jackie Stewart's comments regarding Pedro Rodríguez ('Pedro's Twin Peaks') when he says, "I don't think he was World Champion material, to be quite honest".

During the 1971 World Sportscar season when he drove for John Wyer's JWA-Gulf team, Pedro scored four wins – more than any other driver. He dominated two breathtaking races, winning against seemingly unbeatable odds. The Brands Hatch BOAC 1000 story is often told, but lesser known was his similar feat at the Österreichring. Pedro led the first 30 laps but had to pit with a flat battery, losing over five minutes and three laps while the battery and a faulty voltage regulator were changed. He rejoined the race in seventh. By lap 86 he was up to third and pitted 13 laps later to hand over to Richard Attwood. After 10 laps with Attwood at the wheel, Rodríguez pleaded to Wyer to have 'his' car back and he rejoined the race a lap and a half behind the lead Ferrari of Ickx/Regazzoni. On lap 122 he got into second, and about five laps later he unlapped himself.

Unfortunately, as Pedro receded into the distance, Regazzoni ran off the circuit, thereby handing an unexpected win to the Rodríguez/Attwood Porsche but robbing the spectators of what would have been a nail-biting finish.

Though the World Sportscar drivers' championship was not instigated until 1981, it is interesting to note that if one uses the scoring system employed from that time, Rodríguez would have won the 1971 title with 110 points, ahead of Jo Siffert on 92. Irrespective of the theoretical points situation, Pedro won more rounds that year than any other driver: he was a World Champion in all but name.

Rather than Sir Jackie, I think the last word on Rodríguez should go to Wyer. Never one for hyperbole, John said of Pedro in his 1981 book *The Certain Sound*, "At the wheel of a car he was the complete tiger, in the mould of Fangio, Moss and Clark." Serious praise indeed.

Duncan Curtis, Calne, Wiltshire

Fight for a female F1 star

Sir,

I enjoyed Franca Davenport's article on women in motor sport (July issue) and publicity surrounding the new FIA Women and Motorsport Commission. There are many reasons why women haven't gained a strong position in F1, and here I can speak with authority as an ex-racer (including TGP F1), chairman of the British Women Racing Drivers Club and with my company Chevron Racing Cars Ltd.

Why have Danica Patrick and Sarah Fisher done so well in the USA? Mainly because of Lyn St James and her 'Women in the Winning Circle Programme'. This driver training has helped produce these stars. The last thing we had in the UK was John Webb at Brands Hatch in the '80s, and we gained Divina Galica and Desiré Wilson.

Despite no funding the BWRDC continues to network exclusively for our competing members, with our new Gold Stars initiative flagging up female talent supported by mentors Susie Stoddart and Liz Halliday. The highest award for women in motor sport at the moment is the Lord Wakefield Trophy, kindly presented by the MSA, plus our committee are working hard on finalising 'The International Woman Racing Driver of the Year Champion', which the FIA failed to take up when it was proposed to them.

F1 drivers are supreme athletes. Women are built to perform in this environment with their higher inherent levels of co-ordination, balance and stamina. I can't believe that an F1 team have not realised this and done a 'Lewis Hamilton' on one of our young female karters.

Helen Bashford-Malkie, Chairman, BWRDC

Woman of the 24 Hours

Sir,

The article on women in motor sport was a reminder of the continued support that exists within the female gender for 'our' sport. On page 111 you ran a picture of Liz Halliday and it was good to put a face to the name after she supplied the commentary for this year's Le Mans 24 Hours on Eurosport.

Over the past two years the coverage has been superb. Even the odd lapse adds to the sense of occasion, hinting at what it must be like for those in the pits real-time. Liz's unflappable, knowledgeable commentary added considerable breadth to the reporting, and some of her technical descriptions were, likewise, riveting.

Derek Robson, Knaresborough, N Yorks

How clean is your showroom?

Sir,

Simon Taylor's comment in 'Breakfast with… Roger Penske' (August issue) regarding the spotlessness of Maranello Concessionaires' Egham showroom reminded me of a visit I made with my five-year-old granddaughter.

Already able to distinguish between a 360, 430 and 550, upon walking into the showroom her first observation – spoken in a very loud voice – was 'Ooh, what a lovely clean floor'.

Out of the mouths of babes…

John Day, Ferring, West Sussex

Fired up with emotion

Sir,

Further to your wonderful article on the Lotus 38 (July issue), I went to the Goodwood Festival of Speed and got to the Classic Team Lotus area just as Lewis Cullington was firing her up. It was joyous but also moving for me and the others there. After Lewis finished we clapped loudly.

The smoke coming off the heads and exhausts as she got hotter was testament to the tremendous care and attention that has been lavished on her.

On the stand was Derek Moore, conservator at the Henry Ford museum, designer Len Terry and Walter Goodwin, who had re-built the engine in Indianapolis. Then who should appear but two of the legendary Wood Brothers! It was so fitting that Leonard and Delano were there. I understand they were the right side refueller and tyre man on that special day.

Thanks to all – the Henry Ford, Classic Team Lotus, Lord March and Sir Jackie Stewart.

Russ Taylor, Grange Park, Northampton

LETTERS TO THE EDITOR

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(Please include your full name and postal area)

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