THE ORIGINAL MOTOR RACING MAGAZINE

MOTOR SPORT

SINCE 1924

The Wet Issue

STARS WHO SHINE IN THE RAIN

Donington '93 – was Barrichello better than Senna?

Nigel Roebuck on the greatest wet drives

Pat Symonds: how to win in the rain

Ferrari vs McLaren
Why it will always be war

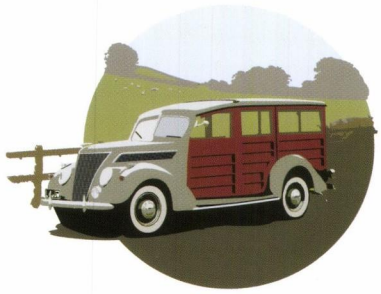
F1 in the US
Gone for good?



WEATHER MEN: IMAGES OF TRIUMPH AND DISASTER

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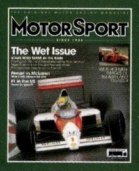
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THE ORIGINAL MOTOR RACING MAGAZINE

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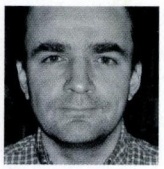
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ROB WIDDOWS

Rob was brought up on racing, being taken to Goodwood as a small child and devouring his father's copies of *Motor Sport*. During a career in newspaper, radio and TV journalism he created the 'Track Torque' motorsport show on radio and was Indycar commentator for Eurosport before co-founding the Festival of Speed and Revival events, where he was Marketing Director of the Goodwood Road Racing Company.



ADAM COOPER

Having covered the Formula 1 beat for more than a decade, Adam Cooper is well suited to chart the course of the intriguing cloak-and-dagger story of 'Stepney-gate' and the on-going battle between Ferrari and McLaren that is now being fought in the courtrooms just as fiercely as it is on the track. It's safe to say that the sport's two top teams are sworn enemies. Adam is also responsible for this month's F1 news stories.



SIMON TAYLOR

Writer, historian, commentator on television and radio and keen historic racing stalwart, Taylor contributes our 'Lunch with...' article each month, in which he invites inspirational and influential figures to sit down for a spot of lunch and talk. This issue it's the turn of Jo Ramirez, long-time team co-ordinator at McLaren F1, who has known just about everyone in the grand prix paddock over the last four decades.



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EIGHTY-FOURTH YEAR OF PUBLICATION

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DAVID PHILLIPS

Does Formula 1 understand the US, and does the US understand F1? That is the multi-million dollar question. US racing journalist Phillips examines the decline and fall of the United States Grand Prix that now has no place on the 2008 calendar. With manufacturers keen to race in the US, David hunts down signs of a possible revival, with a street race in Las Vegas more likely than most.



PAUL LAWRENCE

Here is a man who goes racing every weekend from March to October. Paul's passion for the sport goes back to being a child of the 1960s. He has organised, competed in and marshalled on scores of events, and has written about the subject for 20 years. He is as at home in the paddock at Brands as in a Welsh forest or at Shelsley Walsh. Paul is also responsible for *Motor Sport*'s historic racing news.



RICHARD HESELTINE

Anyone who knows the entire history of the Deep Sanderson marque has already passed the entrance exam for pontificating about classic cars. That's why we let him take to the road in a selection of gorgeous machinery to provide an insight to what made them great, or not. This month's Lancia Aurelia B20 GT caught his attention like few others, and not just because of his obsession with Italian cars.

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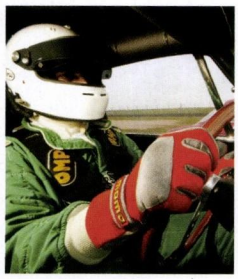
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True heroism

Is there a more overused, overworked noun in the English language than 'hero'? To become a hero no longer requires the smallest act of heroism, you just need to be able to kick a ball around a pitch with more than usual adroitness. I'm not even sure that those who drove lethal racing cars in the 1950s and '60s were in any way heroic. To me at least, true heroism involves not just personal risk, but willing self-sacrifice for the benefit of others.

Why mention this now? Because at the Silverstone Classic and for doing nothing more than scoring a minor class placing, I got to meet someone whose standing as a true hero can be doubted by no one. When people think of Tony Rolt, they recall the outstanding victory he shared with Duncan Hamilton at Le Mans in 1953. They may recall his pioneering work with four-wheel drive at FF Developments or even that, as a teenager, he won the British Empire Trophy in 1939. None of this makes him a hero. Staying behind at Dunkirk, fighting back the Panzers for three days to enable as many British soldiers as possible to make it home is what makes him a hero. For this exceptional conduct, he earned the Military Cross.

Rolt was captured and attempted to escape seven times before being sent to Colditz, where he had the idea for building a glider in its roof. As many will know, the glider was built but never flew as by the time it was ready, liberation was imminent.

Rolt is now 88 and, while he looks well, is rarely seen in public. At the time I'd just raced a Ferrari 750 Monza for the first time and not disgraced myself. Nothing, or so I thought, could have eclipsed that feeling until I turned up for prize-giving and saw Rolt standing there. I have never felt so honoured to meet someone in my life.

As for the Classic itself, it took another step in the right direction. There were problems – putting one of the greatest selections of Group C cars ever assembled so far from the action on the Club circuit straight was daft – but the grids were exceptional, the racing tight and, away from the track, there was a lot more for families to see and do. We need more of this if the event is to realise its potential and appeal to anyone looking for fun, not just to racing die-hards.

Andrew Frankel

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LAT

McLaren's turmoil

Alonso might bale out of contract and seek return to Renault

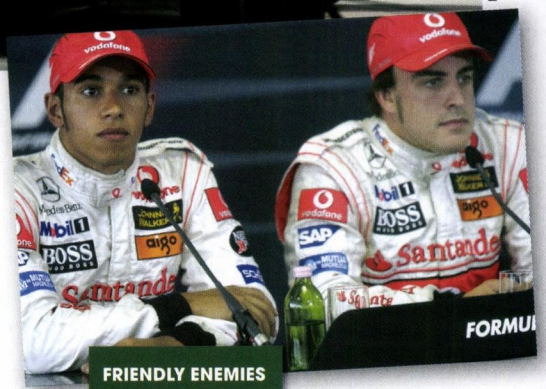
Fernando Alonso's dissatisfaction with the situation at McLaren has led to discussions about a possible return to Renault, and fuelled rumours that he might withdraw from his current contract.

The idea that Lewis Hamilton would play the role of student to the double World Champion were shattered at the season's first race in Australia. Matters came to a head in Hungary, where Hamilton ignored the team's pre-planned qualifying strategy and Alonso was penalised for impeding the Briton by not letting him get his final shot at pole (pictured above).

Ron Dennis admits that it has proved harder than expected to manage the Alonso and Hamilton fight, and hints that there is substance to the suggestions that the Spaniard could try to leave.

"There is an inevitability that these things are rumoured and discussed in other teams. We have two drivers contracted for several years. We will respect our part of that situation. We hope the drivers will respect theirs; that is what a contract is about. This is a challenging situation to manage, but that goes with my job," he said.

Inevitably people have drawn comparisons with 1988-89, when Dennis had the near impossible task of handling Alain Prost and Ayrton Senna. The team boss has played down any similarities: "There are obviously some patterns. Let's say they're involving two people, but they're different characters, these are different circumstances and the outcome, whatever the outcome is, is most likely to be different as well."



FRIENDLY ENEMIES
Hamilton and Alonso have been at pains to deny internal strife

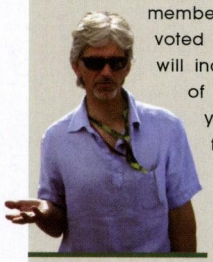


LAT

Future is bright for Silverstone

The future of Silverstone as a grand prix venue took a major step forward on July 30 when the members of the British Racing Drivers' Club voted to press ahead with the £25 million project known as the 'Silverstone Master Plan'.

The BRDC, which owns the complex, put the redevelopment plan before its membership and 80 per cent voted in favour. The project will include six million sq ft of development over 10 years, with new paddock facilities to keep the circuit on a par with other F1 venues.



"This vote is a great result for the future of British motorsport," DAMON HILL

Other developments include new stands, a hotel and conference centre, a science park and some residential development. Some of the programme will generate the capital needed to upgrade circuit facilities. Work on the first project, a driver-training centre for Porsche Cars GB, is already underway.

"This vote is a great result for the future of British motorsport," said BRDC president Damon Hill. "This is not only important to Silverstone and its continued hosting of the British Grand Prix, but also to the development of the sport in this country."

New chairman Robert Brooks, in a letter to BRDC members, said: "The strength of the vote in favour will enable your board to negotiate with a very strong hand. We demonstrated that we are together and are determined to secure the future of the Club, Silverstone and the Grand Prix."



Spy scandal rumbles on

MEDIA FRENZY
The courtroom drama will resume at the FIA on September 13

The McLaren/Ferrari spy scandal will receive an examination by the FIA Court of Appeal in Paris on the Thursday of the Belgian GP meeting at Spa, creating a logistical headache for all the participants. The World Motor Sport Council had found McLaren guilty because its designer Mike Coughlan was in possession of Ferrari documents, but no penalty was applied because there was no proof that the British team had benefited.



Ferrari boss Jean Todt rejected this conclusion, insisting his team had not been allowed to fully present its case. After Ferrari applied pressure through Italian FIA representative Gino Macaluso, FIA President Max Mosley took the unusual step of referring the matter to appeal. Civil and legal actions involving Coughlan and Ferrari's Nigel Stepney are ongoing.

Racing in the streets

New street races in Singapore and Valencia have been confirmed on an 18-race 2008 F1 schedule put together by Bernie Ecclestone. Valencia (left) will host the European GP in late August, while Singapore will run in September, between the end of the European season at Spa and the final 'flyaway' races in China, Japan and Brazil. Both the new venues were designed by Hermann Tilke, who has devised most of the recent F1 circuits.



Missing from the calendar is the US GP in Indianapolis, after Ecclestone failed to agree terms with circuit boss Tony George. The latter had been looking for a multi-year deal after the race had survived on a series of one-year contract extensions (see page 72).

The only other major change for 2008 is that Valencia has forced Turkey to switch from August to early May. The Brazilian finale will take place on November 2, which marks the latest finish since the final running of the Australian Grand Prix at Adelaide in 1995.

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"2007/08 is going to be a bigger and better season with so much to look forward to"

A1GP CEO PETE DA SILVA.

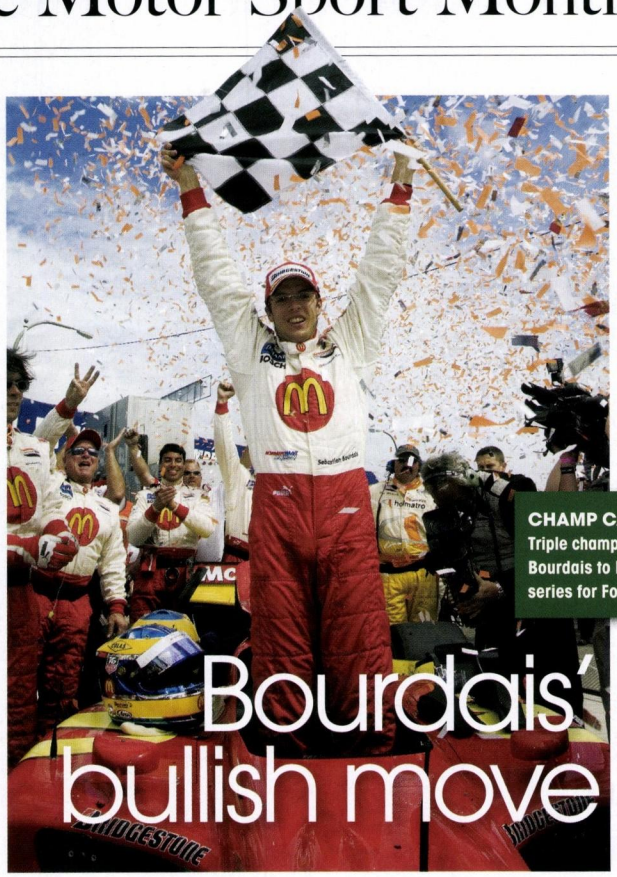


British finale for A1GP

Brands Hatch will again host the final round of the 2007/08 season for the A1GP World Cup of Motorsport. The 11-event season will start at Zandvoort in Holland on September 30 and conclude in Britain on May 4, 2008.

The three-day event on the Brands Hatch Grand Prix circuit will be the biggest weekend of the season at the Kent track and the third time that A1GP cars have raced there. Earlier this year, Robbie Kerr scored the first 'home' win in the series when he won the final round of the 2006/07 season at Brands.

The calendar features one new venue at Zhuhai in southern China, while the GP circuit of Shanghai hosts the other Chinese race.



CHAMP CAR TO F1
Triple champ Sebastien Bourdais to leave US series for Formula 1

Bourdais' bullish move

Three-times Champ Car champion Sébastien Bourdais will move to F1 with Scuderia Toro Rosso next season, becoming the first Frenchman with a full-time seat since Olivier Panis in 2004.

The Newman-Haas driver is following a well-trodden path, but he has to overcome the burden of history. Michael Andretti (McLaren, 1993), Alex Zanardi (Williams, 1999) and Cristiano da Matta (Toyota, 2002) all used title success in Champ Car as a springboard to F1. However, all three struggled to adjust, ended their contracts prematurely and returned to the USA. Bourdais was helped into Toro Rosso by Jean Todt's son Nicolas, who has been managing his affairs in Europe.



Shelsley washout

Torrential rain and flooding which hit Worcestershire on Friday July 20 led to a landslip at Shelsley Walsh and forced the postponement of the meeting planned to mark 60 years of the British Hillclimb Championship.

During the night a section of the spectator banking between the Members' Gate and Bottom Ess was washed on to the hill (left) and so the event scheduled for August 17-19 had to be postponed. Instead, the meeting will now be held on October 6/7, which will in consequence combine the concluding rounds of the British and Midland Hillclimb Championship with a condensed version of the 60th anniversary event. Around 30 significant cars from the history of the British Championship will make up the programme in additional classes, and past champions will also attend.

F1 on the big screen

If you like your Formula 1 loud and up close, but most of all uninterrupted by advertisement breaks, F1inCinema is for you. This new service broke ground for the British Grand Prix, offering high-definition digital image quality and surround sound to give a very different experience to watching on a domestic television. Screened at selected Showcase and Odeon cinemas around Britain, broadcasts go live quarter of an hour before the start of the grand prix, with a summary of the qualifying highlights before the final countdown commences, then running through until after the post-race TV press conference is completed.

Following the success of the British GP experiment, F1inCinema will be screening all the remaining rounds of this year's World Championship, with admission costing £15, £7.50 for a child or a ticket for a family of four costing £25. For details of which cinemas will be screening the forthcoming grands prix, visit www.f1incinema.com.



Ladies' Day at Revival

This year's Goodwood Revival features a Ladies' Day on Saturday, September 1, when the most stylish and immaculately groomed lady will be presented with champagne and flowers.

More star drivers have been confirmed for the event, which celebrates the cars and styles of the Goodwood circuit's heyday of the 1950s and '60s. They include Jacky Ickx, Warwick Banks, Hurley Haywood, Andy Rouse in a Mercury Comet Cyclone, Lynn Saint James and Mike Salmon. There will also be a *concours d'elegance* for period aircraft and a display of American chopper motorcycles, while the period garage has this year been transformed into a 1930s-style art deco building featuring a mouth-watering selection of historic Ferrari road cars in celebration of the 60th anniversary of the Modena marque.



At the Peak of his powers

Nobuhiro 'Monster' Tajima has broken the 13-year-old record for the Pikes Peak hillclimb in his 993bhp Suzuki XL7 (left).

Tajima, the 57-year-old president of Suzuki Sport, is a Pikes Peak veteran and also won last year's event. His time of 10min 01.408sec up the 12.42-mile climb eclipsed that of Kiwi Rod Millen in a Toyota Celica in 1994. Tajima aims to crack 10 minutes in 2008.

PRIAULX GUNS FOR THIRD TITLE AT BRANDS

Double FIA World Touring Car champion Andy Priaulx is looking for a pair of top results when the series visits Brands Hatch on September 21-23 as he bids to make it three WTCC titles in succession.

Driving for BMW Team UK, the Guernseyman is again in the thick of the title battle, with fellow works BMW drivers Jorg Müller and Augusto Farfus Jr his chief rivals. It's not all about BMW in 2007 though, as the works Chevrolet squad of Nicola Larini, Alain Menu and Rob Huff have been snapping at their heels in their Lacettis.

Seat's driver line-up includes touring car champions Yvan Muller and Gabriele Tarquini, for this the ninth of the WTCC's 11 rounds, and will probably field a pair of its new, diesel-engined Leon TDis alongside its regular petrol-engined racers.

The home crowd have a third British driver to cheer, with James Thompson looking to score another win in his Alfa Romeo 156 before it is retired at season's end, utilising experience of the Kent circuit gained in the decade he spent in the British Touring Car Championship.

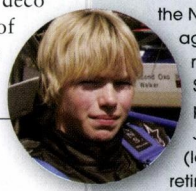


TRIPLE TREAT? BMW's Priaulx bids to take his third World Touring Car title

NEWS IN BRIEF

The week-long Silver Fern Historic Rally in New Zealand will be run for the second time from October 16-23, 2008. The event will start in Christchurch and concentrate on gravel special stages in the Queenstown and Dunedin regions before finishing at Blenheim. The eight-day rally will focus on historic cars and cover much of the South Island in a route covering more than 700 stage miles.

Michael Lyons made his Grand Prix Masters debut at the Nürburgring at the age of 16 when he raced his family's Surtees TS9 alongside parents Frank and Judy. The youngster (left) showed well, but retired from both races with car problems.



One single stage on the East African Safari Classic Rally will be longer than many complete WRC events. A competitive section of more than 100 miles, passing near the entrance to the famous Ngorogoro Crater, will test crews' endurance on the 2600-mile marathon. "The stage is a mix of virtually everything. It is twisty in some places and then becomes a high-speed affair before becoming rougher and finally climbing up into hills," said event director, Surinder Thatthi. The event runs from November 25-December 6.

British Touring Car racer Mike Jordan will make his Group C debut at Donington Park in September when he shares the Porsche 962 of Mark Sumpter. The pair were formerly team-mates in GT racing.

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- **SEP 29/30 ESTORIL (P)**
  Historic F1 Championship
  www.historicformulaone.com
- **SEP 30 DONINGTON PARK**
  Aston Martin Owners' Club races
  www.amoc.org
- **OCT 6 YORKSHIRE**
  MSA British Historic Rally Championship
  www.rallyyorkshire.co.uk
- **OCT 5-7 SPA-FRANCORCHAMPS (B)**
  Classic Six Hours
  www.motorclassic.com
- **OCT 13/14 SPA-FRANCORCHAMPS (B)**
  Group C/GTP races
  www.race-rally.be
- **OCT 20 SILVERSTONE**
  Historic Sports Car Club races
  www.hscc.org.uk
- **OCT 27 GOODWOOD**
  Vintage Sports Car Club sprint
  www.vscc.co.uk



1948 and all that

The 60th anniversary of Silverstone's first race meeting, the 1948 British Grand Prix, will be the key celebration at the 2008 Silverstone Classic, to be held from July 25-27, 2008.

This year's event drew 41,000 spectators and circuit bosses are keen to build the event, which next year will recall the October 1948 race won by Luigi Villoresi.

Fangio's finest



Maserati is marking the 50th anniversary of the 1957 German Grand Prix by displaying the race-winning 250F at the Frankfurt motor show from September 13-23. Juan Manuel Fangio drove chassis 2529 to victory at the Nürburgring on August 4, 1957 and rated the performance the best of his career. The www.maseraticelebratesfangio.com website celebrates the '57 season.

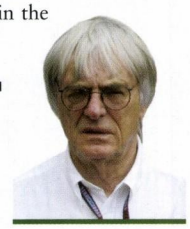
The Italian maker presented a trophy to the highest-placed 250F in the pre-1960 race at the OldTimer Grand Prix at the Nürburgring on August 12. The trophy, and the race, were won by Max Werner in his ex-Masten Gregory car from Frank Stippler in the ex-Jean Behra 250F (full report next month).

F1 pair at fever pitch

Renault F1 boss Flavio Briatore is set to become the new owner of Queens Park Rangers football club of the Coca-Cola Championship.

Current QPR chairman Gianni Paladini said: "Mr Briatore wants to do for QPR what Mohamed Al Fayed has done for Fulham, and turn us into a Premier League Club. It saves this club from liquidation." According to newspaper reports, Briatore, 57, will wipe out QPR's £17m debt and invest an extra £100m over three years.

Meanwhile, Formula 1 supremo Bernie Ecclestone continues to be linked with a buy-out of Premiership club Arsenal. "I am still very interested. If I could buy Arsenal I would, but I would want control," he said.



"I am still very interested. If I could buy Arsenal I would, but I would want control"

BERNIE ECCLESTONE

Obituaries

Fred Goddard (1941-2007)

The death of Fred Goddard in a road accident in the US has robbed British motor racing of one of its real characters. The 66-year-old team owner and engineer started his career in his native Zimbabwe before moving to South Africa, and even built his own F1 car before settling in Britain in 1989. He quickly developed a reputation for running talented drivers in F3 with limited funds, and in 2000 guided Gary Paffett to the British F3 scholarship class. More recently, his engineering skills were put to good use maintaining a number of recent F1 cars at his Silverstone workshop.



Jean Rédélé (1922-2007)

The man who created the Alpine marque died recently at the age of 85. The son of a garage owner, Rédélé (left) started his career running a Renault dealership in his home town of Dieppe. He rallied a Renault 4CV in the 1950s and created Alpine with the famous A106 in 1955, in memory of his Coupe des Alpes win in 1954. He joined forces with Renault in 1965, making Alpine the company's sporting brand. Renault-Alpine won the World Rally Championship in 1973, while Alpine won the Le Mans 24 Hours in 1978.

BP has been supporting up-and-coming drivers from the start. A wide variety of British teams, including the stars of Formula 3, have benefited from BP's fuels technology. This is the third in a series looking at BP's heritage in motor sport

A GROWING FORCE REACHES THE TOP

From its humble beginnings as a fledgling Formula Ford operation, the BP-backed Toleman team evolved into a leading player in Formula 1

BP played its part in the genesis of one of the most successful Formula 1 teams of the late 20th and early 21st centuries.

That team started out as Toleman and has since been restructured as first Benetton and then Renault. Businessman Ted Toleman started the F1 operation, which arose from a very successful Toleman squad in lesser formulae. Toleman originally ran Royale Formula Ford cars before moving up into Formula Ford 2000, still with Royale and then F2 with South African driver Rad Dougall.

Graduating with Toleman was Royale boss and designer Rory Byrne, who was a crucial part of the whole process. Byrne ranks as one of the central figures in F1 design over the past 25 years, first with Toleman, then Benetton and later Ferrari.

Once in Formula 2, in the late 1970s Toleman initially used customer chassis, first from March, then Ralt, but in 1980 it moved its programme forward again when it built its own chassis, the Byrne-designed TG280. The BP-backed Toleman F2 team dominated that year with Brian Henton top of the F2 points and Derek Warwick second.

It was time to move on up again. The Toleman F1 programme was announced in late 1980, and the TG181 was ready for the 1981 season, with Henton and Warwick again on board as drivers. This was a tough time in F1 though, and success was not easy to come by. The ungainly looking TG181 was overweight and initially the car's turbocharged Hart engine was short on power. That first year Henton and Warwick qualified just once each – Henton at Monza in September and Warwick in the last race of the season at Las Vegas.

The following year the car's promise was much easier to see, particularly once the new, carbon-fibre-chassised T183 appeared in August. In Holland, Warwick set the fastest lap in the car.

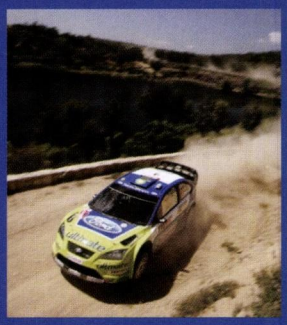
In 1983 the team really came of age. There was substantial BP backing and it became plain that the outfit now really meant business. Warwick was still the squad's lead driver, with Italian Bruno Giacomelli in the other car.

At Zandvoort, Warwick finally gained the team's first World Championship points when he finished fourth in the Dutch Grand Prix (pictured) and there were more to come over the balance of the season. In the European Grand Prix at Brands Hatch Warwick was fifth and Giacomelli sixth. At Monza Warwick was sixth, and at Kyalami in South Africa Warwick bagged another fourth place.

The following year Warwick finally moved on to Renault and a young Brazilian called Ayrton Senna joined the squad, along with Venezuelan former bike racing world champion Johnny Cecotto.

The team was on its way and in its later incarnations, as Benetton and Renault, wrestled and beat the best in the sport.





GRÖNHOLM IN CONTROL

Marcus Grönholm spearheaded a Ford one-two on the Rally Finland, his home event, to extend his championship lead over Sébastien Loeb to 13 points.

The Finn increased the BP/Ford World Rally Team's lead in the manufacturers' standings to 40 points over Citroën after nine of this season's 16 events. More significantly, it was his third win in a row and his fourth of the season.

After his strong second place in Finland, Grönholm's team-mate and fellow Finn Mikko Hirvonen is now only five points behind last year's champion Loeb.

The BP-backed Ford Focus RS is the machine to beat as Grönholm eyes a third world title and Ford contemplates a second consecutive manufacturers' title.



Future F1 star and Le Mans winner Johnny Dumfries won the British F3 title in a Ralt-Volkswagen RT3

British F3: wellspring of talent

BP has long been involved in backing young drivers on the make in motorsport, and Formula 3, the most productive breeding ground for grand prix drivers over the years, has been a particular focus.

In the 1970s BP sponsored one of the major F3 championships in the UK, and each of the BP F3 champions from that era reached F1. In 1975 the Swede Gunnar Nilsson took the title and he was followed in successive years by Rupert Keegan, Derek Daly, and the most successful of them all, the triple world champion Nelson Piquet.

In the '80s BP switched tack to find success in sponsoring Johnny Dumfries (on his way to a Lotus F1 drive and victory at Le Mans) to win the British F3 title in a BP-liveried Ralt-Volkswagen RT3 run by Dave Price Racing.

To bring the story right up to date, in 2007 another young British talent, Sam Bird, is carrying the colours of BP Ultimate in the British F3 Championship.

ultimate

EVENTS

Race of Champions

December 16

BP Ultimate is to sponsor The Race of Champions and Nations Cup at the new Wembley Stadium in December. The event, held in the UK for the first time, sees the world's best circuit racers and off-road drivers come face to face on a spectacular parallel track to determine who is the fastest of all. BP will showcase the BP Ultimate range of advanced fuels, including BP Ultimate 102 unleaded – the highest-octane petrol available on British forecourts.

"Teaming up with the RoC is a showcase for the performance benefits of BP Ultimate fuels," said Mark Reader of BP Ultimate.

"The brand is already prominent in the World Rally Championship and in British F3, and this gives us a platform from which to engage with a different group of fans at an event that looks set to be the highlight of the motorsport calendar."



All images: LAT

Race Results

FIA FORMULA 1 WORLD CHAMPIONSHIP

AUSTRALIA
MELBOURNE - MARCH 18

1	Kimi Räikkönen	*Ferrari*
2	Fernando Alonso	*McLaren-Mercedes*
3	Lewis Hamilton	*McLaren-Mercedes*
4	Nick Heidfeld	*BMW*
5	Giancarlo Fisichella	*Renault*
6	Felipe Massa	*Ferrari*
7	Nico Rosberg	*Williams-Toyota*
8	Ralf Schumacher	*Toyota*

Fastest lap: *Kimi Räikkönen*
Pole: *Kimi Räikkönen*

MALAYSIA
KUALA LUMPUR - APRIL 8

1	Fernando Alonso	*McLaren-Mercedes*
2	Lewis Hamilton	*McLaren-Mercedes*
3	Kimi Räikkönen	*Ferrari*
4	Nick Heidfeld	*BMW*
5	Felipe Massa	*Ferrari*
6	Giancarlo Fisichella	*Renault*
7	Jarno Trulli	*Toyota*
8	Heikki Kovalainen	*Renault*

Fastest lap: *Lewis Hamilton*
Pole: *Felipe Massa*

BAHRAIN
BAHRAIN - APRIL 15

1	Felipe Massa	*Ferrari*
2	Lewis Hamilton	*McLaren-Mercedes*
3	Kimi Räikkönen	*Ferrari*
4	Nick Heidfeld	*BMW*
5	Fernando Alonso	*McLaren-Mercedes*
6	Robert Kubica	*BMW*
7	Jarno Trulli	*Toyota*
8	Giancarlo Fisichella	*Renault*

Fastest lap: *Felipe Massa*
Pole: *Felipe Massa*

SPAIN
BARCELONA - MAY 13

1	Felipe Massa	*Ferrari*
2	Lewis Hamilton	*McLaren-Mercedes*
3	Fernando Alonso	*McLaren-Mercedes*
4	Robert Kubica	*BMW*
5	David Coulthard	*Red Bull-Renault*
6	Nico Rosberg	*Williams-Toyota*
7	Heikki Kovalainen	*Renault*
8	Takuma Sato	*Super Aguri-Honda*

Fastest lap: *Felipe Massa*
Pole: *Felipe Massa*

MONACO
MONTE CARLO - MAY 27

1	Fernando Alonso	*McLaren-Mercedes*
2	Lewis Hamilton	*McLaren-Mercedes*
3	Felipe Massa	*Ferrari*
4	Giancarlo Fisichella	*Renault*
5	Robert Kubica	*BMW*
6	Nick Heidfeld	*BMW*
7	Alexander Wurz	*Williams-Toyota*
8	Kimi Räikkönen	*Ferrari*

Fastest lap: *Fernando Alonso*
Pole: *Fernando Alonso*

CANADA
MONTREAL - JUNE 10

1	Lewis Hamilton	*McLaren-Mercedes*
2	Nick Heidfeld	*BMW*
3	Alexander Wurz	*Williams-Toyota*
4	Heikki Kovalainen	*Renault*
5	Kimi Räikkönen	*Ferrari*
6	Takuma Sato	*Super Aguri-Honda*
7	Fernando Alonso	*McLaren-Mercedes*
8	Ralf Schumacher	*Toyota*

Fastest lap: *Fernando Alonso*
Pole: *Lewis Hamilton*

UNITED STATES
INDIANAPOLIS - JUNE 17

1	Lewis Hamilton	*McLaren-Mercedes*
2	Fernando Alonso	*McLaren-Mercedes*
3	Felipe Massa	*Ferrari*
4	Kimi Räikkönen	*Ferrari*
5	Heikki Kovalainen	*Renault*
6	Jarno Trulli	*Toyota*
7	Mark Webber	*Red Bull-Renault*
8	Sebastian Vettel	*BMW*

Fastest lap: *Kimi Räikkönen*
Pole: *Lewis Hamilton*

FRANCE
MAGNY-COURS - JULY 1

1	Kimi Räikkönen	*Ferrari*
2	Felipe Massa	*Ferrari*
3	Lewis Hamilton	*McLaren-Mercedes*
4	Robert Kubica	*BMW*
5	Nick Heidfeld	*BMW*
6	Giancarlo Fisichella	*Renault*
7	Fernando Alonso	*McLaren-Mercedes*
8	Jenson Button	*Honda*

Fastest lap: *Felipe Massa*
Pole: *Felipe Massa*

GREAT BRITAIN
SILVERSTONE - JULY 8

1	Kimi Räikkönen	*Ferrari*
2	Fernando Alonso	*McLaren-Mercedes*
3	Lewis Hamilton	*McLaren-Mercedes*
4	Robert Kubica	*BMW*
5	Felipe Massa	*Ferrari*
6	Nick Heidfeld	*BMW*
7	Heikki Kovalainen	*Renault*
8	Giancarlo Fisichella	*Renault*

Fastest lap: *Kimi Räikkönen*
Pole: *Lewis Hamilton*

EUROPE
NÜRBURGRING - JULY 22

1	Fernando Alonso	*McLaren-Mercedes*
2	Felipe Massa	*Ferrari*
3	Mark Webber	*Red Bull-Renault*
4	Alexander Wurz	*Williams-Toyota*
5	David Coulthard	*Red Bull-Renault*
6	Nick Heidfeld	*BMW*
7	Robert Kubica	*BMW*
8	Heikki Kovalainen	*Renault*

Fastest lap: *Felipe Massa*
Pole: *Kimi Räikkönen*

HUNGARY
BUDAPEST - AUGUST 5

1	Lewis Hamilton	*McLaren-Mercedes*
2	Kimi Räikkönen	*Ferrari*
3	Nick Heidfeld	*BMW*
4	Fernando Alonso	*McLaren-Mercedes*
5	Robert Kubica	*BMW*
6	Ralf Schumacher	*Toyota*
7	Nico Rosberg	*Williams-Toyota*
8	Heikki Kovalainen	*Renault*

Fastest lap: *Kimi Räikkönen*
Pole: *Lewis Hamilton*

TURKEY
ISTANBUL - AUGUST 26

1	
2	
3	
4	
5	
6	
7	
8	

Fastest lap:
Pole:

ITALY
MONZA - SEPTEMBER 9

1	
2	
3	
4	
5	
6	
7	
8	

Fastest lap:
Pole:

BELGIUM
SPA - SEPTEMBER 16

1	
2	
3	
4	
5	
6	
7	
8	

Fastest lap:
Pole:

JAPAN
FUJI - SEPTEMBER 30

1	
2	
3	
4	
5	
6	
7	
8	

Fastest lap:
Pole:

CHINA
SHANGHAI - OCTOBER 7

1	
2	
3	
4	
5	
6	
7	
8	

Fastest lap:
Pole:

BRAZIL
SAO PAULO - OCTOBER 21

1	
2	
3	
4	
5	
6	
7	
8	

Fastest lap:
Pole:

DRIVER STANDINGS

1	Lewis Hamilton	*80*
2	Fernando Alonso	*73*
3	Kimi Räikkönen	*60*
4	Felipe Massa	*59*
5	Nick Heidfeld	*42*
6	Robert Kubica	*28*
7	Giancarlo Fisichella	*17*
8	Heikki Kovalainen	*16*
9	Alexander Wurz	*13*
10	Mark Webber	*8*
=	David Coulthard	*8*

MANUFACTURER STANDINGS

1	McLaren-Mercedes	*138*
2	Ferrari	*119*
3	BMW	*71*
4	Renault	*33*
5	Williams-Toyota	*20*
6	Red Bull-Renault	*16*

FIA WORLD TOURING CAR CHAMPIONSHIP

BRAZIL
CURITIBA - MARCH 11

Race 1

1	Jörg Müller	*BMW*
2	Andy Priaulx	*BMW*
3	Augusto Farfus	*BMW*

Race 2

1	Augusto Farfus	*BMW*
2	Andy Priaulx	*BMW*
3	Jörg Müller	*BMW*

NETHERLANDS
ZANDVOORT - MAY 6

Race 1

1	Alain Menu	*Chevrolet*
2	Nicola Larini	*Chevrolet*
3	Luca Rangoni	*BMW*

Race 2

1	Gabriele Tarquini	*SEAT*
2	Augusto Farfus	*BMW*
3	Jörg Müller	*BMW*

SPAIN
VALENCIA - MAY 20

Race 1

1	James Thompson	*Alfa Romeo*
2	Nicola Larini	*Chevrolet*
3	Yvan Muller	*SEAT*

Race 2

1	James Thompson	*Alfa Romeo*
2	Jörg Müller	*BMW*
3	Andy Priaulx	*BMW*

FRANCE
PAU - JUNE 3

Race 1

1	Alain Menu	*Chevrolet*
2	Yvan Muller	*SEAT*
3	Tiago Monteiro	*SEAT*

Race 2

1	Augusto Farfus	*BMW*
2	Andy Priaulx	*BMW*
3	Tiago Monteiro	*SEAT*

CZ REPUBLIC
BRNO - JUNE 17

Race 1

1	Félix Porteiro	*BMW*
2	Jörg Müller	*BMW*
3	Alessandro Zanardi	*BMW*

Race 2

1	Jörg Müller	*BMW*
2	Augusto Farfus	*BMW*
3	Félix Porteiro	*BMW*

PORTUGAL
PORTO - JULY 8

Race 1

1	Alain Menu	*Chevrolet*
2	Robert Huff	*Chevrolet*
3	Nicola Larini	*Chevrolet*

Race 2

1	Andy Priaulx	*BMW*
2	Jörg Müller	*BMW*
3	Alain Menu	*Chevrolet*

SWEDEN
ANDERSTORP - JULY 29

Race 1

1	Robert Huff	*Chevrolet*
2	Tiago Monteiro	*SEAT*
3	James Thompson	*Alfa Romeo*

Race 2

1	Rickard Rydell	*Chevrolet*
2	Nicola Larini	*Chevrolet*
3	Alain Menu	*Chevrolet*

GERMANY
OSCHERSLEBEN - AUG 26

Race 1

1	
2	
3	

Race 2

1	
2	
3	

GREAT BRITAIN
BRANDS HATCH - SEP 23

Race 1

1	
2	
3	

Race 2

1	
2	
3	

ITALY
MONZA - OCTOBER 7

Race 1

1	
2	
3	

Race 2

1	
2	
3	

MACAU
MACAU - NOV 18

Race 1

1	
2	
3	

Race 2

1	
2	
3	

DRIVER STANDINGS

1	Jörg Müller	*58*
2	Augusto Farfus	*57*
3	Andy Priaulx	*56*

TEAM STANDINGS

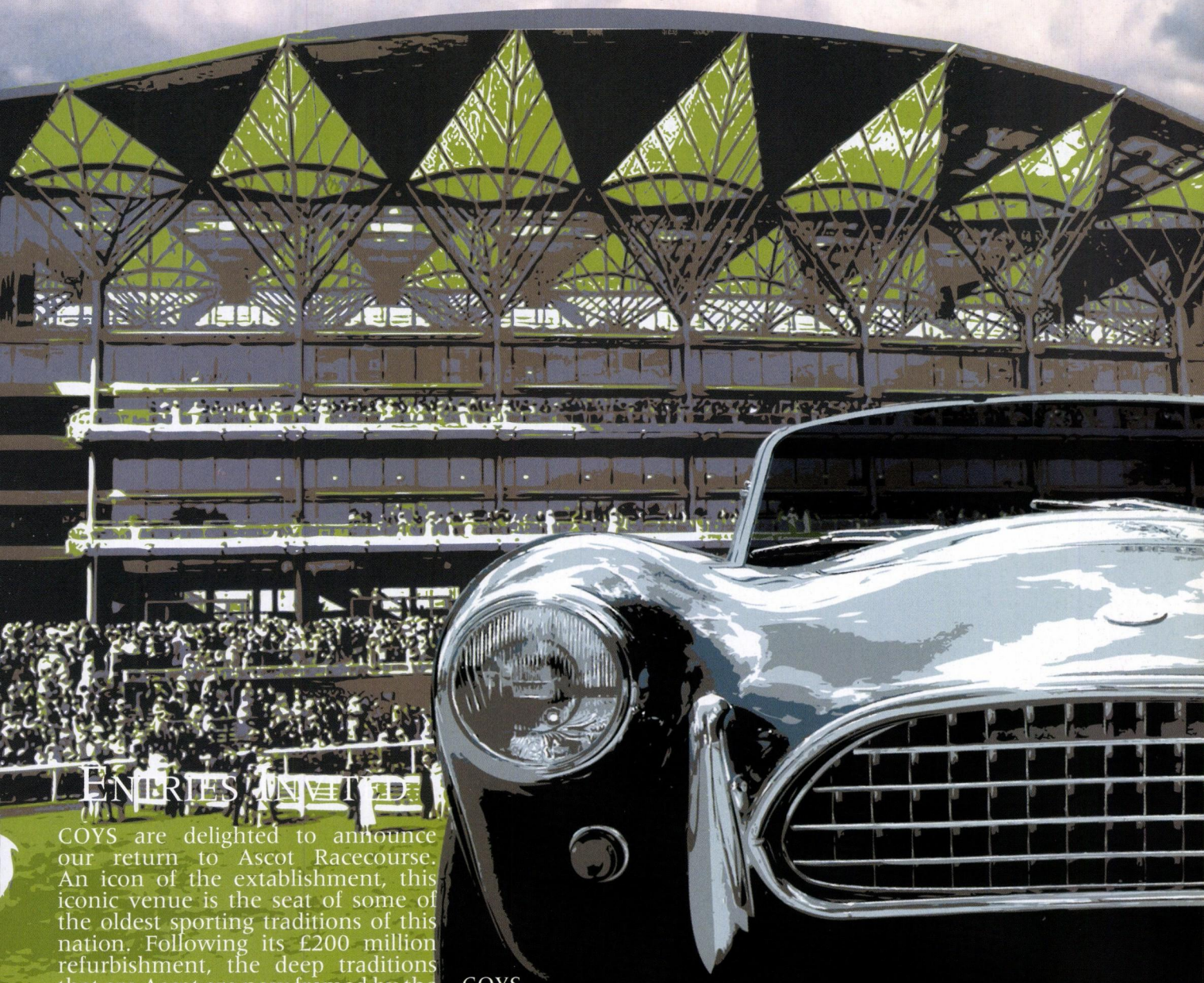
1	BMW	*177*
2	SEAT	*147*
3	Chevrolet	*143*

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20th October 2007



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Founded 1919
LONDON

Race Results

FIA MOTO GP CHAMPIONSHIP

QATAR
LOSAIL - MARCH 10

1	Casey Stoner	*Ducati*
2	Valentino Rossi	*Yamaha*
3	Daniel Pedrosa	*Honda*
4	John Hopkins	*Suzuki*
5	Marco Melandri	*Honda*
6	Colin Edwards	*Yamaha*

Fastest lap: *Casey Stoner*
Pole: *Valentino Rossi*

SPAIN
JEREZ - MARCH 25

1	Valentino Rossi	*Yamaha*
2	Daniel Pedrosa	*Honda*
3	Colin Edwards	*Yamaha*
4	Toni Elias	*Honda*
5	Casey Stoner	*Ducati*
6	Carlos Checa	*Honda*

Fastest lap: *Valentino Rossi*
Pole: *Daniel Pedrosa*

TURKEY
ISTANBUL - APRIL 22

1	Casey Stoner	*Ducati*
2	Toni Elias	*Honda*
3	Loris Capirossi	*Ducati*
4	Alex Barros	*Ducati*
5	Marco Melandri	*Honda*
6	John Hopkins	*Suzuki*

Fastest lap: *Chris Vermeulen*
Pole: *Valentino Rossi*

CHINA
SHANGHAI - MAY 6

1	Casey Stoner	*Ducati*
2	Valentino Rossi	*Yamaha*
3	John Hopkins	*Suzuki*
4	Daniel Pedrosa	*Honda*
5	Marco Melandri	*Honda*
6	Loris Capirossi	*Ducati*

Fastest lap: *Casey Stoner*
Pole: *Valentino Rossi*

FRANCE
LE MANS - MAY 20

1	Chris Vermeulen	*Suzuki*
2	Marco Melandri	*Honda*
3	Casey Stoner	*Ducati*
4	Daniel Pedrosa	*Honda*
5	Alex Hofmann	*Ducati*
6	Valentino Rossi	*Yamaha*

Fastest lap: *John Hopkins*
Pole: *Colin Edwards*

ITALY
MUGELLO - JUNE 3

1	Valentino Rossi	*Yamaha*
2	Daniel Pedrosa	*Honda*
3	Alex Barros	*Ducati*
4	Casey Stoner	*Ducati*
5	John Hopkins	*Suzuki*
6	Toni Elias	*Honda*

Fastest lap: *Dani Pedrosa*
Pole: *Casey Stoner*

CATALAN (SPAIN)
CATALUNYA - JUNE 10

1	Casey Stoner	*Ducati*
2	Valentino Rossi	*Yamaha*
3	Daniel Pedrosa	*Honda*
4	John Hopkins	*Suzuki*
5	Randy de Puniet	*Kawasaki*
6	Loris Capirossi	*Ducati*

Fastest lap: *John Hopkins*
Pole: *Valentino Rossi*

GREAT BRITAIN
DONINGTON - JUNE 24

1	Casey Stoner	*Ducati*
2	Colin Edwards	*Yamaha*
3	Chris Vermeulen	*Suzuki*
4	Valentino Rossi	*Yamaha*
5	John Hopkins	*Suzuki*
6	Randy de Puniet	*Kawasaki*

Fastest lap: *Tony Elias*
Pole: *Colin Edwards*

NETHERLANDS
ASSEN - JUNE 30

1	Valentino Rossi	*Yamaha*
2	Casey Stoner	*Ducati*
3	Nicky Hayden	*Honda*
4	Daniel Pedrosa	*Honda*
5	John Hopkins	*Suzuki*
6	Colin Edwards	*Yamaha*

Fastest lap: *Valentino Rossi*
Pole: *Chris Vermeulen*

GERMANY
SACHSENRING - JULY 15

1	Daniel Pedrosa	*Honda*
2	Loris Capirossi	*Ducati*
3	Nicky Hayden	*Honda*
4	Colin Edwards	*Yamaha*
5	Casey Stoner	*Ducati*
6	Marco Melandri	*Honda*

Fastest lap: *Dani Pedrosa*
Pole: *Casey Stoner*

UNITED STATES
LAGUNA SECA - JULY 22

1	Casey Stoner	*Ducati*
2	Chris Vermeulen	*Suzuki*
3	Marco Melandri	*Honda*
4	Valentino Rossi	*Yamaha*
5	Daniel Pedrosa	*Honda*
6	Randy de Puniet	*Kawasaki*

Fastest lap: *Casey Stoner*
Pole: *Casey Stoner*

CZ REPUBLIC
BRNO - AUGUST 19

1	Casey Stoner	*Ducati*
2	John Hopkins	*Suzuki*
3	Nicky Hayden	*Honda*
4	Daniel Pedrosa	*Honda*
5	Chris Vermeulen	*Suzuki*
6	Loris Capirossi	*Ducati*

Fastest lap: *Casey Stoner*
Pole: *Casey Stoner*

SAN MARINO
MISANO - SEPTEMBER 2

1		
2		
3		
4		
5		
6		

Fastest lap:
Pole:

PORTUGAL
ESTORIL - SEPTEMBER 16

1		
2		
3		
4		
5		
6		

Fastest lap:
Pole:

JAPAN
MOTEGI - SEPTEMBER 23

1		
2		
3		
4		
5		
6		

Fastest lap:
Pole:

AUSTRALIA
PHILLIP ISLAND - OCTOBER 14

1		
2		
3		
4		
5		
6		

Fastest lap:
Pole:

MALAYSIA
SEPANG - OCTOBER 21

1		
2		
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6		

Fastest lap:
Pole:

SPAIN
VALENCIA - NOVEMBER 4

1		
2		
3		
4		
5		
6		

Fastest lap:
Pole:

RIDER STANDINGS

1	Casey Stoner	*246*
2	Valentino Rossi	*186*
3	Daniel Pedrosa	*168*
4	Chris Vermeulen	*124*
=	John Hopkins	*124*
6	Marco Melandri	*113*

TEAM STANDINGS

1	Ducati Marlboro	*333*
2	Fiat Yamaha	*279*
3	Repsol Honda	*257*
4	Rizla Suzuki	*248*
5	Honda Gresini	*173*
6	Pramac D'Antin	*143*

FIA WORLD RALLY CHAMPIONSHIP

MONTE CARLO
JANUARY 15-21

1	Sébastien Loeb	*Citroën*
2	Dani Sordo	*Citroën*
3	Marcus Grönholm	*Ford*
4	Chris Atkinson	*Subaru*
5	Mikko Hirvonen	*Ford*
6	Petter Solberg	*Subaru*
7	Toni Gardemeister	*Mitsubishi*
8	Jan Kopecky	*Skoda*

SWEDEN
FEBRUARY 9-11

1	Marcus Grönholm	*Ford*
2	Sébastien Loeb	*Citroën*
3	Mikko Hirvonen	*Ford*
4	Henning Solberg	*Ford*
5	Daniel Carlsson	*Citroën*
6	Toni Gardemeister	*Mitsubishi*
7	Manfred Stohl	*Citroën*
8	Chris Atkinson	*Subaru*

NORWAY
FEBRUARY 16-18

1	Mikko Hirvonen	*Ford*
2	Marcus Grönholm	*Ford*
3	Henning Solberg	*Ford*
4	Petter Solberg	*Subaru*
5	Jari-Matti Latvala	*Ford*
6	Gigi Galli	*Citroën*
7	Daniel Carlsson	*Citroën*
8	Jan Kopecky	*Skoda*

MEXICO
MARCH 9-11

1	Sébastien Loeb	*Citroën*
2	Marcus Grönholm	*Ford*
3	Mikko Hirvonen	*Ford*
4	Dani Sordo	*Citroën*
5	Chris Atkinson	*Subaru*
6	Manfred Stohl	*Citroën*
7	Jari-Matti Latvala	*Ford*
8	Matthew Wilson	*Ford*

PORTUGAL
MAR 30 - APRIL 1

1	Sébastien Loeb	*Citroën*
2	Petter Solberg	*Subaru*
3	Dani Sordo	*Citroën*
4	Marcus Grönholm	*Ford*
5	Mikko Hirvonen	*Ford*
6	Daniel Carlsson	*Citroën*
7	Gigi Galli	*Citroën*
8	Jari-Matti Latvala	*Ford*

ARGENTINA
MAY 3-6

1	Sébastien Loeb	*Citroën*
2	Marcus Grönholm	*Ford*
3	Mikko Hirvonen	*Ford*
4	Jari-Matti Latvala	*Ford*
5	Henning Solberg	*Ford*
6	Dani Sordo	*Citroën*
7	Chris Atkinson	*Subaru*
8	Manfred Stohl	*Citroën*

ITALY
MAY 18-20

1	Marcus Grönholm	*Ford*
2	Mikko Hirvonen	*Ford*
3	Dani Sordo	*Citroën*
4	Henning Solberg	*Ford*
5	Petter Solberg	*Subaru*
6	Toni Gardemeister	*Mitsubishi*
7	Manfred Stohl	*Citroën*
8	Juho Hanninen	*Mitsubishi*

GREECE
JUNE 1-3

1	Marcus Grönholm	*Ford*
2	Sébastien Loeb	*Citroën*
3	Petter Solberg	*Subaru*
4	Mikko Hirvonen	*Ford*
5	Henning Solberg	*Ford*
6	Chris Atkinson	*Subaru*
7	Jan Kopecky	*Skoda*
8	Manfred Stohl	*Citroën*

FINLAND
AUGUST 3-5

1	Marcus Grönholm	*Ford*
4	Mikko Hirvonen	*Ford*
2	Sébastien Loeb	*Citroën*
6	Chris Atkinson	*Subaru*
5	Henning Solberg	*Ford*
6	Xavier Pons	*Subaru*
7	Urmo Aava	*Mitsubishi*
8	Mads Ostberg	*Subaru*

GERMANY
AUGUST 17-19

1	Sébastien Loeb	*Citroën*
2	François Duval	*Citroën*
3	Mikko Hirvonen	*Ford*
4	Marcus Grönholm	*Ford*
5	Jan Kopecky	*Skoda*
6	Petter Solberg	*Subaru*
7	Toni Gardermeister	*Citroën*
8	Jari-Matti Latvala	*Ford*

NEW ZEALAND
AUG 30-SEPTEMBER 2

1		
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7		
8		

SPAIN
OCTOBER 5-7

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7		
8		

FRANCE
OCTOBER 12-14

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5		
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7		
8		

JAPAN
OCTOBER 25-28

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IRELAND
NOVEMBER 16-18

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8		

GREAT BRITAIN
NOV 30-DECEMBER 2

1		
2		
3		
4		
5		
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7		
8		

DRIVER STANDINGS

1	Marcus Grönholm	*80*
2	Sébastien Loeb	*72*
3	Mikko Hirvonen	*63*
4	Petter Solberg	*29*
5	Daniel Sordo	*28*
=	Henning Solberg	*28*

MANUFACTURER STANDINGS

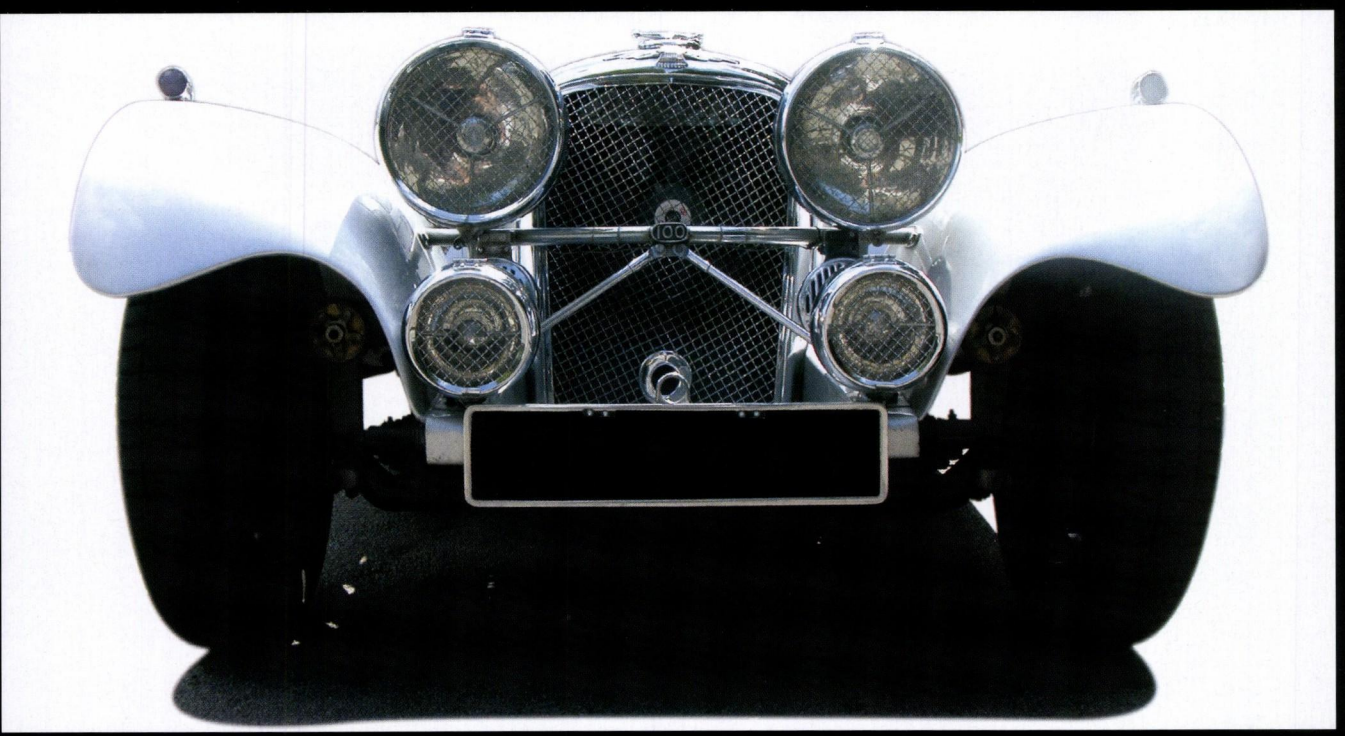
1	BP-Ford	*143*
2	Citroën Total	*102*
3	Subaru	*53*
4	Stobart M-Sport Ford	*50*
5	Kronos Citroën	*35*
6	Munchi's Ford	*6*

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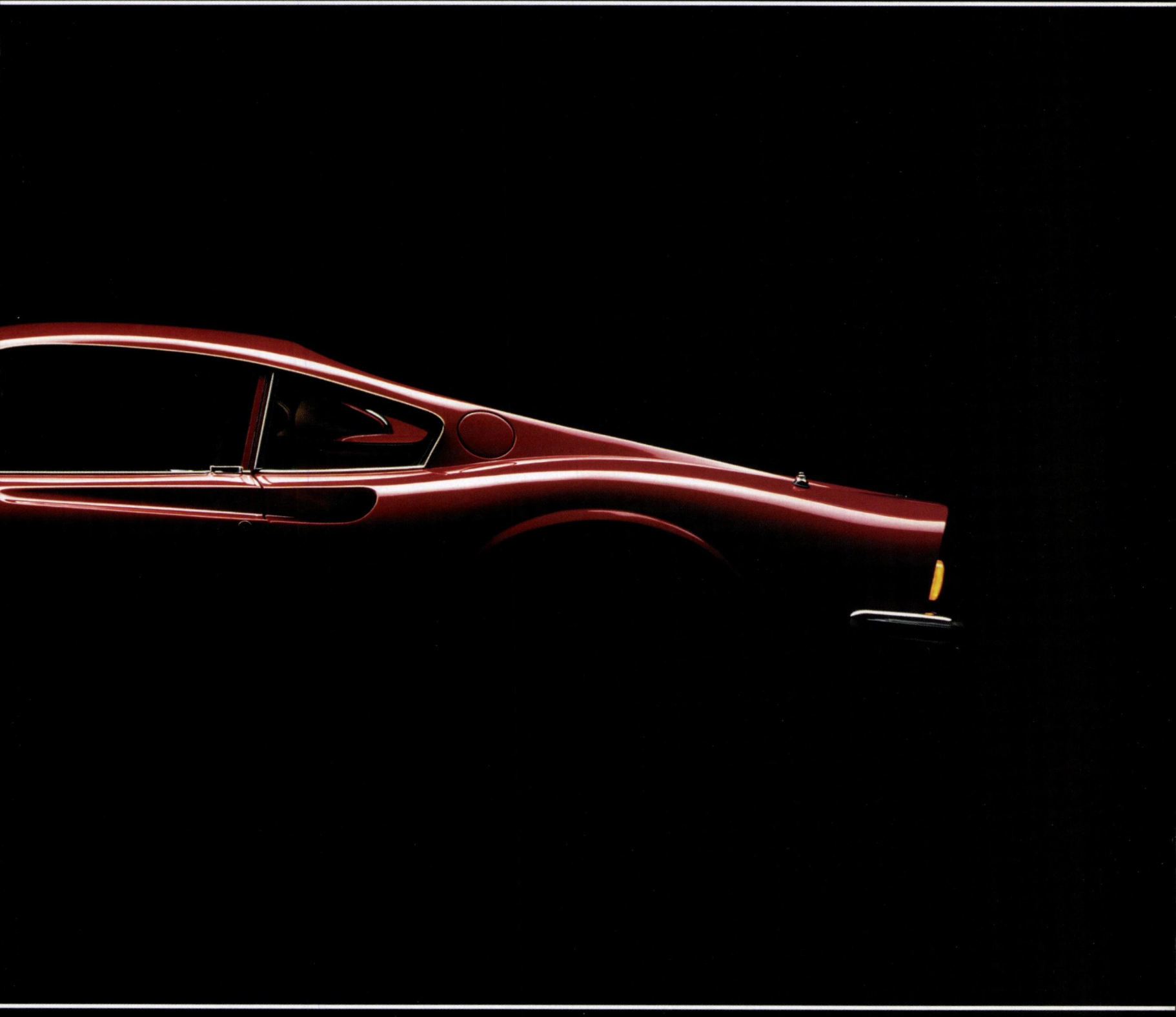
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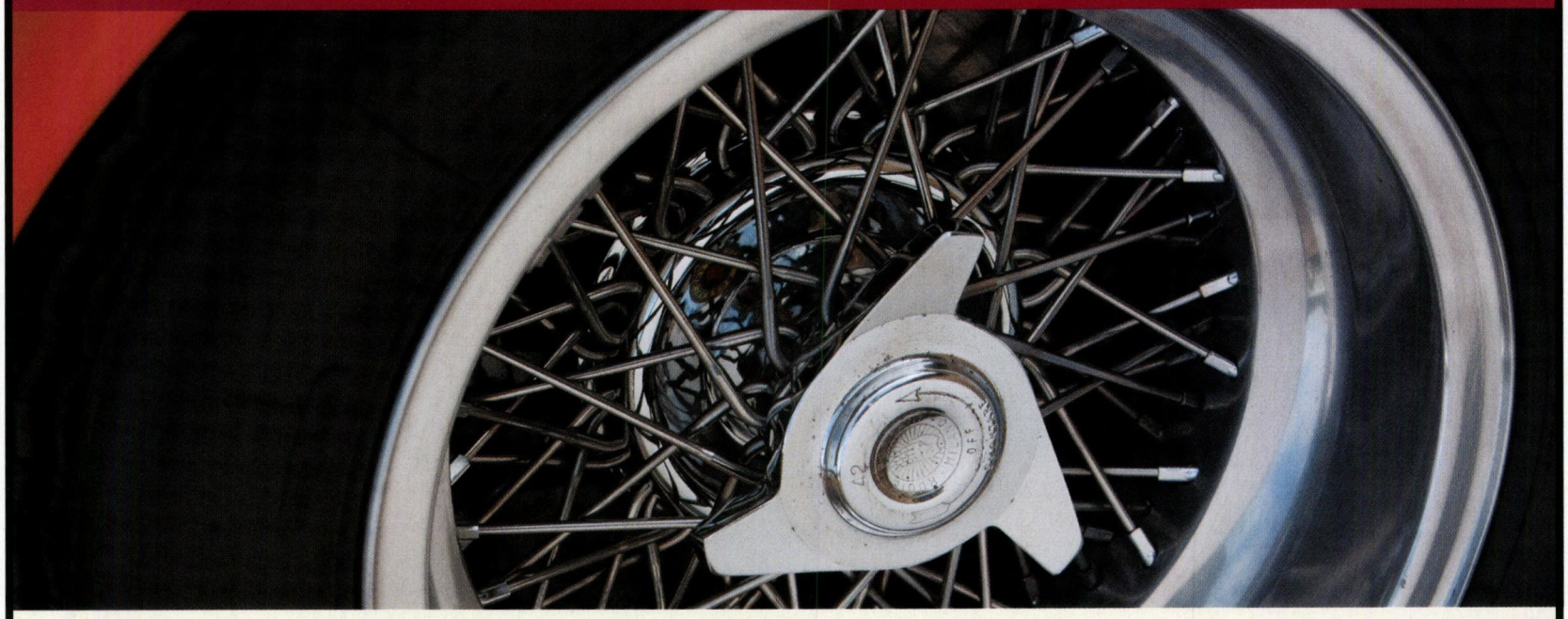
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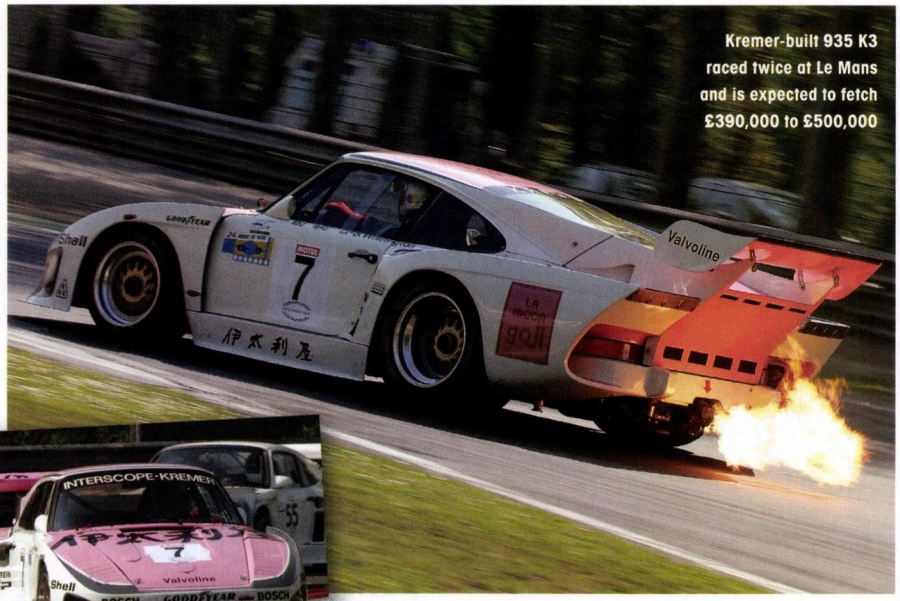
plus – 30/98 Vauxhall, BMW M1 Procar and Bernie's collection

Auction activity over the summer months has been lively and there's much more to come as we move into autumn.

The ex-John Miles/Graham Hill Lotus 72, which was displayed on the *Motor Sport* stand at the Goodwood Festival of Speed, sold well at H&H's Kempton Park sale for £286,000. The European collector who bought the car intends to return it to the tracks.

Coming up at the beginning of September is a chance to acquire a Vauxhall 30/98 last owned by that VSCC stalwart, the late Arthur Jeddere-Fisher. The 1921 car comes up at Bonhams' auction during the Beaulieu Autojumble on September 8, with an estimate of £60,000 to £90,000.

A well raced Kremer-built Porsche 935 K3 is one of the star lots at Geneva's Palexpo on October 6 in the sale run by the Sports Car Auction Company in association with RM Auctions. It competed twice at Le Mans, retiring on both occasions, and was also raced extensively in Germany by 'John Winter'. Other drivers to race the car included Rolf Stommelen, Ted Field and the Whittington brothers, Don and Bill, who had won Le Mans with Klaus Ludwig in 1979 in another K3. Its finest hour was probably at Monza ➤➤➤



Kremer-built 935 K3 raced twice at Le Mans and is expected to fetch £390,000 to £500,000



Top estimate for this Ferrari 250 GT Europa is £320,000



Ex-Arthur Jeddere-Fisher 30/98 is to be sold at Beaulieu



Bid for Bert Hadley's memorabilia at Duxford in October



BMW M1 Procar is for sale in period BASF livery



Bizzarrini will be in RM/Sotheby's Battersea Park sale

in 1982, when Stommelen and Field finished second in the World Endurance Championship 1000Km. Estimate is £390,000 to £500,000.

At the same auction you could pick up the BMW M1 Procar which raced in those memorable BASF colours, which it still wears. Built for BMW Switzerland, it contested the 1980 Procar Championship, run by Sauber, and even appeared at Le Mans in 1983, when its drivers included Prinz Leopold 'Poldi' von Bayern. It has since been used in historic racing and competed at this year's Jim Clark Revival meeting at Hockenheim.

A fascinating collection of memorabilia will be auctioned by H&H on October 9, at the Imperial War Museum, Duxford. The Bert Hadley archive includes Hadley's racing gear, period photographs, trophies – including one from Brooklands in 1937 – programmes, magazines and paperwork relating to Jowett Le Mans drives – as well as his OHC Austin 7 exploits pre-war, Hadley competed at La Sarthe in Jupiters in 1951 and '52. He was also a part of the Jaguar XK120 record-breaking team at Montlhéry in 1952, and his copy of the limited run of albums of photographs of the bid presented by Jaguar to its drivers is part of the sale. There is also an original artwork by Frederick Nevin, featuring Hadley and others in action at Shelsley Walsh.

The star turn at the Battersea Park sale, to be run by RM Auctions in association with Sotheby's on October 29-30, is the Bernie Ecclestone Collection. Interesting machinery in the sale – not all from the Ecclestone collection – includes a Ferrari 250 GT Europa, and a Bizzarrini. Bernie's collection is largely of road cars, including pre-war Mercedes-Benzs, Lancias and Bentleys, and many American classics.

AROUND THE DEALERS

Competition cars currently for sale here and abroad



PORSCHE 910

Chassis No 910-020 was originally supplied to Bill Bradley Racing which raced it in international events at circuits including Hockenheim, Monza, Silverstone and Brands Hatch in 1968 and 1969. Drivers included Vic Elford and Tony Dean as well as Bradley himself, who thereafter kept it for a further 30 years. The present owner is only its third and he has campaigned the car extensively in retrospective events such as the 2002 and 2004 Le Mans Classic and the Targa Florio. It has undergone recent extensive engine and gearbox work, is supplied with FIA papers and is ready for competition. From Fiskens. Tel: 0207 584 3503, www.fiskens.com. Price on application.



1905 STAR

The Star Engineering Co of Wolverhampton built this magnificent early racer. It has a four-cylinder, 10-litre engine, and competed in the 1905 Gordon Bennett Eliminating Trial on the Isle of Man, and was later owned by a wealthy maharajah in Rajasthan. From Hall and Bradfield. Tel: 020 7589 8787 www.hallandbradfield.co.uk. Price on application.



PORSCHE 911

RHD car in speed yellow with race cage, seats, harnesses, suspension, brakes and electrics, polished Fuchs alloys. Engine rebuilt to S specification (160bhp). It raced in historic races in Australia and is eligible for many historic events. FIA papers are obtainable. From The School Garage. Tel: 01663 733209 www.classiccarshop.co.uk. £39,950.



COOPER T45

This T45's history includes a long spell in the hands of Denny Hulme and a ninth place in the 1960 German Grand Prix driven by Bruce McLaren. It's fitted with a 1960cc FPF Climax engine (as it was during a spell in Australasia in its heyday) and comes with a big file of historical documentation. From Morris & Welford. Tel: 01252 845818. Price on application.

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AUCTION DIARY

SEPTEMBER 8 Bonhams, summer vintage Beaulieu autojumble, collectors' motor cars, motorcycles and automobilia, National Motor Museum, Hampshire. *Tel: 020 7468 5801*

SEPTEMBER 9 Coys, Porsche Club GB meeting, Ragley Hall, Warwicks. *Tel: 020 8614 7888*

SEPTEMBER 11 Barons, British heritage and classic cars, Sandown Park, Surrey. *Tel: 0238 066 8413*

SEPTEMBER 15 Oldtimer Galerie, classic cars, Toffen, Switzerland. *Tel: + 41 (0) 31 819 6161*

SEPTEMBER 16 Bonhams & Goodman, collectors' cars and collectables, Melbourne, Australia. *Tel: +61 (0) 3 8530 3900*

OCTOBER 2 BCA, sale of vintage classic and collectors' motor vehicles, Blackbushe. *Tel: 01252 878555*

OCTOBER 6/10 The Sports Car Auction Company, classic sports cars, Geneva, Switzerland. *Tel: +41 31 812 1373*

OCTOBER 9/10 H&H, automobilia and cars, The Imperial War Museum, Duxford. *Tel: 01925 730630*

OCTOBER 13 Bonhams & Goodman, collectors' cars, Sydney, Australia. *Tel: +61 (0)2 9327 9900*

OCTOBER 14 Auction.fr sale of classic and racing cars, Pont L'Evêque, France. *Tel: +33 (0)1 64 22 27 62*

OCTOBER 20 Coys, sports touring and historic motor cars, Ascot. *Tel: 020 8614 7888*

OCTOBER 22/23 Barons, classic collectors' and historic cars, Sandown Park, Surrey. *Tel: 0238 066 8413*

OCTOBER 30/31 RM Auctions, first London sale with Bernie Ecclestone's collection, Battersea Park. *Tel: +1 519 352 4575*

OCTOBER 31 Brightwells, classic cars, Leominster, Hertfordshire. *Tel: 01568 611122*

NOVEMBER 2 Bonhams, veteran motor cars and automobilia, New Bond Street, London. *Tel: 020 7468 5801*

NOVEMBER 4 Hilton Head auction, concours d'élégance and motoring festival, South Carolina, USA. *Tel: +1 843 785 7469*

NOVEMBER 12 Luzzago, important classic cars, Brescia, Italy. *Tel: +39 030 241 1531*

NOVEMBER 18 Bonhams & Goodman, collectors' cars and collectables, Melbourne, Australia. *Tel: +61 (0) 3 8530 3900*

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EA Sports (Ulster)

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Letters

HEAD'S ROLE

Sir,

Reading Bill Boddy's article on the Birkin Bentley (September) brought back some childhood memories. The headmaster of my junior school, Blakesley House in Worcester Park, was a keen motorist and owned a Silver Ghost Rolls and a 3-litre Bentley. We knew him as Mr Dudley but I believe his Christian name was Eric. One day a friend of his turned up in a special Bentley and the car-mad, of which I was one, gathered round to have a look. It was explained that this Bentley had set the second-fastest lap around Brooklands, and was quite famous.

That moment, around 1957, made a real impression on me and I carried that memory in the back of my mind until I came across an article about the car in the late 1960s in, of all places, a magazine called *Mayfair*! There were some nice photographs of the car and, in two of the pictures, I was amazed to see my old headmaster. I would be very interested to know if anyone has any information on this Bentley during the late 1950s and '60s, and what, if any, connection Eric Dudley had with the car.

Richard Bradbury, Sutton, Surrey

SOUNDS WONDERFUL

Sir,

First and foremost, I want to let you know how much I enjoy your magazine. It is unique in capturing motor racing subjects of interest old and new and I wish you continued success.

Second, I would like to share my thoughts about Mark Hughes' column headed *The quiet revolution* (July). I totally agree with Mark that emotions are very much generated by the unique sound of the engines, but the current naturally-aspirated, port-injected 2.4-litre 19,000rpm engines will soon be a thing of the past – probably a good thing. If the new F1 regulations allow manufacturers to run differing engine configurations, we might once again have unique noise emissions as in years past when Ferrari, Alfa, and Matra were running 12-cylinder engines and privateers used good old DFVs.

Engine speed should not be an issue. Here in California we have had the opportunity to attend the Long Beach Grand Prix and sample the noise generated by Trans-Am, vintage F1, CART and, last but not least, Paul Stoddart's Minardi two-seater 3-litre V10s. We also had an opportunity to compare vintage F1 cars and the current F1 machines at the Canadian Grand Prix at Montreal. Everyone we spoke to loved the noise generated by the vintage F1 cars.

F1 would certainly be improved for the spectator if 19,000rpm were not a requirement, although advanced technologies and relevance to road-going vehicles should be important. The FIA should avoid V12-powered diesels equipped with particulate filters that are, by and large, 'silent'. Let's hope that they get it right in 2011.

John Williams, California, USA

BAD BENTLEY BUY

Sir,

The article concerning the Bentley 8-litre (August) brought back memories for me. During the 1930s and '40s I lived around Welwyn, where there was a garage specialising in these big Bentleys, and I paid them the huge sum of £50 for a convertible version of the 8-litre. It was a pig to drive, and I never managed to raise the hood and keep it there. After a couple of weeks the OC of the army depot offered me £52 10/-, which I grabbed!

From the proceeds I bought a magnificent Armstrong Siddeley 30hp limousine for £24 from the Queen Mother's household at St Paul's Walden. It never gave a moment's trouble.

John D Healbuck, Poole, Dorset

BRABHAM HISTORY

Sir,

In your July auction pages you mention Frank Matich's Brabham BT7A, stating that he bought the car in 1964 and campaigned it in all the Tasman Series races through to 1969. This is incorrect. He purchased the car in 1963 and ran it under the Team Total Oil banner until mid-1965. He was very quick in the car and started from the front row of the grid in several Tasman Championship races, but the car was unreliable and I think his best finish was a third place. He then sold the car to New Zealander Red Dawson in mid-1965. Red was a South Auckland car dealer who cut his racing teeth driving pre-war American V8 stock cars on the city's dirt ovals. He raced the Brabham from 1965 to 1969 with only a modicum of success.

Dawson sold the BT7A to a local who, in late 1969, inverted the car at his second race meeting and, as far as I know, it did not appear again until recently. Further information on the car is available in *Classic Kiwi Motorsport Vol 2* from Parkside Publishers in Auckland.

Gerard Richards, Auckland, New Zealand

FOR YOUR INFORMATION

Sir,

I have just returned from three days at the Silverstone Classic. What a wonderful event with so many lovely and interesting cars. There was even a grand prix-winning 3-litre 1911 Delage!

However, I was disappointed to see that so few of the cars carried plaques showing their history and specification. In my experience these notices do get read, as often either the owner of the car is absent or the visitor is too shy to show his ignorance and ask about the car. Just a laminated A4 printed sheet laid under the windscreen wipers (or some such convenient place) giving year, make, model, engine type and size, how many were made, and when, and some history of the particular example, would assist with some appreciation of the car.

John W Watson, via e-mail

FERRARI AND THE ELITE

Sir,

Thank you for such a marvellous Ferrari edition. As I have been fortunate enough to have had some small contact with Ferrari, I truly appreciated every page. The *commendatore* actually gave me a '*Buongiorno*' one day while I was waiting for my 275/GTB4 to be serviced at Modena. I was so awe-struck to have 'God' speak to me I can't recall even mumbling anything. I enjoyed several visits to the works at Maranello and even had a late-night tour of the facilities thanks to Dottore Gozzi, that have left me with wonderful memories to add to the chances to drive and compete with several of the marque's fantastic machines.

I also thoroughly enjoyed Mr Heseltine's article on the Lotus Elite (August). I will overlook his inboard 'front' brakes (they were inboard at the rear) and obviously he was fortunate enough to drive a Series 2 car with the ZF gearbox. Mine (s/n 1181) was a Series 1, Stage 1 car with the heavy, non-synchro first, MG unit and a single SU. That lovely Elite and my 275/GTB4 Ferrari are two cars I would like to have back.

Dick Irish, Edmond, Oklahoma, USA

THE SILENCE OF LE MANS

Sir,

Your August editorial laments the silence of the diesels at Le Mans and enthuses about the Aston Martin GT1 win. While it is great that someone cares about sports car racing, this is all wrong!

For me, the variety at Le Mans is key (it ➤➤➤

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- 1938 BMW 328 Roadster
- 1979 BMW M1 Procar
- 1951 Bristol 401 Convertible by Beutler
- 1939 Bugatti T57 Graber
- 1955 Chevrolet 210 „Handyman" Wagon
- 1961 Chevrolet Corvette fuel injection
- 1946 Delahaye 135 M Convertible Graber
- 1962 Ferrari 250 GTE
- 1964 Ferrari 330 GT 2+2 Series I
- 1962 Jaguar E-Type S I 3.8 lt Roadster
- 1955 Lancia B20 GT 4th Series
- 1959 Lancia B24 Convertible
- 1962 Lotus 22 FJ (Ex Jo Siffert)
- 1980 Porsche 935 K3 (Le Mans)
- 1967 Shelby GT 350 Fastback
- 1948 Veritas BMW Rennsport

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(Ex Masten Gregory)
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GENEVA PALEXPO

GENEVACLASSICS

more or less the last bastion of variety in acing), and a few quiet cars are most welcome just don't make them all like that. The Corvette best: a different sound which doesn't cause ain or threaten permanent damage to health. The ACO should be encouraging as many engine ypes as it can, and high-revving petrol engines re surely not the future.

It was nice to see Aston finally win but frankly couldn't care who wins GT1. The cars are reat but if you want publicity in GT1 try vinning at Spa.

A few other thoughts for the ACO: get rid of GT2 (it's boring and slow); open up more of the circuit to viewing and stop tidying it up – we are being pushed further and further back (getting close on the approach to Tertre Rouge seems ost forever); stop tinkering with the rules – decide what you want and stick to it.

an Mann, Divonne-les-Bains, France

RUF JUSTICE

Sir,

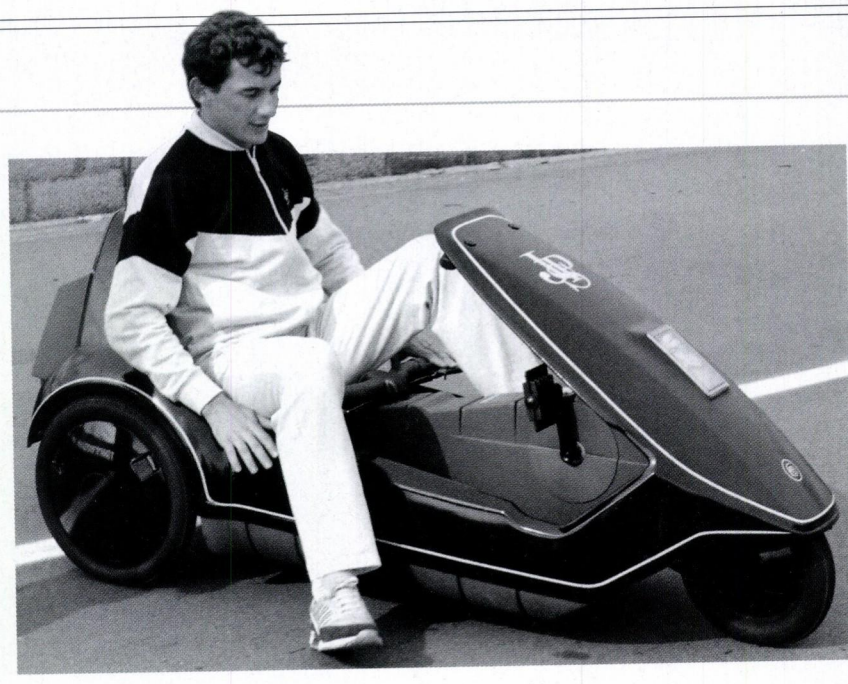
I read your '60 years of Ferrari' issue with great interest, especially your feature on the F40 – my second-favourite Ferrari (after the 250SWB). Normally, I would unquestioningly accept the facts presented in your magazine, but in this instance I must strongly disagree with your statement: "When it came out in 1987, the F40 was the fastest car in the world, quicker and more powerful than its rival the Porsche 959, and the first car ever to have a three-digit top speed which began with a '2'."

The fastest production car in the world in 1987 was actually the Ruf CTR. Developed in 1986 with production in 1987, these cars were manufactured at the Ruf factory in Pfaffenhausen, Germany and carry their own unique vehicle identification numbers.

It may not exactly be a household name, but Ruf Automobile GmbH is recognized internationally as an automobile manufacturer and has been since 1981. The most famous Ruf CTR is the prototype (chassis no 001), better known as 'Yellowbird'. This is the very car that set all the top-speed records – generally in the region of 211 or 212mph, as recorded by magazines such as *Road & Track*, *Sport Auto* and *Auto Motor und Sport*.

Frankly, I could not find evidence of any F40 exceeding 200mph during this period. My six-speed Ruf CTR achieved 215mph (two-way average) on the *autobahn* last year during pre-delivery testing with the Ruf factory test driver.

R Paul Harrison, Burritt's Rapids, Ontario, Canada



YOU WERE THERE

Stuart Pettitt, who used to be a fire marshal at Silverstone, sent in this picture of Ayrton Senna looking distinctly underwhelmed by the battery-powered Sinclair C5. It was taken on Friday morning before practice for the British Grand Prix in July 1983, when 23-year-old Senna led Martin Brundle in their titanic tussle for the British F3 title. Silverstone included a round of that series – Senna qualified on pole and won the race, one of his 12 series victories that season.

Other, faster, JPS-liveried cars that day included Nigel Mansell's fourth-placed Lotus, Renault and the sister car of Elio de Angelis, who retired with turbo failure. Alain Prost in a Renault won the GP, with Nelson Piquet (Brabham-BMW) second and Patrick Tambay (Ferrari) third.

WE NEED YOUR PHOTOGRAPHS We like to receive readers' photos, whether of GPs or club races. If you have some gems, and anecdotes to share, send them in. We will return your photos after use but suggest that you hold on to any negatives.

WHEN LESS CAN BE MORE

Sir,

Your review of the latest version of the inimitable BMW M3 (September) caught my interest on a couple of counts.

Firstly, like you, I do wonder why people purchase cars for which they can use only a fraction of the performance on the road and, by the way, a BMW 3 series is my daily driver.

Secondly, though, your views on the increase in weight of cars is absolutely correct.

I have a 1966 Porsche 912 which is used for road rallies both in the United Kingdom and all over mainland Europe. I'm sure that your readers are aware that a 912 is a 911 with the four-cylinder 356 engine. Every other component is identical to a 911.

The 912 has the advantage that the en shorter and two cylinders lighter at the re the unit in the 911. Indeed, contempora tests suggest that the 912 has much handling than the 911 bearing in mind t a short wheel base early car.

However, it is the weight of the 912, o the very lack of it, that makes the wonderful to drive.

Just as Andrew Frankel suggests in y road test, the lighter the car the more i the driver becomes. Both the 911 and 9 have been amazing cars when they went back in 1965.

Congratulations again on *Motor Spo* clearly in a safe pair of hands.

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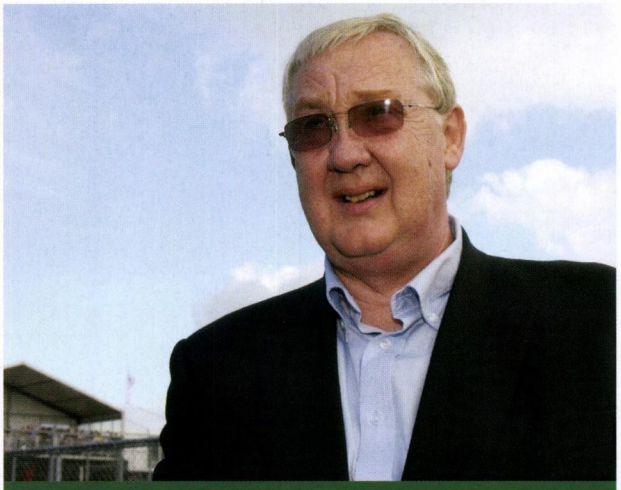
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Dennis Carter



GUEST COLUMN

Wild in the country

Accidents have been around since racing began, but the BARC's Chief Executive fears they are becoming endemic

A great deal has been written, and said, in recent weeks about standards of driving in races, particularly among drivers in the lower formulae. A collision involving Greg Mansell in a Formula 3 race at Brands Hatch caught the attention of the media, for obvious reasons, and since that incident there has been widespread criticism of the way youngsters approach their racing.

Naturally, the British Automobile Racing Club, along with all other British clubs, is doing its best to stamp out some of the more wild and aggressive tactics being used, especially in the single-seater categories.

As chief executive of the BARC, I'd like to throw some light on why we believe that drivers' behaviour is worse than in the past, and I say this with nearly 40 years of experience both as a driver and an official. There are a great many factors involved in the deterioration of driving standards.

Motor racing, like many other sports, is often a mirror of the way life is going. We are seeing in our daily lives more irresponsibility and more selfishness, less respect for others and more aggressive attitudes. These attitudes have found their way onto our racetracks where drivers appear to have little respect for their fellow competitors and for the sport itself.

At the same time, motorsport has become substantially safer which in turn means that drivers are more prepared to take risks as they simply don't believe that they can get hurt. This, of course, is a myth. Too many drivers simply assume that it is never going to happen to them.

Some of this complacency comes from what we have seen recently in Formula 1. We have seen Robert Kubica walk away from an enormous accident in Montreal, and some of the youngsters assume that they will be just as lucky. However, Kubica was extremely fortunate to have escaped unhurt from that incident.

It would be wrong to simply blame the kids, as we are seeing more and more parents and team managers with equally irresponsible attitudes. The emphasis today seems to be about winning at all costs, so there is far more pressure on drivers to perform. Perhaps parents just don't appreciate how dangerous motorsport can be. There was a time, too, when teams felt able to admit that their driver was at fault or had put another competitor at risk. Now it appears that nobody is prepared to accept the blame, or the responsibility, for their actions. The attitude is more likely to be 'well, we got away with it' – even when they know they were in the wrong.

> "Drivers today are more prepared to take risks as they simply don't believe that they can get hurt"

There are an awful lot of fathers who are living out their dreams through the careers of their sons. Of course this is not unique to motor racing, but it is important for parents, and team managers, to take a more responsible attitude if we are to raise the standards of driving.

So what can be done? All our clerks of the course are instructed to take action against any racing driver when there is sufficient evidence to support their disciplinary actions. Where we are perhaps falling down is that we are not getting the necessary evidence in many cases and so it is very difficult for a clerk of the course to make a punishment stick. Yes, we have hundreds of marshals and trained observers at every race, but none has 360-degree vision and they cannot be looking in every direction at once when 30 cars are racing in close company.

In days gone by, a driver would have held up his hand and admitted a mistake, but not now. We are dealing, in many cases, with failings in society as a whole and not just with reckless racing drivers. There is a general lack of responsibility and, I repeat, the desire to win at all costs. We want to be tough, but we are pushing water uphill some of the time.

It is no use constantly comparing today's motor racing with what people perceive as the golden days of previous eras, just as you cannot compare life today with life three or four decades ago. However, there is undoubtedly considerably more contact than there ever was and that is partly a result of a tendency to over-defend a race position. Sometimes you simply have to back off, lose a place, and accept that the car behind is quicker on the day. Letting someone by is preferable to cars colliding and going out of the race.

There's no doubt that some of the youngsters we see on the circuits today are picking up some bad habits from watching the tactics of grand prix drivers who, understandably, are their role models. There is an element of youngsters copying what they see, but it's not a major factor in the debate about driving standards. All the really top drivers have a streak of ruthlessness and a bit of gamesmanship, otherwise they would not climb to the very top of the ladder. It's the way they control that aggression, though, that separates the true champions from the rest.

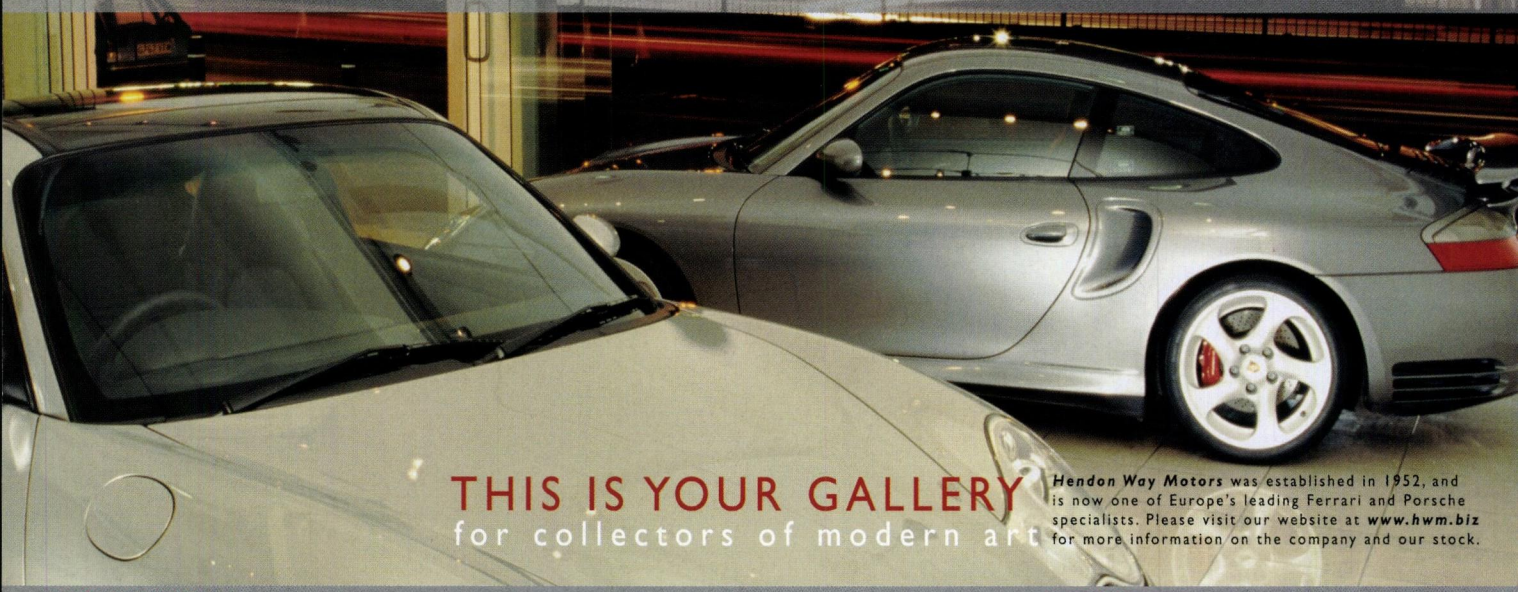
On a positive note, I do not see any reasons, or any evidence, that this problem is going to get any worse. We simply have to encourage all drivers, their parents and their team managers, to take a more responsible attitude and to have a greater respect for the dangers. As in the rest of everyday life, sometimes you have to take responsibility and accept that it is not always somebody else's fault. And remember, the clerk of the course has his eyes peeled for any kind of silly or reckless behaviour on the circuit.

LAT

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FORMULA ONE

Splash and dash

No-one likes racing in the wet, but there are some who shine when the heavens open. And one of them is a Brit

Every era of grand prix racing produces its own wet weather aces. From Rudolf Caracciola to Jacky Ickx, from Hans-Joachim Stuck to Jean Alesi, there have always been guys whose performance is enhanced when the heavens open and grip levels plummet. Sometimes it's a case of a genuine ace simply getting the opportunity to make his talent more obvious than in the dry when his machinery is more of a limitation. Other times it's the contrast between ordinary performances in the dry and extraordinary skills in the wet that mark a driver out as a rain specialist.

Michael Schumacher, of course, fell into the former class; brilliant in dry or wet, but his margin of advantage over most of the others definitely enhanced when it rained. Arguably the greatest demonstration of this was during the 1996 Spanish GP, wet from start to finish, during which he at times lapped a full *four seconds* faster than anyone else.

Ayrton Senna's majestic performance at the 1993 European GP at Donington Park, or Gilles Villeneuve's astonishing display during wet qualifying at Watkins Glen in 1979 when he was 9.6sec faster than the best of the rest, paint a similar picture of the greatest driver of the era simply emphasising the point. Then there are cases like Stuck or Eddie Cheever, each of them very competent F1 drivers rather than absolute aces, yet invariably exceptional in the wet.

The way they achieve their wet prowess differs. Some use extravagant car control, repeatedly rescuing it from all sorts of angles. This allows them a swashbuckling confidence to tread over the limit, knowing they can bring it back. That was Stuck and Alesi. Others use an extreme smoothness of technique that allows them to nibble up to a higher limit than the rougher styles of their peers. There is constant correction but based on feel of what the car is about to do rather than fantastic reactions to what it's just done.

Of today's crop Fernando Alonso is a superb wet-weather driver. He retired from the lead of last year's Hungarian GP, having risen from a penalised 15th on the grid, his progress utterly mesmerising as he scythed his way through the pack. Michael Schumacher was similarly impressive from a similarly penalised grid slot. The Bridgestone rubber was no match for the Michelin equivalent, but Schuey was the only one of its users to figure anywhere near the front. By contrast his team-mate Felipe Massa, along with the other Bridgestone users, faded and fell quickly down the field.

Alonso's first GP with Renault was the 2003 Australian. On dry tyres on a damp track he was stunning and only a change of strategy cost him victory. In Brazil the race was stopped after he hit Mark Webber's errant wheel, but prior to that in the wet he'd been closing fast on leaders Kimi Räikkönen and Giancarlo Fisichella, sure he was going to win. Earlier in that race he had received a stop/go penalty for a yellow flag infringement that had put him behind team-mate Jarno Trulli. Within three laps he had caught, passed and pulled out three seconds on him. A different world.

> "Jenson Button's silky-smooth style makes him devastating in the wet"

Alonso is not the only wet-weather ace on the current F1 grid. Adrian Sutil, in his first season with Spyker, was stunning in the wet Saturday practice at Monaco, where in his unfancied car he was fastest of all.

But arguably the greatest wet weather driver on the grid is Jenson Button. His silky-smooth style, beautiful throttle control and velvet smooth steering input makes him devastating in the wet. Think back to his win in the wet Hungarian GP of 2006. Some call it fortunate, in that he inherited the lead when Alonso's wheel came off. What is less remembered is just how fast Button was closing down Alonso prior to that. After a safety car period Alonso was clean away but Button was delayed trying to lap Massa. By the time he did, Alonso was nine seconds up the road. Within *two* laps Button had that down to five seconds. Alonso responded, the two of them much the fastest, their nearest rival 20 seconds adrift. But still Button was cutting into the lead every lap. In the end, Alonso's retirement promoted Button anyway, but there was no doubt he was the quicker in the conditions.

A storm cloud in the opening minutes of this year's European GP at the Nürburgring painted a similar picture. From 18th on the grid Button fell to 20th at the start, but by the end of that lap he was ninth! A lap later he was pushing Alonso for third place, having lapped 1.8sec faster. He then hit a lake that had formed on the approach to turn one and his race ended in the gravel trap.

Still to come this year are Spa, Fuji and Interlagos. If we don't get rain in at least two of those, something's wrong. As such, the weather could determine the world championship. If, as looks likely at the time of writing, the title is to be fought out between McLaren drivers Alonso and Lewis Hamilton, what might we see? We've only seen glimpses of Hamilton's wet-weather form. But the clues are encouraging. His first official practice session in F1, in Melbourne, was damp. He drove with beautiful smoothness and generally had a couple of tenths over Alonso, but how hard was the champion trying? In Hamilton's victorious F3 Euro Series season of 2005 he posted stunning wet weather victories at Spa and Lausitzring. But Alonso too could recite his own heroic wet weather deeds from any number of past races.

A wet title decider finale at Interlagos, and who would you put your money on for the title? No, I'm not sure either.

LAT

Andrew Frankel



SHARPER AUDIS

Regeneration

Audi's S5 and R8 are giving it credibility as a maker of real driver's cars. Soon even BMW should be worried

In reviews of cars here or in any other publication, the circumstances in which the driving impressions were generated are likely to be of no concern to you. You do not care if the journalist drove the car on roads he or she had never seen before, nor that the car being reported upon was almost certainly a pre-production prototype. You are not bothered that the hack may or may not have had enough time in the car, nor whether the roads it was driven on constituted a proper test of the car's fitness for purpose. All you want to know is whether it is any bloody good or not.

Quite right too: reaching reliable conclusions about cars in less than ideal circumstances is the job and it's what's expected of us.

But you might wonder just for a moment why, in this increasingly environmentally aware era, every time a car manufacturer launches so much as an estate version of a pre-existing product, it feels the need to spend literally millions flying often over 1000 journalists from around the world to a central location for it to be sampled. It's simple really: it puts you in their debt. They've spent thousands on air tickets, posh hotels and fancy food and, under the circumstances, more easily influenced hacks might feel it far from cricket to then put the boot into their shiny new car. Moreover, introducing you to their car on unfamiliar territory introduces a variable which might just make you question your own judgment and, in that case, be more likely to make you give the car the benefit of your doubt. There are other factors, too – not unreasonably, manufacturers want their cars to be photographed in pleasant surroundings somewhere it's unlikely to be raining – but really it is all about introducing their product to the Fourth Estate in an environment they can control.

So I operate by the simple rule of thumb that whatever the merits or otherwise of a car when I first drive it, that's as good as it's going to get. Cars never improve when you finally climb aboard in the UK as not only does familiarity with the roads and your own choice of test route inevitably ask more searching questions, British roads are also in broadly dreadful condition compared to those of its neighbours on the continent, so it's safe to say that if a car rides poorly in Germany, then it will ride abysmally in the UK.

So when I trotted off to Verona to drive the new Audi S5 and found a car that neither rode nor handled as I felt it should, I duly said so in the *Sunday Times*, saying it was a car for the Aled Joneses of this world in what turned out to be a none-too-complimentary review. Which is why I was somewhat surprised a couple of months later to field another call from Audi saying the cars were now available in the UK and would I like to try one. The honest answer would have been 'not really' but professional curiosity got the better of me: it was the first time a car manufacturer had been given a mauling and had come back for seconds.

> "Something, Audi is not saying what, has transformed the S5 for the better"

Now I know why. Something, and Audi is not saying what, has transformed this car for the better. The ride is now more than acceptable and where the handling had once been lifeless, it is now on the perky side of interesting. Had Audi built the S5 like this from the start, a largely critical press reaction could have been avoided.

Even so, to Audi, the S5 is just one small step on a long, long road to becoming recognised as a credible builder of premium sporting machinery. The giant leap is the R8 supercar (left).

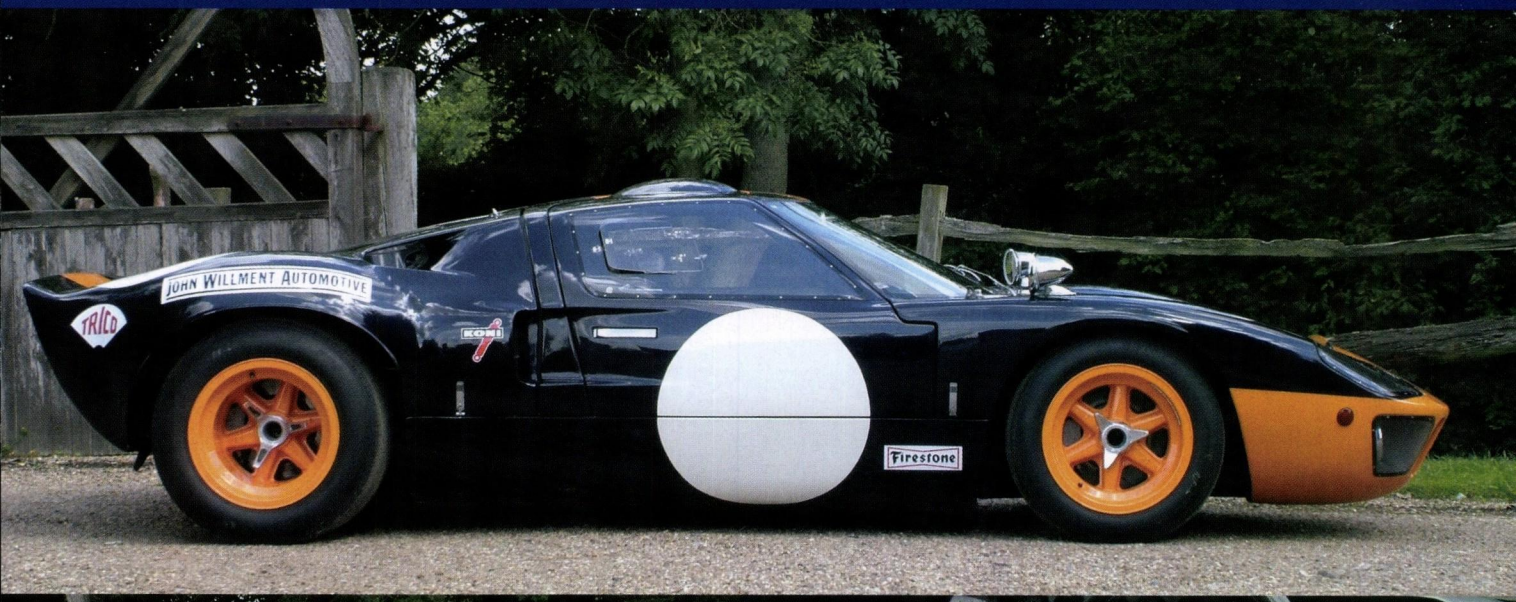
Even five years ago, the idea of a two-seat Audi supercar pitched deliberately over the head of the Porsche 911 would have been little short of risible. Even if Audi could have made it worth driving, which at the time would have been in more than a little doubt, its brand value would not have made it worth buying. But not only is the R8 sublime to drive, it is also sold out in the UK until the end of next year, despite prospective owners so loading their theoretically £76,825 cars with optional goodies that the average transaction price is over £90,000.

And Audi is only tickling the surface of this car's capabilities. Currently it has a 4.2-litre, 420bhp V8 engine installed in its lightweight aluminium chassis, good enough to push it to 187mph. What Audi is not admitting to is the 500bhp-plus V10 engine that will also be available the moment signs of demand for the V8 start to flag: but you don't need to be an expert in industrial espionage to know it's coming: you just need to lift the engine cover and see how much space has been left behind the existing engine to know that a couple more pots are an inevitability.

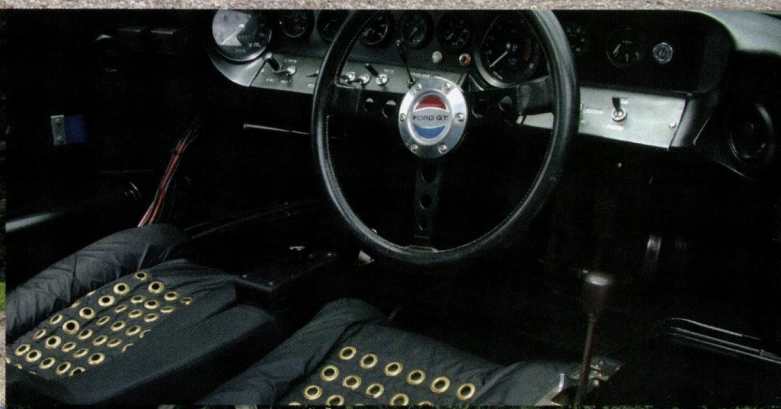
What's next? There'll be a new A4 at this month's Frankfurt motor show, which means a new S4 and a new RS4 will not be far behind; and while the prospect of such cars would once have elicited little more than a stifled yawn from me, now I look forward to them with a real sense of anticipation. Audis have always been good to look at and live with. Now it seems that, not before time, they are also getting to be good to drive. If it can now spread this new found love of the road beyond its premium models and into its mainstream ranges, its future could scarcely look brighter. BMW, for one, should be afraid.

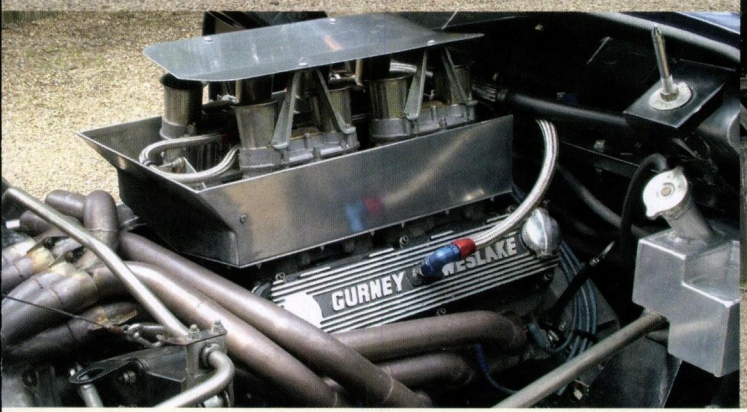
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Nigel Roebuck



LEGENDS

The rain masters

Wet tracks have allowed outrageously talented drivers like Moss and Villeneuve to demonstrate all their remarkable skill

If ever you needed proof that grip is the enemy of racing, last year's Hungarian Grand Prix provided it. Ever since the first race at the Hungaroring, back in 1986, the circuit has been regarded as the dreariest in Formula 1, devoid of challenging corners, absurdly lacking in overtaking opportunities. Even the lengthening of the pit straight, some years ago, did little to address the problem: the Hungarian Grand Prix, traditionally, is a drudge.

Traditionally, too, it is run in extreme heat. Budapest in August is invariably sticky, but in 2006 something of a miracle occurred. Race day was not only cool, but also – Saints be praised – wet. And thus it was that this theatre of tedium was transformed into the venue for the most exciting grand prix of the year.

It is remembered, of course, as the race in which Jenson Button finally broke his duck, and it's not easy now to believe that, only a year or so ago, Honda actually won a grand prix. Jenson himself would not deny that his victory owed something to luck – neither Alonso nor Schumacher nor Räikkönen was around at the end – but that should not detract from a superb drive in very treacherous conditions. And what made it the more remarkable was that Button had started 14th on the grid.

Had the day been hot and dry, as usual, Jenson might have progressed to ninth or something by the end, but, the Hungaroring being what it is, he would have found it nigh impossible to make up places, for the track is notoriously slippery off line – which is necessarily where you need to go when the driver in front is on line.

Now, though, the circuit was slippery *everywhere*, and when that happens all bets are off. Even with traction control, people make mistakes impossible in the dry, while others – those blessed with delicacy and flair – start to make conspicuous progress. Wet or dry, a great car is still a great car, and a poor one poor, but rain is indeed a leveller, in the sense that a car's limit on a slippery track is defined more than usually by its driver.

Over time there have been those renowned for their prowess in the wet. In the German-dominated Thirties, Rudolf Caracciola was known as the 'Regenmeister' – think of the skill needed to control perfectly a 640bhp Mercedes W125 on hard and skinny tyres, on the sodden cobbles of the Berne circuit in 1937, where he was completely untouchable.

Bernd Rosemeyer, meantime, was christened the 'Nebelmeister' (fog master), following a superhuman display at the Nürburgring in 1936, when fog was even more of a problem than rain, and – in the wayward Auto Union – he left the rest behind. Thirty-two years on, at the same place, and in similar conditions, Jackie Stewart would win the German Grand Prix in Ken Tyrrell's Matra – by four minutes.

An understanding housemaster allowed my father to take me to the British Grand Prix at Aintree in 1961, and there I watched the dominant 'sharknose' Ferraris of Wolfgang von Trips, Phil Hill and Richie Ginther finish one-two-three in nightmare conditions.

What really stuck in this schoolboy's mind that day, though, was the unrewarded performance of a really great driver. Stirling Moss, in Rob Walker's underpowered Lotus-Climax, gave von Trips all he could handle until the car broke, whereupon he took over the other Walker entry – the four-wheel-drive Ferguson P99 – from Jack Fairman and, once acclimatised, began lapping faster than the leaders! Given that Stirling later won the Oulton Park Gold Cup in the Ferguson, I have always wondered what might have happened had he started the British Grand Prix in that car. Moss was extraordinary in the rain. At the Nürburgring, three weeks later, he trounced the Ferraris in the German Grand Prix, only because the conditions allowed his virtuosity full rein.

A few weeks before Stewart's unforgettable triumph at the 'Ring in 1968, there was another memorable victory in the rain. At Rouen Les Essarts, a circuit daunting even on a cloudless day, Jacky Ickx dominated the French Grand Prix for Ferrari.

Ickx was but 23 at the time of his first win, and an F1 rookie, but he was swiftly to acquire the reputation of a master craftsman in the wet – as also was Pedro Rodriguez, who may have have been raised in the dust and heat of Mexico, but invariably excelled when visibility was limited, when grip levels were low.

Rodriguez's drive in the Porsche 917 at the 1970 BOAC 1000Kms at Brands Hatch has gone into legend. On a dreadful day, he gave an exhibition of artistry, making everyone else look clumsy and inept, and I always wished that in F1 he were driving for Lotus or Ferrari, rather than BRM.

When it rained at Zandvoort, for the 1971 Dutch Grand Prix, it was perhaps no more than inevitable that the battle for the win should be between the BRM of Rodriguez and the Ferrari of Ickx. Ordinarily, one would have expected Stewart also to figure – he had dominated a wet race at Zandvoort in '68 – but whereas Jacky and Pedro had Firestones, JYS's Tyrrell was on Goodyears, and at that time its rain tyres were so lamentable that Stewart could finish only 11th, lapped five times. A lesser man would have given up, thinking to save face.

On that miserable afternoon, the race between Ickx and Rodriguez was mesmeric, the two sometimes exchanging the lead more than once in the course of a single lap. At around half-distance the track began to dry out, and only then did the Ferrari begin to pull away; when it rained again, towards the end, the deft Rodriguez closed in once more, but his engine had never run cleanly throughout the race, and there was nothing he could do about Ickx. These would be Pedro's last World Championship points, scored three weeks before his death in a meaningless Interserie race at the Norisring.

In the canon of great wet weather drivers, one

LAT/Sutton

thinks inevitably of Michael Schumacher, and of his quite awesome first victory for Ferrari at Barcelona in 1996. That year's Ferrari, the F310, was not a very good car, in truth, and ordinarily Schumacher struggled to get anywhere near the Williams-Renaults, but in Spain the weather was foul, and Michael was in total command, faultless on a day when 10 of his fellows went off.

By that time, of course, Schumacher had already won two of his seven World Championships, and his superiority was well established. He had been clearly the man since the death, in 1994, of Senna – and if one of Ayrton's victories lives in the mind like no other, it is Estoril in 1985, his first in a grand prix.

Senna in the rain we already knew about by then. Although beginning only his second season in F1, had he not, the previous year, hassled Alain Prost's McLaren in the floods of Monaco? More to the point, he had done it at the wheel of a Toleman! Clearly, the boy was something out of the ordinary, but it wasn't until he moved to Lotus for 1985 that he had a car that could win.

What Senna turned in at Estoril was a drive for the gods, and the tragedy was that few were on hand to see it. A combination of untypically miserable weather and high admission prices kept the crowd down to around 10,000, and so many who stayed away missed so much.

I watched the race at the first corner with Denis Jenkinson, already a confirmed Senna fan, and somehow we forgot about the rain. Jenks, cap dripping, glasses misted up, danced a jig as Ayrton took the flag. A new era was beckoning, and we both knew it.

Senna, from pole position, had taken the lead immediately, and had simply driven away from everyone. For a man in only his 17th grand prix, and in conditions unthinkable for racing today, it was a performance that beggared belief. As the likes of Rosberg, Berger, Patrese – even Prost – crashed, and one or two others simply gave up in the dreadful conditions, Ayrton kept it together for two hours. And did it, what's more, with 1000 horsepower, and without the benefit of traction control...

"Maybe people think I made no mistakes," he said afterwards, "but that's not true – I've no idea how many times I went off! On one occasion I had all four wheels on the grass, totally out of control... but the car came back on the circuit. Everyone said, 'Fantastic car control!' It was just luck..."

Not really. "It's Villeneuve all over again, isn't it?" said Jenks as we trudged back to the paddock. "Remember Watkins Glen?"

Ah yes, Gilles at the Glen. Friday, October 7, 1979, and perhaps the most stupefying single performance I ever saw in a racing car. A practice session, this, rather than a race, and again I was watching with DSJ.

It was a filthy day in upstate New York, cold and grey and wet, and the temptation was strong to leave the track at lunchtime and return to the hotel for a shower and a Scotch. We stayed, though, and it was good we did.

So awful were the conditions that only eight drivers took to the track that afternoon, and undoubtedly Michelin's wet tyre, as used by the Ferraris, was the thing to have. Goodyear's fastest runner, Vittorio Brambilla's Alfa Romeo, lapped in 2min 25sec, and then Jody Scheckter, Villeneuve's Ferrari team-mate, went round in 2min 11sec, later admitting he had scared himself rigid.

Out went Villeneuve, immediately travelling at a different sort of speed from anyone else, and soon he turned in a lap a fraction over 2min 1sec – *nine and a half seconds* faster than the next man.

In the pits other drivers giggled nervously every time the number 12 Ferrari skittered by. "Look at him," murmured Jacques Laffite. "He's different from the rest of us – on a separate level."

Jenks just shook his head, barely able to speak. He had only felt like that once before, he said, at Monaco in 1964, when Jimmy Clark came by in the Lotus 33 with a three-second lead at the end of the first lap.

"Almost too much to take in, isn't it?" he murmured. "Hope he wins on Sunday – it'll be a joke if he doesn't."

He did.



Moss wins a soaking 1961 German GP. Left: Villeneuve was astounding at Watkins Glen, 1979

"Moss was extraordinary in the rain. He trounced the Ferraris at the 'Ring, only because the conditions allowed his virtuosity full rein"



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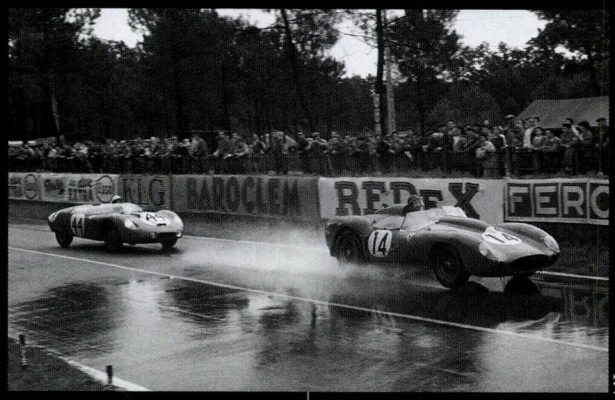
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TRAILING CLOUDS OF GLORY

Rain. For most drivers it's a nightmare: bad visibility, reduced grip, longer braking distances. The risks increase, and they're unpredictable. Every cloud of spray could conceal a slow car or a lost wheel. The problem is the same for all, but for certain drivers it is an opportunity, even a liberation. In the wet tiny differences in skill become magnified. A good driver may briefly become great, or the great driver reach a new level of performance altogether. And sometimes even genius isn't enough… Here we illustrate some of those occasions when the rain made the race





LAT

PHIL HILL

LE MANS 24 HOURS, LA SARTHE – JUNE 21/22, 1958

Hill won in a Ferrari 250 Testa Rossa with Olivier Gendebien – but only after spending hours peering over the screen into the rain. His performance led to a Ferrari F1 drive

"Le Mans in 1958 was my first really important race and unquestionably the best of my three wins there. The rain was torrential, my trick was to get the tool bag from under the passenger seat and sit on it so I could see over the windshield. The other guys had towels and sponges but they were floundering while I'd duck down then look up again over the screen. I had the worst neck ache for a month but the need to see was so much greater than the pain. I picked up a whole lap that night, just because I could see. It was something special, that feeling when you know you can win, when the sun shines after the rain and there's no more tension. We were a good team, Gendebien and I, we were always open with each other."

PHIL HILL, FERRARI WORKS DRIVER



Paul-Henri Cahier

MICHAEL SCHUMACHER

SPANISH GP, BARCELONA – JUNE 2, 1996

The German took his first win for Ferrari with a peerless display, taking the flag 45sec ahead of Alesi's Benetton and circulating up to 2.2sec per lap faster than anyone else

"This race was an absolutely textbook example of how a truly great driver can completely compensate for a below-par car. This was an unsettled season for the Scuderia; Jean Todt was still assembling his crew, and Ross Brawn still had a year to do at Benetton. The best car was undoubtedly the Williams FW18, while Ferrari's F310 was very much an interim design. The conditions were truly appalling – Heinz-Harald Frentzen had shunted on the warm-up lap – but it was a perfect opportunity for Schumacher to stamp his mark on the team. I reckon that was the day Todt smiled and said 'I told you that's what we were getting with this guy'. A defining moment in modern Formula 1."

ALAN HENRY, GRAND PRIX CORRESPONDENT





Bernard Cahier

SIR JACKIE STEWART

GERMAN GP, NURBURGRING – AUGUST 4, 1968

The most dominant F1 victory ever, despite Stewart racing with an injured wrist. And it wasn't just raining – the 'Ring was also shrouded in fog. His Matra MS10 finished over four minutes clear of Graham Hill in a Lotus 49

"I probably wouldn't have finished if it had been dry, but a wet race is physically less tiring – less g-force, lighter steering, so I could get away with mostly using my left hand. It's tougher mentally, though. You have to coax the car, not bully it; you're on tip-toe the whole time. It's about finesse, using the slip of the track, not using the power to slide. You're trying to give the car some Valium. You're forced to drive off-line, because the oil and rubber make the normal line like ice, so you pick up muck which can affect the throttle action, just when you really need a sensitive throttle. It was amazing how little you could see that day. I was on the third row, but I just made a good start, and I knew the circuit well. Luckily I remember details, like a sign which marked a lift-off point though I couldn't see the corner, and once I'd passed the others (Ickx, Amon, Rindt, Hill, Elford) it was easier. I was lucky enough to win plenty of wet races, but I never enjoyed them."

JACKIE STEWART, WORKS MATRA DRIVER


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AYRTON SENNA

MONACO GP, MONTE CARLO – JUNE 3, 1984

The Brazilian in an unfancied Toleman was rapidly closing on leader Alain Prost's McLaren when the race was stopped. Should it have been his first F1 victory?

"Everyone says it's a shame the race was stopped because we would have won it. Well, maybe we would, maybe we wouldn't. Earlier in the race Senna had had quite a big off at the chicane and really bounced across the kerbs. When we rebuilt the car we found that one of the front suspension rockers had cracked and I'm not sure it would have finished the race. There are several interesting aspects to that race, some well known and some not. We'd had a traumatic year during which we'd switched to Michelin tyres, which hadn't been easy. Ron Dennis had put a proviso on us getting them that we would never have the same spec of tyre as McLaren – we'd always be a development stage behind. That was the case with the dry tyres right up until the last race at Estoril, where we qualified and finished third. At Monaco there wasn't an old-spec wet tyre, so that was the first time we were on the same rubber as the other Michelin runners and we finished second."

PAT SYMONDS, SENNA'S ENGINEER AT TOLEMAN

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JAMES HUNT

JAPANESE GP, FUJI SPEEDWAY – OCTOBER 24, 1976

His title rival Niki Lauda withdrew early due to the conditions but Hunt still had to overcome a tyre stop which dropped him back. A late charge to third secured the title

"It was horrendous. James and Niki (Lauda) were trying to cancel the race, I wanted it run – it was our only title chance – so I started our engines to excite the crowd. But the Japs are passive, so I got one guy to stand on the pitwall and stir them up. The TV people were frantic too, so it went ahead. James had it easy on pole, the only one driving in the open. I could see cars sideways on the straight. Then the rain stopped, so we held out the 'cool tyres' board. But the stupid bastard wouldn't drive in the wet bits. Everyone else caught on, until the only one on the dry was the idiot in the lead. Now we weren't showing any pit signs except 'cool tyres'. We were frantic – we'd lose the title if we brought him in for slicks. Then Mass (Hunt's team-mate) got bored following in second and tripped over the water. Finally James's tyres fell apart and he came in, but they were so worn we couldn't get the jack under. When he got out he was eighth, but others were coming in or falling off, so he shot back to third which was enough. He was certainly skillful in the wet, and not scared, but that day he drove like a fool."

ALASTAIR CALDWELL, McLAREN TEAM MANAGER

LAT

GRAHAM HILL

DAILY MIRROR TROPHY, SNETTERTON – MARCH 14, 1964

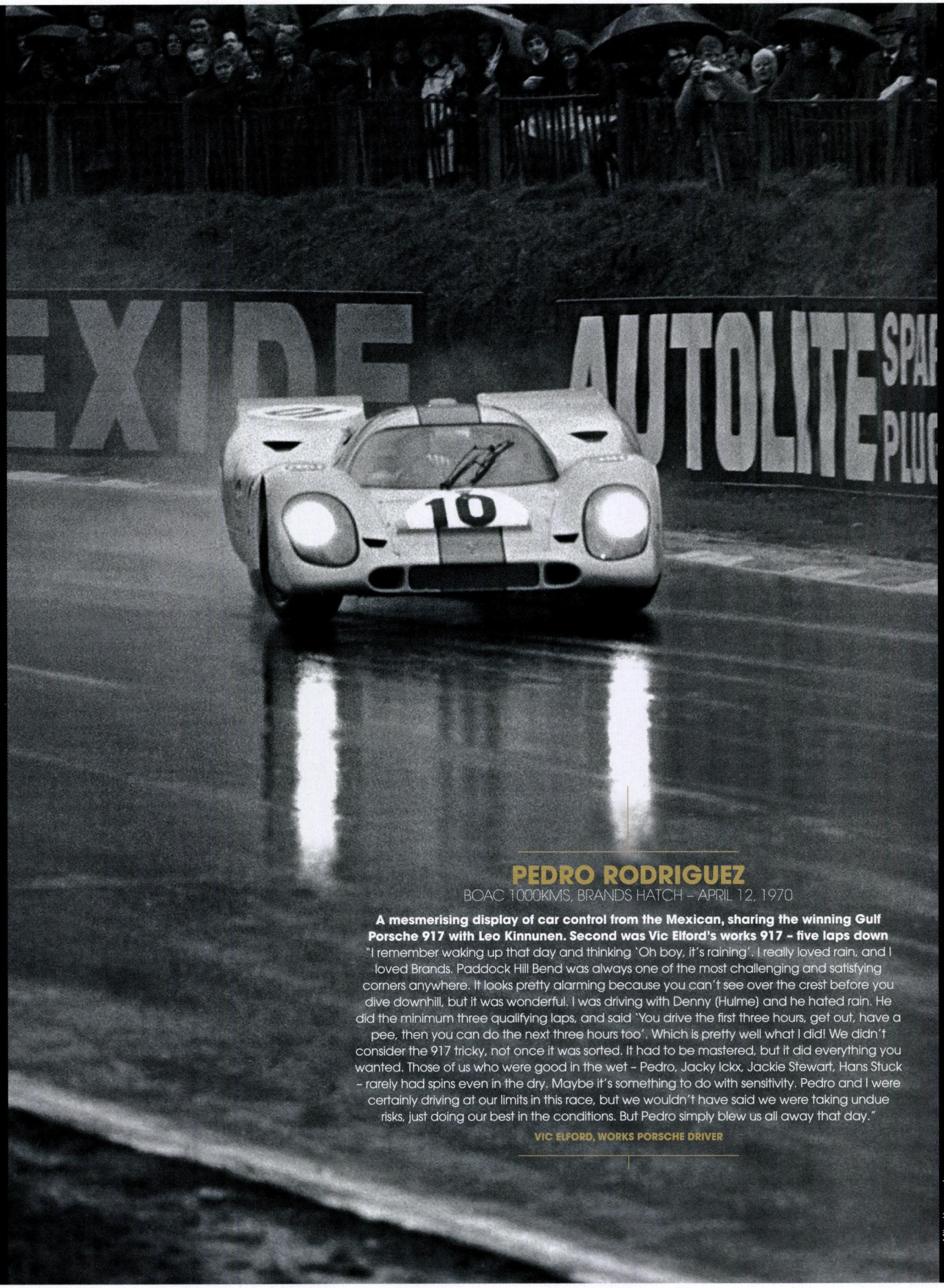
One of the wettest ever UK races. Graham Hill in the new BRM P261 sped off into the lead before he aquaplaned off. Innes Ireland (14) went by to win in the BRP-BRM

"The weather was terrible, but Graham didn't mind particularly about the rain. Of course we were using our wet Dunlops, but in those days they were only narrow, and when Graham hit some standing water they just aquaplaned and he lost all control. I went out to fetch the car afterwards and it was a mess – a write-off. And it was the first of the new P61 (later known as the P261) monocoques, too. Graham was annoyed, like any driver would be. Maybe he was pushing a bit hard but he was a real racer and just wanted to win every time he got in a car. And just to finish off a rotten day our Zephyr broke down on the way home and we had to be towed by the transporter."

PAT TARVATH, GRAHAM HILL'S MECHANIC



GP Library



PEDRO RODRIGUEZ

BOAC 1000KMS, BRANDS HATCH – APRIL 12, 1970

A mesmerising display of car control from the Mexican, sharing the winning Gulf Porsche 917 with Leo Kinnunen. Second was Vic Elford's works 917 – five laps down

"I remember waking up that day and thinking 'Oh boy, it's raining'. I really loved rain, and I loved Brands. Paddock Hill Bend was always one of the most challenging and satisfying corners anywhere. It looks pretty alarming because you can't see over the crest before you dive downhill, but it was wonderful. I was driving with Denny (Hulme) and he hated rain. He did the minimum three qualifying laps, and said 'You drive the first three hours, get out, have a pee, then you can do the next three hours too'. Which is pretty well what I did! We didn't consider the 917 tricky, not once it was sorted. It had to be mastered, but it did everything you wanted. Those of us who were good in the wet – Pedro, Jacky Ickx, Jackie Stewart, Hans Stuck – rarely had spins even in the dry. Maybe it's something to do with sensitivity. Pedro and I were certainly driving at our limits in this race, but we wouldn't have said we were taking undue risks, just doing our best in the conditions. But Pedro simply blew us all away that day."

VIC ELFORD, WORKS PORSCHE DRIVER

Mike Hayward



DICK SEAMAN

BELGIAN GP, SPA-FRANCORCHAMPS – JUNE 25, 1939

Seaman excelled in dreadful conditions until he crashed, with fatal consequences. His team-mate Manfred von Brauchitsch plumes his works Mercedes-Benz W154 along the public road, fighting for grip and confidence

"The combination of well over 400-horsepower, hard, narrow tyres and a cambered public road lined by trees, ditches and farm buildings confronted the intrepid drivers. Ahead, von Brauchitsch's British team-mate Seaman was building an ever-increasing lead in his sister supercharged V12. Team manager Neubauer and engineer Uhlenhaut were perplexed by his shattering pace. 'Why is he continuing to push so hard?' mused Uhlenhaut, 'he has this race in his pocket. There is no need.' But Seaman drove faster still, perhaps revelling in his own superiority. His senior team-mate Caracciola, the renowned 'Rainmaster', had already slid off. But Dick raced on until the rain eased and the treacherous road began to dry. Then a sudden shower flooded the blind Clubhouse Corner, Dick pitched his W154 into the turn unknowing – he lost control, smashed into the trackside trees and was trapped in the burning cockpit."

DOUG NYE, MOTOR RACING HISTORIAN



GP Library



Bernard Asset

FERNANDO ALONSO

HUNGARIAN GP, HUNGARORING – AUGUST 6, 2006

The Spaniard scythed through the pack after starting 15th – only driveshaft failure robbed spectators of a head-to-head between him and eventual winner Jenson Button

"It was amazing, Fernando just went for it, from the chaotic opening lap. It's that uncanny ability some drivers have to feel what the car is going to do and the ability be on the right bit of the track at the right time, finding grip that other drivers aren't. However, I don't claim any engineering credit for it. We had a good car, yes, but that performance in Hungary was all down to the driver. I only review videos after the race if there's something I want to see or learn, as part of the process of analysing what happened. So I probably fast-forwarded through the opening laps to the first pit-stops. It was a long while afterwards that someone suggested that I should watch it on YouTube."

PAT SYMONDS, EXECUTIVE DIRECTOR OF ENGINEERING, RENAULT F1



Grand Prix Photo

JACKY ICKX

RACE OF CHAMPIONS, BRANDS HATCH – MARCH 17, 1974

Ickx in a Lotus-Ford 72E overtook Niki Lauda's Ferrari 312B3 in a breathtaking move on the outside of Paddock Hill Bend to take the lead – one of many fine drives in the wet

"Jacky was magnificent in the rain and he hunted down Niki very quickly. Don't forget, Niki was racing for Ferrari, and making the 312B3 go as it never had in Jacky's hands in 1973, so maybe that spurred Jacky on. Add to this the fact that Jacky hadn't shown great form for Lotus in the season's opening two races. Yet he was flying at Brands Hatch, using his famed wet weather skills and his passing move was simply amazing. He went around the outside of Niki at Paddock Hill Bend. Few people ever got away with that, although that's not to say that they hadn't tried... However, to be fair to Niki, although he didn't make it easy for Jacky, he didn't make it difficult either, which wouldn't necessarily be the case today."

NEVILLE HAY, RACE COMMENTATOR



Barrichello's sensational opening lap gathers pace through the Craner Curves as he dives inside Berger's Ferrari. Senna is already up to third behind Damon Hill

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opera

At Donington Park in 1993, the world witnessed one of the greatest wet weather drives the sport has ever seen. Ayrton Senna wasn't bad either...

BY ROB WIDDOWS

The European Grand Prix at Donington Park in 1993 was one of those races. Whenever conversations about 'great moments' come up it's rare for that weekend not to be mentioned. For racing fans, this one makes the all-time top 10.

Invariably, the memories are of Ayrton Senna's mesmeric opening laps in the pouring rain, the almost surreal sight of the great man carving his way through the field as if the road were dry. Down through the Craner Curves he went, off line and through the puddles, making the rest of the field look stupid. Yet, for all Senna's brilliance, it was another Brazilian who really made his name that day, a much younger man driving for a far less glamorous team.

Rubens Barrichello, still only 20 years old and fresh from F3000, was embarking on his first season of grand prix racing with the little Jordan team. Everybody who'd watched him in F3 knew he was quick, especially in the rain, but he had yet to prove himself at the highest level. Rubens remembers the race as if it were last month.

"Yes, it's all still so clear in my mind, which is fantastic," he beams, as we talk 14 years after the race that put him firmly on the radar. "It was raining on the Friday and I qualified eighth, but it was dry on the Saturday and I slipped back to 12th. Then on the Sunday morning it was raining again and that made me very happy."

That weekend Rubens was in the Jordan-Hart 193 with a semi-automatic gearbox while team-mate Thierry Boutsen had the manual gearchange. There was some discussion before the race about the reliability of the semi-automatic 'box and Boutsen opted to stay with the manual, which was fine by Rubens.

"I had never driven the car with the manual 'box so I was happy to stay with my car, especially as I reckoned that in the wet there wouldn't be so much force going through the transmission anyway. And it was fantastic in the race."

Senna produced his magic in the opening laps, the red-and-white McLaren seemingly running on rails as he swept elegantly past his rivals to take the lead in appalling conditions. ➤➤➤

Further down the field, Barrichello was making startling progress, too.

"Yes," he grins, "everyone talks about Senna going into the lead, but I moved up from 12th to fourth on the first lap. It was a magic lap and I was just working on instinct. I had so little experience and if it hadn't been for the experience of the others around me I might have crashed on that first lap. Right at the start, I went between Riccardo Patrese and Johnny Herbert, and so I was 10th already. Then I overtook Gerhard Berger going down to the Old Hairpin. On the way to McLeans, Michael Andretti and Karl Wendlinger came together and spun off so I grabbed another couple of places. Then I was racing Jean Alesi down the main straight and I thought, 'I'm not gonna brake until he brakes.' Well, by the time I braked it was all too late and I was going to hit Michael Schumacher – but he realised that and moved out of my way so I overtook both of them as well!" Those big brown eyes light up; the man is looking like he's just stepped out of a winning car.

"This was just magic. Then I passed Prost into a corner and I was up to third by the second lap. That day showed me that F1 was going to be so easy, but that did not prove to be the case at all."



Rubens had always idolised his fellow countryman Senna, and was stunned when, duped by the confusing Donington conditions, he thought he was actually racing the great man

So why did the two Brazilians make those opening laps look so easy?

"Well, you actually get quite a few wet races in Brazil and Senna learnt from that. Also, in karting you learn to race on slicks in the pouring rain so that helped. In F3, we both did lots of wet races, and I learnt a lot from British F3. But, you know, at Donington lots of drivers were just being too careful but I kept pushing, passing people, and thinking 'this is just a fantastic day'."

> "That day showed me that F1 was going to be so easy, but that did not prove the case"

Until this point in his grand prix career - this was his third - Rubens had never got as far as a pit stop, always dropping out before he was due for tyres. At Donington, the learning curve in this area was sudden, and steep.

"I know, it was crazy," he says. "I'd done about four or five stops already, in the early laps, and my pit board was still showing 59 laps to go. I thought, 'Jesus Christ, how many more times will I have to stop in the pits?' It was actually funny, really, such a good race for me."

Rubens is looking more cheerful, more animated, than he's looked throughout his recent troubles at Honda. "Yeah, well, I like to talk about this race, it was so incredible. I loved the wet conditions and I've learnt to read the tarmac – you know, I will go right off line to find the dry patches, find the grey bits rather than the black bits, which are full of water and covered with tyre rubber. I have a feeling for finding those patches, and for keeping the car as straight as I can when it's slippery like that. So, if you have this feeling for the wet, you can have some fun, slide the car if you have to, and go for it. But you need some visibility – if you don't have good visibility in the spray, then you're in trouble.

"At Hockenheim, for example, you could not go flat out on those long straights in the spray. That's a nightmare, because if you back off then somebody will hit you from behind, and if you go flat out then you hit the guy in front. But at Donington it was just the right amount of rain and it was a phenomenal feeling."

Like all good Brazilians, Rubens has a football angle on racing in the rain. If you've ever seen the boys playing on the street in Rio, or a five-a-side match in a car park, you'll know what's coming.

"When you're playing football on tarmac and it's wet, sometimes you just don't care and you keep on playing until you break yourself. Grand prix racing is not like that, because if you go too hard in the wet then you're gonna crash, and I've done that, learnt from that. So I came to have this feeling for the lack of grip, and that day at Donington I just felt so good."

Towards the end of the race Rubens was running in the top three and a podium place looked a distinct possibility. Confusion reigned, though, with so many cars being lapped and so many people in and out of the pits.

"There were blue flags everywhere," he explains. "I remember Ayrton coming up behind me and I thought I was racing him. I'd lost all the modesty of a rookie in his first season by that stage. I mean, Senna was my hero and here I was racing with him and I couldn't believe I wasn't sitting at home on the sofa watching him on TV. So I raced him. But he was leading, and lapping me by then, and honestly I wasn't sure what was going on any more. Afterwards, he came to me and said 'Hey, didn't you see me out there?' Well, I did, but I was thinking maybe I could win the race from where I was."

Barrichello's retirement from the race was a wretched, cruel twist of fortune.



GP Photo



GP Photo

"Yeah," he shrugs, "ran out of fuel. I could not believe that, so cruel. But maybe I would not have stood up on the podium, to be very honest with you, because at this early stage in the F1 car I was getting problems with my lower back. The forces going through my back were really hurting me and when I got out of the car I could hardly move. I sat there, getting very cold, and I couldn't move. They took me to the medical centre – but I tell you, I'd rather have sat down on the podium than be sitting in there."

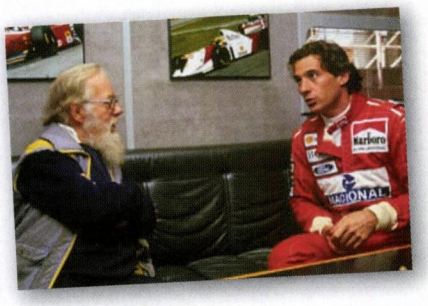
Louise Goodman was looking after Rubens as the press and PR person at Jordan Grand Prix. She remembers that day at Donington clearly. "It was so sad, so disappointing for him, and we all loved Rubens. Suddenly he disappeared from the screens and we didn't know exactly what had happened. Then we saw him at the side of the track and I looked over at his mechanics. They were crying, every one of them weeping. Rubens was so young, just out of his teens, and I think he was totally drained emotionally and physically. I went to see him in the medical centre and he just looked wiped out. distraught, but simply overwhelmed and emotionally exhausted. Such a cruel thing to happen."

Rubens Barrichello is now a senior citizen on the grand prix grid, second in age only to David Coulthard, and with more races under his belt than anyone apart from Patrese, but he has no intention of walking away just yet.

"I had lots of problems in my career when I let my emotions get the better of me, get in the way of results. But I've learnt a lot, I've grown up, and my marriage, having kids, has helped so much with that. It has made me more of a man, less of a boy. OK, I have a bad car right now this year, but I'm still young and I have to recover from this – it's only my smile that's going to bring back the good times."

He flashes a big smile here, square jaw up and forward. "I've learnt a lot – not everything, because you learn every day – but I haven't lost any of my speed. In fact, I'm still getting better, so there's more winning for me to do. The day when I feel I'm not doing it as well as I can, then that is the day I will stop."

A better car, a few wet races and Rubens will soon remind his many fans why they took him to their hearts. The story of the boy from Brazil who came through the rain is not over yet. Ⓜ



DIARY

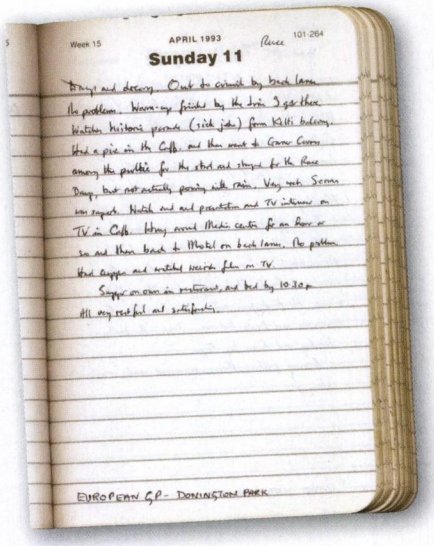
DSJ ON...

Senna impressed Denis Jenkinson during the Donington weekend

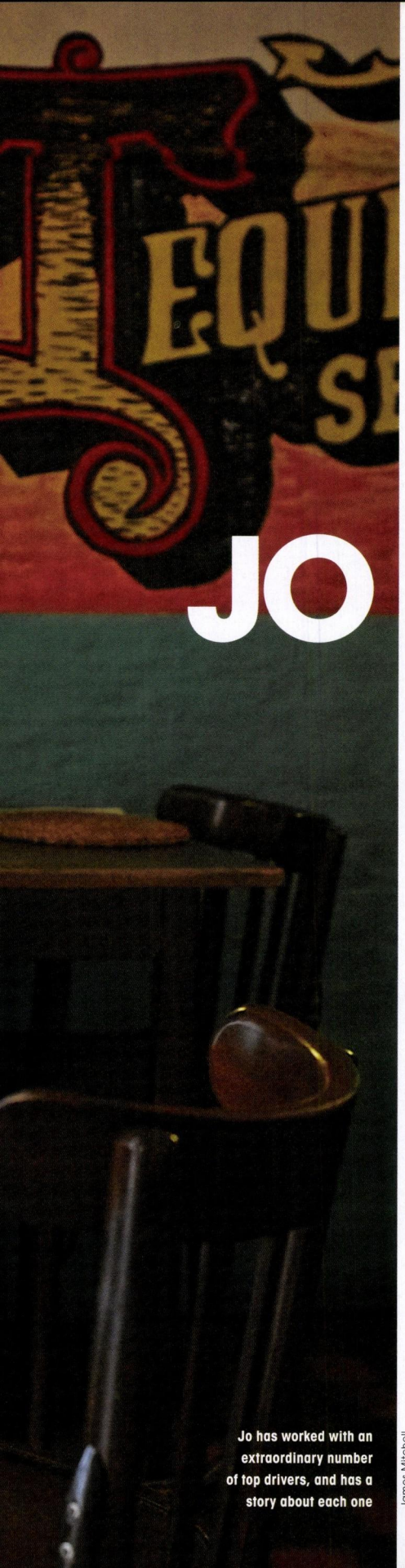
"Friday – Got to Donington in 3½ hours, grey and miserable. Met Tom Wheatcroft and had coffee with him during end of morning practice. Wet qualifying and watched activity in pit lane – left in damp about 3pm.

"Saturday – Fine sunny day. Went down Craner Curves – wonderful view across to Coppice – hair-raising speed downhill. Met Bruin (Alan Henry) and all the bears (Nigel Roebuck etc). Long chat with Brian Hart after practice and looked at his V10 engine.

"Sunday – Damp and dreary. Out to circuit by back lanes. Warm-up finished by the time I got there. Had pie in the caff and then went to Craner Curves among the public for the start and stayed for the race. Damp, but not actually pouring with rain. Very wet. Senna was superb. Watch end and presentation and TV interview on TV in caff. Hung around media centre for an hour or so and then back to motel on back lanes. Had cuppa and watched weirdo film on TV. Supper on own in restaurant, and bed by 10.30pm. All very restful and satisfactory."







Jo has worked with an extraordinary number of top drivers, and has a story about each one

James Mitchell

Lunch with JO RAMIREZ

The personable Mexican looks back over 40 years of Formula 1 glories and struggles, friendships and tragedies

BY SIMON TAYLOR

The problem is, lunch isn't long enough. Over 40 seasons, this man has been friend and confidant to a succession of F1 heroes, helped them celebrate their victories and, too often, mourned their loss. He was inside Ferrari when it was Enzo's fiefdom, with Tyrrell when Ken's little team won drivers' and constructors' titles, with McLaren during the height of its championship glories. When Ford took on Ferrari at Le Mans, when Dan Gurney won at Spa with the Eagle, when Siffert and Rodriguez jousted in the mighty Porsche 917s, he was on the team. Down the long years this modest man has made more friends in motor racing than anyone and, it seems, fewer enemies.

Yet Jo Ramirez thinks of himself merely as a link in the chain, grateful for the good fortune that has allowed him to earn his living from the sport he loves. He has lived in Italy, the USA, Spain and England; but Jo is Mexican. That's why we're lunching off chimichanga in Covent Garden's best Mexican restaurant, Café Pacifico.

Jo was born in the suburbs of Mexico City in 1941, one of 10 children. Around the local kart tracks he befriended a boy his age who, helped by a hugely wealthy father, had already made his name in karting and motorcycle racing. Still too young to drive on public roads, this lad Ricardo had a Porsche Spyder, and his elder brother Pedro had an XK120. Both the Rodriguez brothers were destined to burn bright, and die young.

"Ricardo raced the Porsche in the USA when he was only 16, and in 1960 he finished second at Le Mans, aged 18, in a NART Ferrari. In 1961 the Scuderia put him in an F1 car for the Italian GP. His first F1 drive, in a Ferrari, in front of the Monza crowd! He qualified second, a tenth off von Trips, ahead of Phil Hill and Richie Ginther in the other works cars. It was fantastic: he was still only 19. The Lewis Hamilton of his day...

"For 1962 Ricardo had a works Ferrari drive in F1 and sports cars. I told him: I see nothing in Mexico, I just want to pack my bags and go to Italy. He didn't think I could do it. His first race that year was the Targa Florio. I was studying engineering at college, but I had a little night job, I'd saved $300. I gave up my studies – the hardest thing was to tell my father about that – and I got myself to New York and by boat to England. I hitch-hiked to Naples, and got the ferry to Sicily.

"Ricardo introduced me to everybody in the Ferrari team. Eugenio Dragoni was the team manager, very authoritarian: sometimes he grew too big for his shoes and got cut down by Il Commendatore. Mauro Forghieri was the technical director: he is still a good friend of mine. Ricardo was racing a rear-engine Ferrari 246 in the Targa with Willy Mairesse, but he had a GTO as a practice car and he took me round the circuit. I had never been on a race circuit before, and at first, as we say, I was wearing my balls as a bow tie. But his driving was so good I started to relax and enjoy it. He even let me drive for a lap, but we had to change over before the pits, so the »»

Ferrari people did not find out." Just a pair of Mexican lads, enjoying themselves...

"As kids back in Mexico City we used to go out late at night in Ricardo's gold Oldsmobile down the Avenida Reforma, and he would teach me how to go round the roundabouts in the wet, faster and faster. He said he felt what the car was going to do, you know, through his arse and the tips of his fingers. As a racer he was just incredible in the rain, better I think even than his brother became later. They were very different. Ricardo was very extrovert. Pedro was two years older, quieter, he was the introvert. It all came naturally to Ricardo, but back then Pedro had to try harder to match his times in the same car, and it was usually Pedro that had the accidents."

Ricardo and Mairesse duly won the Targa at record speed. Back at Maranello Jo pleaded with Dragoni for a job, any job, at Ferrari. With no work permit, there was no job – but Dragoni offered food and accommodation at races in return for hard work. "I did everything nobody else wanted to do, cleaned the cars, cleaned the parts; they make a mess, I clean it up. Now I was in this world I'd dreamed about for so long." Ricardo and his young wife Sarita had a permanent suite in the Palace Hotel in Modena, and they let Jo bed down in a little side room.

First he had to learn Italian. "I bought myself a little transistor radio and I stuck it in my ear all day long, and I picked up the language quite quick." He scrounged lifts to the races with the drivers. "Giancarlo Baghetti took me to the Nürburgring for the 1000Kms in his Ferrari 250GT, and on the way he crashed into the back of a lorry, smashing a front wing. When we got to the Nürburgring it was raining. He offered me a lap, but I made an excuse and went round with Dan Gurney instead, who was there for Porsche. It was my first meeting with Dan: a brilliant driver, a brilliant man, and later for me a brilliant boss. He was the driver that Jim Clark always said he feared most.

"With Ricardo I met my hero, Fangio, and I told him about my ambitions for a proper job in racing. He took me to Maserati and introduced me to Giulio Alfieri, and I ended up with a job there. He was five times world champion, he didn't need to help me, but he did.

"For the non-championship Mexican GP, Ricardo fixed a drive in Rob Walker's Lotus 24. I had no money to go back to Mexico, of course, but I took Ricardo and Sarita to the airport. They were compulsive shoppers and they had a mass of stuff they couldn't take home. Ricardo gave me lots of clothes, and his spare helmet and overalls.

"On the Friday morning somebody at Maserati said they'd heard on the radio that Ricardo had had an accident. I didn't know what to do. I went back to the Palace Hotel and the girl on reception said there was a phone call for me from Mexico. As she passed me the phone she started crying. They all loved Ricardo at the hotel.



In the pits with Ken Tyrrell in 1973, the year of Jackie Stewart's third title. Right: Jo takes over the cockpit

"It had been in the first practice session. Ricardo was fastest, and then John Surtees went quicker, so Ricardo went out to beat him. He went off on the outside of La Peraltada, the long right-hander at the end of the lap, hit the guardrail and was thrown out. When I heard that it was like my whole life was crushed."

Jo stayed at Maserati for the 1963 season, helping to run the monstrous Tipo 151 Le Mans car with which André Simon and Lucky Casner led Le Mans. Then his boss Gian Paolo Dallara was recruited by tractor magnate Ferruccio Lamborghini to set up a new factory. The goal was to make a road-going GT better than Ferrari.

"Gian Paolo took me with him. I was the second or third employee of Lamborghini. It was fantastic experience because I was involved in everything – building the engine, all the chassis, the suspension. I did a lot of the testing myself on the first prototype. But Modena wasn't the centre of the racing world any more. England was the

place now. So I wrote letters to everybody I could think of: Chapman, Brabham, Broadley. Some answered, some didn't, but I packed up my Fiat 500, drove to England, and knocked on doors.

"One person who answered my letter was John Wyer, who was running the Ford GT40 programme at Slough. I said to him, 'I can't speak English yet, but I know how to work on racing cars. Just try me, you don't have to pay me, and if I'm any good you keep me.' I started the next day. My transistor went back on my ear, but now it was the BBC, any station with talking, even *The Archers*.

"John Wyer was a very imposing personality. He insisted on everything being tidy and clean. When he came into the workshop everybody went quiet, you could hear a fly walking on the wall. He spoke his gentleman's English very slow, and you had to get your words right when you talked to him. It was like Enzo Ferrari: I was afraid to stand close to Il Commendatore unless I knew what to say, in case I put my foot in it. He didn't say much: he listened behind his dark glasses.

"We took the GT40s to the Le Mans test weekend in April. Lucky Casner was there with the latest Maserati. In Modena Lucky and I had dinner often, to talk about everything, not just racing cars. He was my friend. At Le Mans we were laughing in the paddock, and a few minutes later the big Maserati went off into the trees at the end of the Mulsanne Straight and he didn't come back. That was difficult for me. You should not get involved outside your job with the drivers, because they come and they go. But sometimes they are such personalities, so you have to.

"A Canadian team, Comstock Racing, bought two GT40s and I was sent to look after them for a couple of months. At Sebring they overheated in practice, and I had to do something, so I changed the front bodywork to open out the air intakes of the GT40s. I thought, what would Wyer and Len Bailey say! But it worked. Both cars were going well when the quickest of the drivers, Bob McLean, crashed just after a refuelling stop. The car exploded like a bomb, with poor Bob trapped inside. It was the first time a driver died in a car I prepared. I had to collect the wreck, and his charred shoes were still inside. It was horrible. That kind of thing happened so much then."

When Dan Gurney was setting up the Eagle Formula 1 team he offered Jo a job, and he joined Anglo-American Racers in Rye in April 1966. At first they used the out-dated 2.7 four-cylinder Climax, but for 1967 the beautifully prepared blue and white cars had their glorious-sounding Weslake V12. With Richie Ginther in the second car they finished first and third in the Race of Champions at Brands Hatch, and then came Dan's historic victory in the Belgian GP at Spa.

"Most of the money for the Eagle F1 project came from Goodyear, and it was never enough. We really struggled. Dan was one of the greatest drivers I was ever lucky to work for. But when drivers become team bosses, they fancy themselves as engineers. Dan always had to fiddle with the car. At Spa, when the paddock was on that steep hill with rough ground, he was standing on the back of the truck and he said, 'That left front wheel, it's got too much toe-in.' 'No, Dan, we checked it in the garage, it's spot on.' 'It's not,' he said, 'add one turn.' He would ask for a change, then to prove he was right he would push himself even harder, so his lap times justified it. Then he would say, 'It's quicker than before, but it's not so easy to drive, so put it back to how it was.'



"Tyrrell was like a family. We were less than 30 people. You couldn't work for a nicer team"

"But he is a fantastic man. When he won at Spa and we heard the US anthem, we were cheering and crying at the same time. We should have won the German GP too. We had a big lead with just over a lap to go when a driveshaft broke.

"The Eagle F1 thing stopped mainly for lack of finance. Dan couldn't keep up the two operations – Anglo-American Racers in Rye and All-American Racers in California – and he had more sponsorship in America, so Rye was closed down. It was very sad for all of us. Now, when I see an Eagle at Goodwood, I know it was the most beautiful grand prix car ever. It lifted the standards in F1.

"Dan offered me a job with the American operation, and my wife and I – I'd married Bea in 1967 – moved to California. We did Indy, Can-Am and Trans-Am. I loved Trans-Am with the Barracuda: Swede Savage was the driver, and Dan did some races too. I was mechanic and fabricator, and with the truckie we were five. The camaraderie between us and all the other teams was great.

"I loved my two years in America. My wife had a good job too, working for a real estate company, but she was homesick for England. So when John Wyer suggested I come back to help run the Gulf Porsche 917s I couldn't say no. The lead drivers were Pedro Rodriguez and Jo Siffert, and John put me with Siffert because he said one Mexican per car was enough. Siffert was a real racer, not much different from Pedro – except in the wet.

"One of the best races for me was Daytona. After 18 hours in the lead Pedro's car, shared with Jackie Oliver, came in stuck in fifth gear. You weren't allowed to change the gearbox, but you could change the bits inside. Everything was red hot, the gears almost welded to the main shaft, but with hammers, levers and a welding torch we got it apart and rebuilt the box. It took us 90 minutes. Then we sent Pedro out. First time round he put his thumb up, so we knew it was working. He drove flat out, passed everybody, caught the leading Ferrari in the closing stages, and won.

"Now he wasn't under the shadow of his younger brother, Pedro went better and better. He became probably the greatest wet weather driver of them all. At the Targa that year he took me round in a Porsche practice car, exactly 10 years after Ricardo had taken me round in a GTO, when I'd just arrived in Europe. After the lap Pedro said, 'How do I rate against Ricardo?' To wind him up, I said, 'Six out of 10.' 'Good', he said, 'I still have room for improvement.'

"At Le Mans JW always stayed at La Chartre sur Loir. We worked on the cars in the garage beside the hotel, and drove them 25 miles on the public roads to the track each morning. Before the race we didn't have enough brake pads bedded in, so I said I'd bed in a set on my way in on Saturday morning. All the way I was accelerating hard in the traffic and then standing on the brakes, but when I got to the circuit and took them off they still looked new. I just wasn't driving hard enough. I tell you, in third gear a 917 is like an aeroplane. You have to drive one of those cars to realise why those guys earned so much money.

"Pedro loved England. He liked his old Bentley Continental, and he liked wearing his deerstalker hat. With the Porsches and F1 with BRM, he was usually racing every weekend, but after the French GP he had a weekend off. He and his lady, Glenda, had a new house in Bray, and they were due to come to dinner with Bea and me at our house in Maidenhead. But he rang me a couple of ➤➤➤

days before to postpone, because Herbie Müller had asked him to drive his Ferrari 512 in a race in Germany. It wasn't until I got to work on Monday morning that I heard what happened."

Pedro was leading when, for reasons that have never been explained, the big Ferrari hit the barriers and caught fire. It took several minutes to extricate him; he died on the way to hospital.

"In October I went to Brands to watch the end-of-season F1 race. Jo Siffert, who I'd worked with all season at JW, was on pole in the BRM, and I chatted to him on the grid. Half an hour later his BRM hit the bank and he was dead. With Pedro and Jo both gone, I didn't want to stay with JW.

"So for 1973 I joined Ken Tyrrell, and you couldn't work for a nicer team. F1 teams were so small in those days: we were less than 30 people including Jackie Stewart and François Cevert. It was like a family: Ken was the father, and Norah – we called her Mrs T – was the mother. It was three sheds, three cabins and a muddy yard, and they won the championship three times in five years. I was on Cevert's car.

"There was a wonderful relationship between Jackie and François. At Zandvoort the two Tyrrells were miles ahead of everybody, nose to tail, and Jackie missed a gear. François could have gone by, but he lifted off and waited for Jackie to sort it out. After the race Jackie said to him, 'You silly idiot, why didn't you pass me?' François said, 'I would like to beat you one day fair and square, not just because you make a little mistake.'



Schlegelmilch

Tension shows in Jo's face as he hangs out a lap time – 1min 43.8sec – for Jo Siffert in the 1973 Osterreichring 1000 Kms. Siffert's clutch failed, but team-mate Pedro Rodriguez won

"That year Jackie clinched the championship at Monza. Then we went to North America for the last two races. At Mosport Cevert tangled with Scheckter's McLaren and hit the barriers very hard. I don't know how he got out of it, only bruised and with strained tendons in his legs. If he had broken a leg maybe he would be alive today, because at Watkins Glen during Saturday morning practice he had his fatal accident. Everything went silent, and when all the other cars came back to the pits he was missing. I tried to jump on a service vehicle that was setting off for the crash scene, but Jody Scheckter grabbed me and said, 'Don't go, there's nothing you can do.' The worst thing was having to go to his hotel room later and pack up his clothes and passport and stuff.

"François would have been a great successor to Jackie to lead the team. He was getting better and better every race. I don't think he would ever have left Ken: they had such a bond." Jo stayed with Tyrrell for 1974, working with Jody Scheckter and Patrick Depailler, but then moved to the new Fittipaldi Copersucar team as team manager.

"It was a step up in my career, and I felt if it didn't work out I could always go back and be a spanner again. But it was three very hard years. We had a lot of problems the first year, with Wilson Fittipaldi driving, but for the second year Emerson came over to us. He was twice World Champion, and it should have been better. But Emerson was very hard to deal with. He always wanted his own way, and he was not always right. It's strange how top drivers don't usually make good team bosses. Look at Prost: a great driver, a clever guy, but his F1 team was a failure."

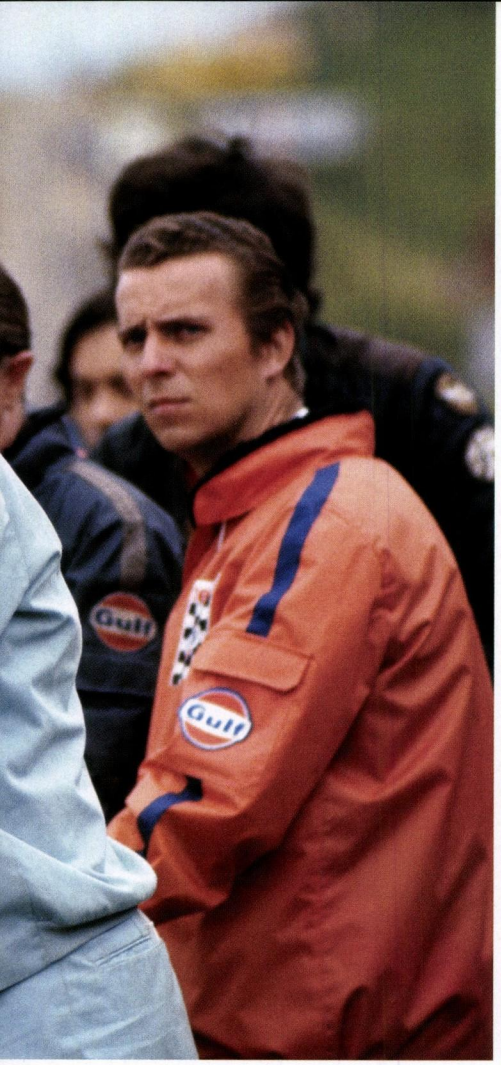
In 1978, after the defection from the Shadow team that created Arrows, Shadow boss Don Nichols hired Jo to rebuild his team. There were only three employees left, and the opening round in Argentina was four weeks off. Jo set to, hiring mechanics, welders and fabricators: "I was as busy as a dog digging a hole in a marble floor." They got two cars to Buenos Aires for Clay Regazzoni and Hans Stuck, and both finished.

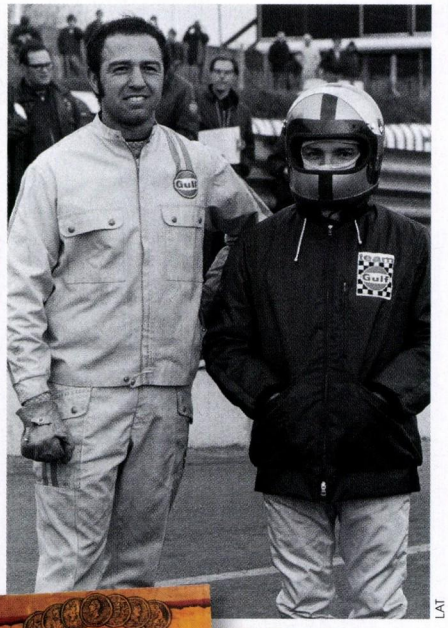
One of the hirings was a young lad called Nigel Stepney, who was desperate to get into F1. "He'd been working on the Broadspeed touring car team, a very bright guy, very quick, very hard-working, and a fantastic mechanic. My second year at Shadow our drivers were Elio de Angelis and Jan Lammers, and when Elio went to Lotus he asked Chapman to hire Nigel too."

From Shadow Jo went to ATS, and then Teddy Yip's Theodore team. Then in late 1983 Ron Dennis, whom Jo had known since Ron was a Cooper mechanic in the 1960s, offered him the job of McLaren's team co-ordinator. He was to stay for 18 years, and the roster of drivers he worked with in that time is impressive: Lauda, Watson, Rosberg, Johansson, Berger, Häkkinen, Brundle, Blundell, Magnussen, Mansell, Coulthard and Räikkönen. And, of course, Ayrton Senna and Alain Prost.

"When I joined McLaren it was Lauda and Prost. Alain was very professional, very down-to-earth. He would always go just as quick as he needed to go. If someone beat him to pole on 1min 24.38sec, he would go out and do 1min 24.34sec. I don't know how he could do that. Later, when Keke Rosberg was with us, after the race his cars would be finished, brakes, tyres, gears, everything chewed up. Alain's car would be perfect for another race.

"Niki had to cope with Alain coming into the team, just like Alonso has to cope with Hamilton now. Niki was very clever: he couldn't beat him in the car, so he beat him outside it, with the team, with the press, all the other things. Alain won seven GPs that year, Niki won five, but Niki got





LAT



Jo's friendship with Ricardo Rodriguez brought him to Europe in the first place. Later he worked with elder brother Pedro Rodriguez, left, on the JW team of Gulf Porsche 917s

the title by half a point. But the next two years Alain was champion.

"When Ayrton arrived in 1988 Alain was very comfortable with that, received him with open arms. At first it worked pretty well. There was respect between them, they could have been good friends. But Ayrton was always so determined to beat Alain. He didn't care about anyone else. When he crashed at Monaco in 1988 he had built up a huge lead, but after Alain took second place he started to go faster and faster, breaking the lap record over and over. He didn't need to, because he was 46 seconds ahead, and Ron was desperately trying to slow him down. And then he crashed at Portier. He got out of the car, pushed past the marshals and disappeared.

"I couldn't find him for hours and hours. I kept calling his apartment in the Avenue Princesse Grace over and over, but his phone didn't answer. Finally his Brazilian housekeeper picked up. I'd been there for dinner with Ayrton two nights before, so I knew this lady, and I talked to her in Portuguese. She said, 'He is not here.' I said, 'I know he is there, it's Jo, he will talk to me.' In the end she passed the phone to Ayrton, and he was still crying. He said, 'I touched the barrier at the apex and then went to the other side and hit hard. I am the biggest idiot in the world.'

"At Estoril Alan took pole and won the race. Ayrton led from the start, but at the end of the first lap Alain came out of the corner before the pits quicker and slipstreamed alongside. Then Ayrton pulled across on him and almost squeezed him against the pitwall. Alain was really mad at that. After the race he shouted across to Ayrton, 'If you want the championship so bad you are ready to kill for it, you can have it.'

"That year Ayrton won eight GPs, Alain won seven. In the end Alain had scored 105 points, Ayrton had 94, but on the dropping-points rule Ayrton was champion by three points. Then at Imola in 1989 they were both on the front row, with the Ferraris behind. Ayrton was the one who suggested they should not fight into the first corner and risk throwing the race away to Ferrari. So they agreed that whoever had the best start would stay ahead until they came out of Tosa, and then they would race. The race started, Ayrton led, took the ideal line into Tosa. Prost followed him and made no attempt to go up the inside. Then Gerhard Berger had his big accident, with the Ferrari on fire, so they stopped the race. I remember so clear before the restart, Ayrton said to Alan, 'Same routine, OK?' And Alain said, 'OK'. But this time Alain made the best start and went into Tosa first, looked in his mirrors, no worries, braked, took a wide line, and boom, Senna went by on the inside.

"Alan was just so mad about that, and afterwards they had it out in front of Ron. But Ayrton said, 'No, the agreement was not to pass under braking for Tosa, but I passed you before the braking point.' It was not true, but the thing with Ayrton, he would tell himself something over and over, and then he would believe it himself.

"Then Alain gave an interview to the French press and said Senna was a liar. After that they hardly spoke to each other, which made things difficult inside the team. After a while Alain tried to make it up, but Ayrton wouldn't hear of it. Ayrton became a little paranoid. At Hockenheim he had a slow tyre stop: the mechanic on the slow wheel normally worked on Alain's car, and Ayrton said he did it on purpose."

And then in Japan, with the championship battle going to the wire between the two McLaren drivers, came that notorious collision in the chicane six laps from the end. Alain went off to Ferrari for 1990, and they returned to Suzuka 12 months later with the battle for the title once again between the two of them.

"The McLaren and the Ferrari were side by side on the front row, and Ayrton said to me before the race, 'He better not get to the first corner before me, because I'm not going to slow down.' So you knew if Prost was in front there was going to be an accident. And that's what happened. I was gutted when I saw that. It wasn't until a year later that Senna admitted it was a deliberate thing, a payment for the year before.

"He was not an easy man. He was so intense. On the grid for his last race for McLaren, Australia 1993, he beckoned me over. I thought he wanted some help with his seat belts. He grabbed my hand very hard and said, 'I feel very strange doing this in a McLaren for the last time.' At that point Ferrari and McLaren were on 103 GP wins each since the beginning of F1, so if we won that day McLaren would become the most winning F1 team of all time. So I said to Ayrton, 'If you win this one for us, I will love you for ever.' And he gripped my hand harder and I could see tears in his eyes. I thought, 'Damn, I don't want to make him emotional when the race is about to start.' But no problem: he won the race.

"When Prost left Gerhard Berger replaced him, and Gerhard was very good for Ayrton. He wasn't a threat to him, and he made him laugh. Gerhard was terrible for practical jokes, and Ayrton learned to play a few jokes too. Over the winter Ayrton would disappear to Brazil, he'd say, 'I don't want to do any testing, call me when the car is ready.' At the end of the 1990 season Gerhard said, »»

'I will work very hard over the winter, I will get very fit, I will do all the testing, so I will be really sharp.' And then Ayrton turns up for the first race at Phoenix and straight away he's over two seconds a lap quicker than Gerhard. Gerhard was so demoralised he nearly wanted to leave the team. I told him, 'Don't worry, this guy is different, you won't go quicker than him. Just get as close to him as you can.' By the time Gerhard left us in 1992 to go to Ferrari he was burned out. He said to me, 'I love Ayrton, I go on holidays with him, but I can't keep driving in the same team when I haven't a hope in hell of beating him.'"

"Senna was very much aware of the dangers of motor racing. He never thought he could cause his own death – none of them do, do they? But the fear is always that something will happen that is not under their control. When he crashed at La Peraltada in practice for the 1991 Mexican Grand Prix, and was trapped in the car upside down, he was shaken. I took him back to his hotel, and he said to me, 'Today I saw it come close.' I tried to make a joke of it, so I told him the old Mexican saying, 'A bad weed never dies'...

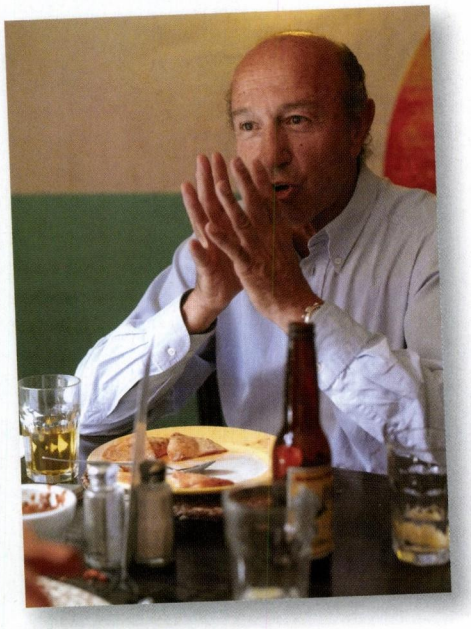
"I used to arrange hire cars for the McLaren drivers, book their helicopters, all that. At Imola in 1994, although Ayrton was with Williams now, he came to me on Saturday and asked me if I'd mind booking a helicopter right after the race to get to Forli, where his plane was, so he could fly to Portugal. Roland Ratzenberger had been killed on that day, which had shocked everybody, and Ayrton was missing his girlfriend Adriane and wanted to get home as soon as possible. I said I was glad to do it: it showed that although we were in different teams now we were still friends. I went to see him on Sunday after the warm-up and told him where the helicopter would be and what name it was booked in.

"When the crash happened I just tried to carry on and do my work. He had been at the top for so long, your mind did not associate something happening to a man like that. The race was stopped, then restarted. After the race I kept doing the things I had to do, and Keke Rosberg came over and said, 'You heard the news?' I knew what he meant. I said, 'Don't tell me it's bad?' Keke said, 'It's bad.' It was a terrible day.

"That morning, in the pit lane, Prost was there for French TV, and he said to me, 'Guess what, I talked with Ayrton and we had a really nice friendly chat. It was like when we were first going to be driving together, no animosity either way.' I said, 'Good, maybe you are going to become friends.' A week later, Alain was one of the coffin bearers at Ayrton's funeral.

"Ayrton was an extraordinary man. He pushed the standard higher in everything he did. Everyone who worked with him learned something from him. He was such a precise guy in everything he did, the way he controlled his life. He probably could have become Prime Minister of Brazil. He wouldn't have just retired and spent his millions. He would have done something for his people.

"At McLaren Ron was always very intense about trophies. He believed they were team property. He had it written into drivers' contracts that they couldn't keep any trophies they won. But Ayrton insisted in his contract that he kept his trophies. So Ron got me to find out the maker of each trophy and get replicas made. Ayrton said to me, 'Make sure mine is the real one.' Ron said, 'Don't you ever give him the real one.' I told both of them they were getting the real one, and I'm not going to tell you now which I did!



"But Prost was never interested in trophies. His last win for McLaren was Monza 1989, when he'd already signed for Ferrari. The crowd of tifosi around the podium were shouting '*copa, copa*,' so he dropped the cup down to them. They tore it to pieces, of course – one guy got the handle, one got the lid. Ron was furious. He thought Alain was saying I don't give a shit, I'm leaving McLaren, I'm going to Ferrari. Alain didn't mean it like that at all. He just thought it would be a nice gesture to the crowd.

"Mika Häkkinen was very uncomplicated. Sometimes he'd try impossible things because he was too naïve to understand they couldn't be done. And sometimes he succeeded. Overtaking Schumacher at the top of the hill at Spa: I wonder if even the Sennas and Prosts could have done that. The guy was so cool, never got excited.

"David Coulthard is the nicest guy, a real team player. In qualifying perhaps he doesn't have the killer instinct like Mika did, but on his day, on his track, he is a very fine racing driver. At the 2001 Hungarian GP it happened to be my 60th birthday, and Mika and David produced a beautiful leather jacket and put it on me. A really nice present, I thought. On the back of the jacket was the Harley Davidson badge, so I said jokingly, 'Now all I need is the bike.' They lifted me onto their shoulders and carried me to the back of the motorhome, and I heard the sound of a big bike being revved up, and there was a brand new shiny Harley-Davidson. They had bought it for me. I had a big lump in my throat, I couldn't say anything. It was one of the nicest things that ever happen to me, so generous for them to do. And they say F1 drivers have deep pockets and short arms..."

Is Bernie Ecclestone as terrifying as he seems? "I always got on brilliant with Bernie. He said to me, 'I envy how you can be friends with everybody.' I said, 'I'm not important like you, so I don't need enemies.' When I was at Fittipaldi and we were short of money I did a dodge to save on FOCA travel costs to Long Beach, and he found out. I was petrified, I thought, shit, Bernie will really make me suffer for this. In the paddock he pulled to me to one side and said, 'Ramirez one, Ecclestone nil. But it's only half-time...' He never held it against me, seemed to like me for it. It's how he is, he loves the game."

> "He was extraordinary; everyone who worked with Ayrton learned from him"

Jo's last race for McLaren was Indianapolis 2001. In the paddock afterwards, long-standing friends such as Emerson Fittipaldi and Placido Domingo drank champagne with him. Then the mechanics gave him their own send-off: he was tied to a tyre trolley and pelted with eggs. Now he divides his time between Spain, where he has built a house near Mijas, and London. Tragically Bea, his wife of 38 years, died of cancer in 2005.

Does he miss Formula 1? "Of course, very much. After 40 years on the inside, it is a strange feeling to be on the outside looking in. You don't want to abuse your welcome. I see old friends, they want to talk, but I know they are busy and I am taking up their time. But I still go to two grands prix a year, Barcelona and Silverstone. I know Lewis Hamilton from when he came to the McLaren factory as a kid, so I am up to speed."

He has been up to speed across five decades. Jo Ramirez has been part of the Clark era, the Stewart era, the Senna era, the Schumacher era and now the Hamilton era. He has given his working life to motor racing, and he wouldn't have had it any different. Even now, he is still a link in the chain.





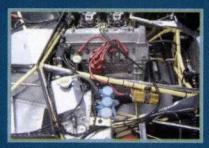


1959 Lola Mk1

Chassis number: BR-1
Engine: Coventry Climax FWE 1220cc
Brakes: Drum
Offered at: 137,500 GBP

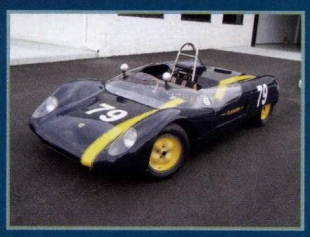


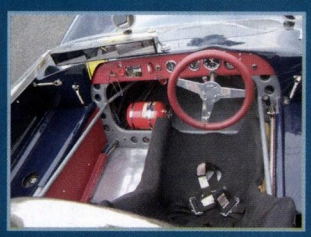




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Chassis number: 23-S-79
Engine: Lotus Twin Cam 1589cc
Brakes: Disk
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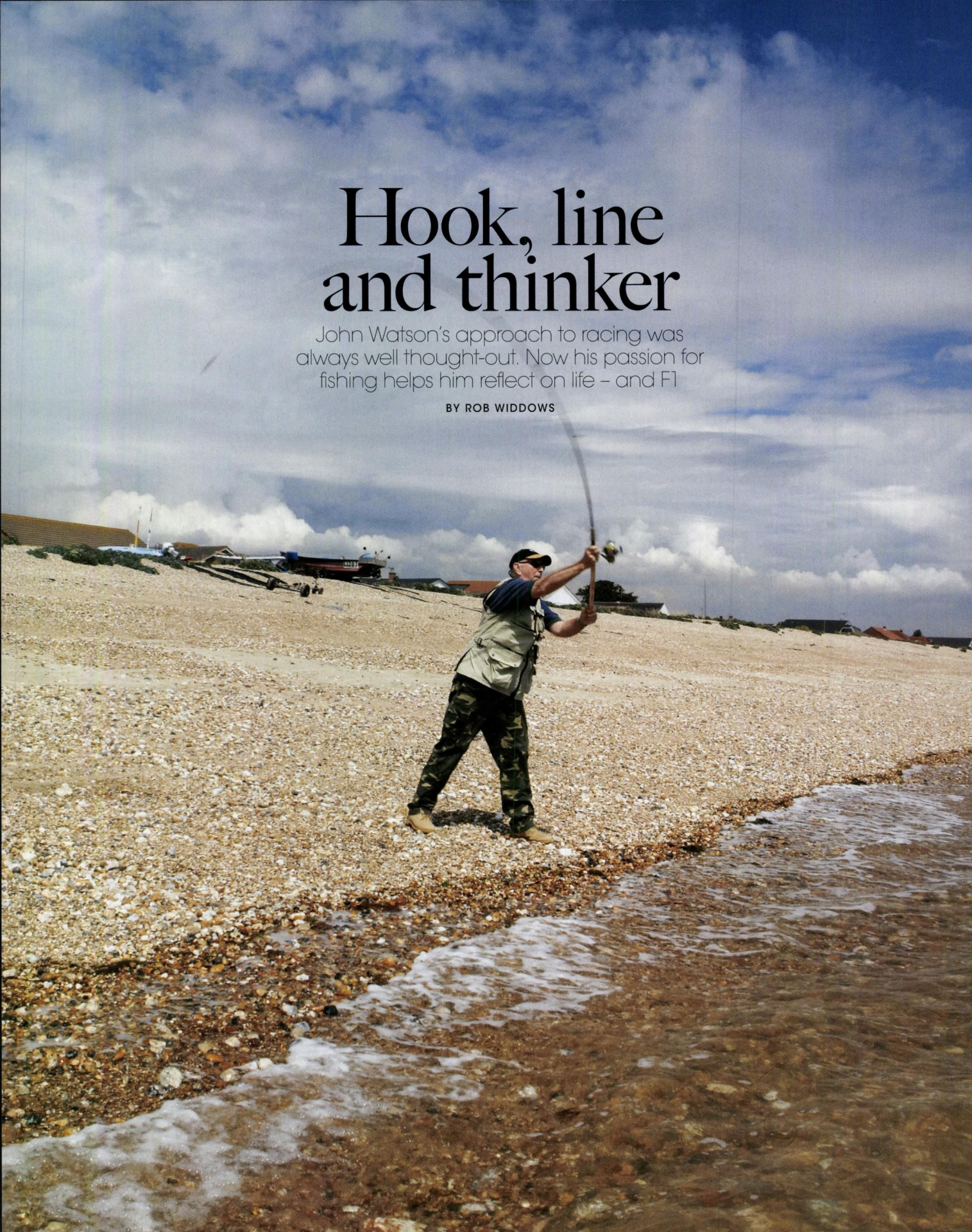
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Hook, line and thinker

John Watson's approach to racing was always well thought-out. Now his passion for fishing helps him reflect on life – and F1

BY ROB WIDDOWS





Tony Willitt

Away from the pressures of grand prix racing, drivers are well used to the one that got away, some of them to landing the big catch. Fishing, intriguingly, is a favoured pastime among racers. Ross Brawn enjoys a day on the river, the ultimate escape from the tensions of the pit wall, while Jacques Laffite never went to a race without his rods. Engineers Frank Dernie and Mario Ilien, too, are racing fishermen. Even Eddie Irvine, a man known – forgive me – for casting wide his net, likes to dabble in a little fishing.

John Watson discovered his love of the sport as a child in Northern Ireland where his parents had a boat on Belfast Loch. His homeland is still his favourite haunt, having returned this spring for the mayfly season on the banks of Loch Mask and Loch Corrib, a mecca for mayfly anglers in this raw and beautiful corner of Ireland.

When motor racing took over his life and he came to England, the Ulsterman bought a house by the sea in Sussex. He lived there throughout his grand prix career, within earshot of the waves, but he had no time for his hobby. Too busy trying to get his name painted on the side of a Formula 1 car.

"I was there 19 years and often thought about it but never seemed to have the time," Wattie tells me as we return to the beach at Pagham. "Motor racing consumes you at grand prix level; you're packing your bags and travelling every two weeks, and your mind is focused on the car, the team and the races. As a child in Ireland it was a wonderful way to spend time and I always loved the outdoors, the countryside and the way nature works. On family holidays, in Waterville on the coast of County Kerry, we always found somewhere to fish, a river or a loch, and the love of it was very much in the family. So it became a big interest in my life."

He sets up his rods, unpacks the folding chair Mercedes-Benz sent him for his birthday, baits the hooks with ragworm and casts into the waves. He's hoping for sea bass, or mackerel, for his supper.

Watson casts his line on the Sussex coast near his home. He takes the same thorough approach to his fishing as he did to a racing career that brought him five grand prix wins

"When I came to live here I saw the sea every day. But it didn't seem like real fishing to me, you know, coming from Ireland where we were fly-fishing with a gillie, catching wild salmon and trout. So I never realised I could catch sea bass in Pagham Bay, and the motor racing was taking up all my time," he says, finishing his preparations for the day. His beach rods are made from carbon-fibre; fitting for the man who claimed the first ever grand prix victory for a carbon-fibre chassis when he won the British GP at Silverstone in 1981 in the McLaren MP4/1.

"Yes, it was a great day, for me and for the team. They were so proud of that win, both John Barnard and Ron Dennis and everyone including Marlboro, of course, who'd taken the risk to support a new team with new technologies. I remember Ron Dennis leaning over the pit wall, trying to slow me down towards the end. It meant a lot to him, that win, so much work had gone into the new team and building the new car. But I'd already cut the revs, I was already slowing myself down, I couldn't go any slower," he laughs.

The lines are baited and Watson watches nervously, scanning the surface of the sea for any sign of interest from the fish. Then we settle down to wait.

"I can't think of anything nicer than sitting here on a summer day," he smiles, "just the sea, the sky and the fresh air. Maybe I'll read up on the latest dramas in Formula 1, listen to some cricket on Radio 5 and generally chill out. Perfect. There's just nothing better than just sitting and watching the tide come in and go out. And it's great whatever the weather." There's something of the poet, of the Van Morrison, within this thoughtful Irishman. "Yes, my Irish roots mean a lot to me, "he says, "and I love Van's song about his journey to Coney Island on the coast south of Belfast. So passionate, so emotional, and a song about the Irish landscape." So, yes, there is a sense that Mr Watson has found his place in the world, snuggled into a cockpit from which he may watch his later years unfold before him.

In his grand prix career Watson was known for his attention to detail, his obsession with set-up and his desire for everything to be perfect. He applies the same analysis to his beloved fishing and is certainly dressed for the part. Khaki combats, Timberland boots and one of those fishing jackets covered in pockets and zips and things. On the lapel he wears a tasteful porcelain fish given to him by Brawn.

"It's my nature. I need to know as much as I can, about the equipment and about the best way to fish in any particular circumstance," he muses, "and in my racing, when I first broke into F1, I drove the cars for what they were, just got in and raced. But as you get older and gain confidence, you want the details to be right.

"I mean, the seat and the pedals were always important to me, having them exactly right, especially the brake pedal. Little things like that are important and you can get too fussy ➤➤➤

about it. I was maybe pernickety about things like the position and angle of the brake pedal, but then I'm like that with my hi-fi and my wine. When I'm passionate about something I like to get it right, have the best possible kit."

Many racing drivers move from the fast lane into the slow lane, but this is not a quick decision, it is a gradual change of lifestyle. Racing at the highest level leaves little time for contemplation. There's a always a plane to catch or a briefing to attend, and yet mind management is a vital part of success in sport and a fisherman learns to calm his mind, rid himself of hurried thoughts and be patient in his quest.

"McLaren was one of the first teams to understand the importance of expanding your mental capacity, and the need for a driver to be completely in control of himself and his situation," he explains, "and I well remember Ron Dennis telling me that I must attend a seminar given by Edward de Bono on the subject of lateral thinking. De Bono was advising some of the world's biggest companies at that time and it was new and radical then for motor racing teams. Ron wanted me to be there to broaden my perspective of what is possible, and he was there to learn as well. He knew that lateral thinking would help us all expand ourselves – I didn't really see how it would help me then, but that was a shortcoming in me and not in the process itself. We use so little of our brain capacity and lateral thinking helps a sportsman make the best of his mental powers."



"Ron Dennis was trying to slow me down but I'd already cut the revs, I couldn't go slower"

Suddenly the rod is bending, the line is quivering. "I think we've got an inquiry here," John cries as he leaps out of his chair and frantically reels in. This looks promising as whatever is on the line gathers pace towards the shore. Up into the sunlight comes a gleaming silver fish, spinning through the air to the arms of its captor. "Mackerel, it's a fine little mackerel," he beams.

He looks like he's just stepped out of the McLaren at Long Beach in 1983, a grand prix he won with ease. "Yes, I had a special feeling, a special power that day. I'd spent 10 days with our fitness guru Willi Dungl and he improved my mental and physical strength no end, especially as Niki Lauda was away in Argentina in the build-up to that race. Coming through to win from 22nd on the grid, that was special, no doubt," he says. Watson reckons that was his finest win, the big catch.

"There you are," he calls, holding up the mackerel, "we can use this one for bait – it's odd, but fish eat other fish." Success then, and the line is cast again in the hope of another prize.

He settles back into his chair, this time to catch up on the latest news from *Autosport*. "I like to keep up; after all I'm still commentating on Sky for the A1GP series." He peers at me over the top of his magazine. "I tell you what, this is a great season in Formula 1. Hang on, this could be another inquiry." He jumps up as if the chair is on fire. "No, dammit, seaweed again, you see?" he points to a large lump of weed hanging from his line. "Anyway, where were we?"

We were suggesting that the 2007 grand prix season might be a particularly good one.

"That's right, very exciting, but the spy scandal is doing nobody any good. I don't believe for a moment that McLaren as a team has been cheating..." He's momentarily distracted by another tug on the rod. "Ron has stipulated that he had no prior knowledge of any of it and I believe him. Ron no longer runs the company day to day but he has a highly sophisticated management structure and in every aspect of what he has achieved you have to admire him.

"He is as open, fair and honest as anyone in F1 and I believe him when he says there's no favouritism with Alonso and Hamilton at this point in the year. McLaren runs as fair a team as anyone in Formula 1 and that team runs through Ron like a piece of seaside rock. I think sometimes he is misunderstood by the media and I know he doesn't always have a very positive view of journalists either. I just hope none of this overshadows a great season with an exceptional new star like Hamilton. There's never been a good feeling in the paddock between McLaren and Ferrari and this is another example of that bad feeling.

"The FIA decided that McLaren as a company, as a team, was not guilty of any crime. I thought Ferrari's reaction after the hearing was off the clock, totally outrageous. I mean, how can they be allowed to appeal when the FIA's decision was apparently unanimous. There's a lot of politics in this – even Neville Chamberlain would have had trouble working this one out. I reckon they should all be locked in a room and told to sort themselves out."

Sudden commotion. A fish on the line. He looks like he's carving his way through the field on the streets of downtown Detroit in the summer of 1982. Out of the chair, onto the spinner, reeling in like a winch monkey on an ocean racing yacht. "The seagulls are on it already," he calls, "they know where the fish are. But we've lost it, whatever it was. You need to be quick off the mark at every tug or quiver of the lines."

One that got away, like Dijon in 1977 when Watson's Brabham-Alfa ran out of fuel on the last lap, denying him certain victory. Or Silverstone that same year, another sure win under his belt until a valve in the fuel tank failed and the Brabham coasted to a halt. These are the ones that slipped away. On the hook but not landed.

No matter now. Until the new A1GP season gets under way, the sign on the commentator's chair reads: Gone Fishing.

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The enmity within

It's war between Ferrari and McLaren in 2007, but this rivalry goes back over three decades

BY ADAM COOPER



The ongoing spy scandal involving Nigel Stepney and Mike Coughlan provides a distracting background to yet another World Championship battle involving McLaren and Ferrari. The two teams share an interwoven history, and have been locked in battle since the 1970s.

Bruce McLaren entered his own car in 1966, and for the first decade of its existence there was little to suggest that the team he founded would be pitched into a rivalry with Ferrari that would smoulder over 30 years. The likes of Brabham, Lotus and Tyrrell did most of the winning during that period, and only rarely did either Ferrari or McLaren offer a serious title challenge. An exception was 1974, when Emerson Fittipaldi and Clay Regazzoni took the title race down to the wire (although Tyrrell's Jody Scheckter was also in the fight). Even then, there was little animosity. Perhaps the first hint of what lay ahead came at Watkins Glen in 1975, when a delayed Regazzoni refused to be lapped by Emmo's McLaren, allowing his team-mate, race leader Niki Lauda, to break away.

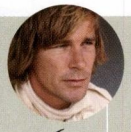
Things would step up a gear in 1976, the year when the Lauda versus James Hunt battle began to turn Formula 1 into the soap opera that it is today. It kicked off with Hunt's disqualification from his maiden victory for the team in the Spanish GP, for a wing infringement. However, in July he was awarded the win and the nine points back, much to Ferrari's frustration.

"If you cheat, you cheat," says then Ferrari team manager, Daniele Audetto. "If the wing is too high – it must be 80cm and it was 81cm – you're out of the rules. Why did they give it back? They said this small advantage didn't affect the result. Give me a break!"

Then came Brands Hatch, where Hunt was sent skywards after Lauda and Regazzoni had

FERRARI VERSUS McLAREN, A TIMELINE OF ANTAGONISM





1975

Clay Regazzoni blocks Emerson Fittipaldi in US GP to let Niki Lauda escape

1976

James Hunt has Spanish GP win taken away for a too-high wing, but it's later reinstated

1976

Hunt wins British GP, but Ferrari is angered that he was allowed to take restart





1976

James Hunt put to back of Italian GP grid for an alleged fuel irregularity

1976

Ferrari says that Hunt reneged on a deal to pull in after early laps of Japanese GP

1977

McLaren gives Gilles Villeneuve his debut in British GP, but Ferrari signs him for 1978







Left: on-track Ferrari-McLaren battle of 2007 has spilled over to the court rooms (inset, Ron Dennis and press). Above: Fittipaldi was kept back from Lauda in the 1975 US GP

collided in front of him. He crawled back to the pits through the back entrance, and discussions began as to whether he had still been running when the race was stopped. The suave Audetto and his opposite number, prickly McLaren boss Teddy Mayer, lobbied the officials, while the crowd voiced its disapproval. Hunt's original chassis was repaired and presented on the grid – and he duly won the restart.

Ferrari was incensed. By the time an appeal was heard Lauda had crashed at the Nürburgring, and playing the sympathy card, the Italian team was handed the win.

Then came Monza, where both McLarens (and John Watson's Penske) were controversially relegated to the back after their fuel was deemed illegal. To this day Audetto says it was nothing to do with it being Ferrari's home ground.

"If you have a wing that is too high, it's too high, no discussion. If the octane number is too high, it's too high. It wasn't Ferrari, it's the stewards and the technical people who decide. But McLaren were also lucky to escape the penalty in Jarama; I think it was very, very unfair to give them back the points. We would have won the championship even with Niki missing two races."

The championship concluded at Fuji, where Lauda pulled out. Audetto still insists that Hunt and the others had also agreed to stop after a few laps, but reneged on the deal.

Despite all the animosity, Ferrari admired Hunt. Indeed, it was only his personal sponsorship deal with Vauxhall that prevented Hunt from moving to Maranello for 1978.

"I was asked by Enzo Ferrari to bring James to the team," says Audetto. "We had to replace Niki, and James was very fast and very good. At Monaco in 1977, after practice on Saturday, I drove him all the way to Italy to meet Piero Ferrari in secret. And we shook hands – so we had a deal between Ferrari and James Hunt for '78. We agreed money and terms.

"But James had to give his image to the Fiat Group, and we discovered – and he didn't know – that he had a long-term contract with General Motors for exploiting his image. Because of that, it was not possible to complete the contract with us..."

Ferrari didn't have to look far for a replacement. In July 1977, McLaren gave Gilles Villeneuve his debut in a third car at Silverstone, but Mayer didn't want to commit for 1978, preferring Patrick Tambay. Grateful that its British rivals had brought him to its attention, Ferrari pounced.

For the next few years, things cooled off as far as a direct Ferrari/McLaren fight was concerned, although they were key players on the opposite sides in the FISA/FOCA war.

In 1980, Marlboro engineered a takeover of McLaren by Ron Dennis, who had John Barnard's MP4 design as his trump card. Ironically, the revamped team's initial success came with none other than Lauda at the wheel. Then at the end of 1982 came some political manoeuvring of a type that has been repeated many times since.

"The whole TAG/Porsche deal was based on a package that was specific to a ground effect car," recalls Barnard. "Then Ferrari pushed the flat floor rules through, which took away 50 per cent of the advantage of the engine we were building. That was the first sign of animosity towards them!"

In 1985, there was a direct fight between McLaren and Ferrari for the World Championship for the first time since 1976, as Alain Prost held off the challenge of the consistent Michele Alboreto in a generally controversy-free affair.

Then as now, Dennis did not enjoy seeing any key McLaren employee go elsewhere. Thus he was not impressed when Barnard left to join Ferrari at the end of 1986.

"A few people wanted to come with me," John recalls. "I know Ron spoke to Enzo – via Marco Piccinini or someone – and engineered a truce. I think Ron was scared that he was going to lose a good few of his guys. I wasn't able to take some of the guys I would have taken, at least for six months or so. I suspect that was the start of Ron's fixation with Ferrari..."

Even worse perhaps for Ron, Prost



1982

Ferrari pushes for flat-floor rule, spiking McLaren's hoped-for advantage



1986

John Barnard leaves McLaren for Ferrari, but Ron Dennis stops more following

1989

Barnard leaves Ferrari, but is replaced by another McLaren designer, Steve Nichols





1990

Alain Prost quits McLaren for Ferrari to try to beat Ayrton Senna in a different car

1990

Gerhard Berger and engineer Giorgio Ascanelli swap from Ferrari to McLaren

1990

Ayrton Senna drives Prost off the track at first corner of Japanese GP to claim drivers' title





1996

Marlboro decides to drop McLaren but stays on as sponsor of Ferrari



1997

McLaren colludes with Williams to help Jacques Villeneuve beat Schumacher to the title

followed Barnard to Ferrari in 1990, although by the time he got there the Briton had moved on to Benetton. Tired of fighting Ayrton Senna in the same car, Prost vowed to beat him in a different one, and that added a new edge to the fight between the teams. The title was settled at Suzuka, where Senna drove Prost off the road.

That year McLaren hired Gerhard Berger and Ferrari engineer Giorgio Ascanelli, emphasising the incestuous relationship between the two teams. That impression was strengthened further when Barnard was in effect replaced by another McLaren veteran, Steve Nichols.

The other close connection between the two was the ongoing support of Marlboro, more overt on the McLarens, of course, but by the 1980s just as important financially for Ferrari. Keeping both sides happy was a delicate balancing act for John Hogan of Marlboro's parent company Philip Morris.

"I think everybody was aware that McLaren and Ferrari were the two key protagonists," says Hogan. "There's always a danger that things can get out of control and run away, but it's a sporting rivalry born out of respect and competitiveness to the nth degree.

"There's probably a special intensity. It's like two football teams in a local derby. It wouldn't be the same if it were two different teams, if it was Renault and McLaren, or Renault and Ferrari. This just has historical precedent."

Ferrari faded in the early 1990s, and with Williams then Benetton doing most of the winning, the old rivals were generally part of the supporting cast. However, the seeds of future clashes were sewn in July 1993, when Jean Todt joined Ferrari, frustrated that Peugeot would not sanction a works F1 programme. The French manufacturer eventually changed its mind and became an engine supplier (initially with McLaren, of course!).

Todt began to put pieces together for a Ferrari revival, and key among them was the signing of Michael Schumacher for 1996. The German had been discovered by Mercedes, but never repaid the debt by driving for McLaren, showing another curious overlap between the teams...

Ferrari's signing of the Benetton ace coincided with another major change as Philip Morris decided to support only Ferrari from 1996, in essence so that it could underwrite Michael's salary. McLaren had been red and white since 1974, and Dennis's personal connections via Project 4 went back almost as far. Although he found a good replacement in West, it added yet another dimension to the contest.

By 1997, both teams had pace-setting cars, although poor reliability cost McLaren dearly. At the Jerez finale, Dennis wound up Ferrari by colluding with Williams to let Jacques Villeneuve take the fight to Michael. Right at the end, and with third place enough to secure the title, Jacques followed orders and let Mika Häkkinen and David Coulthard past.

> "There's a special intensity, like football teams in a local derby. This just has historical precedent"

The stage was set for a step-up in the rivalry between the two teams. Häkkinen beat Michael to the title in 1998, a year that included dramas such as Schumacher's collision with David Coulthard in the rain at Spa-Francorchamps.

Michael looked set to get his revenge the following year until he was injured at Silverstone. Eddie Irvine took up the challenge, and kept the title race alive until the final round at Suzuka. But only after the mess that was Malaysia, where the returning Michael helped Irvine to victory – with a little blocking of Häkkinen – only for the Ferrari bargeboards to be deemed illegal.

The cars were excluded and the championship appeared to have gone McLaren's way, only for the FIA to deem a few days later that the bargeboards weren't illegal after all. The title fight did go to Suzuka, and in what appeared to be a perfect compromise, Häkkinen won the drivers' title, Ferrari the constructors' crown.

Nevertheless, the saga has never been forgotten, and ever since it has been used as Exhibit One by anyone trying to suggest that the governing body favours Ferrari. Brawn, meanwhile, kept a mounted bargeboard in his office at Maranello as a memento...

Schumacher beat McLaren in 2000 and began his run of five titles in a row. In 2001 and 2003, McLaren again provided the strongest challenge, and in 2003 Kimi Räikkönen came within a couple of points of defeating the German.

One of the more curious episodes in the history of the two teams involved Greek engineer Nikolas Tombazis. The erstwhile Ferrari chief aerodynamicist joined McLaren in April 2004, after a suitable gardening leave, and yet by March 2006 he was back at Maranello, and promoted to chief designer, having no doubt learned everything there was to know about how McLaren go racing.

Aside from the scandal, this year has seen yet more branches added to the interlinked family trees. Räikkönen became the first driver to move from Woking to Maranello since Berger's return to Ferrari in 1993, while Dennis enjoyed his revenge for losing Marlboro's support by landing Vodafone, previously a key Ferrari sponsor. And the man who manages the company's F1 involvement? None other than John Hogan.

It's very much a battle of personalities between Dennis on the one side, and Todt and Luca di Montezemolo on the other. There are hidden depths to the continuing struggle.

"Ron fancied himself as another Enzo," says Barnard. "His whole business of making road cars was about emulating Ferrari. It wasn't about making money! The problem is, Ron is not Enzo and you can't just fashion yourself into an Enzo. I think to a large extent that's one of the things that upsets Ron."

"Ferrari thought McLaren stole the 1976 championship at Fuji," says Audetto. "That's why Montezemolo is still looking for revenge."

1998
Schumacher is convinced that Coulthard swerved into his path at Spa





1999
Ferrari kept in title battle when their Malaysian GP disqualification is overturned

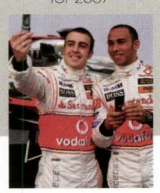


2003
McLaren's Kimi Räikkönen comes close to beating Schumacher to drivers' title



2004
Ferrari engineer Nikolas Tombazis joins McLaren, only to return to Ferrari by 2006

2006
McLaren takes Ferrari main sponsor Vodafone for 2007





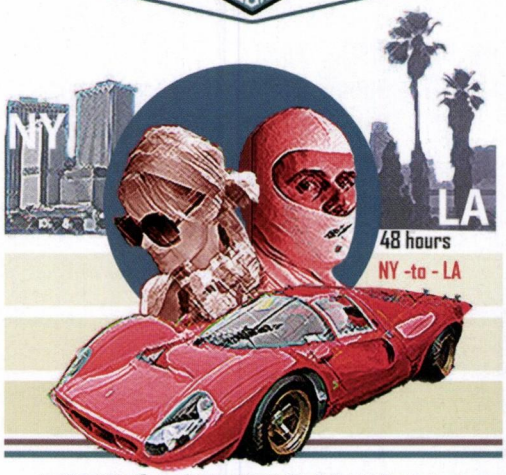
2007
McLaren designer Mike Coughlan is found in possession of 780 pages of Ferrari documentation

2007
Ferrari engineer Nigel Stepney is accused of passing on information and suspended

2007
World Motorsport Council clears McLaren of industrial espionage, but FIA grants Ferrari an appeal



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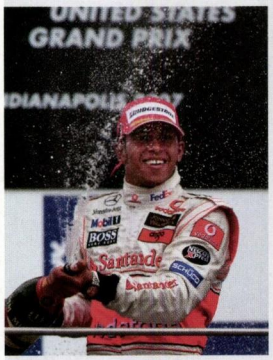
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Never say never...

The United States Grand Prix is no more. It's off the Formula 1 calendar for 2008 and a return looks dubious – unless Las Vegas steps up to the plate

BY DAVID PHILLIPS

Did Lewis Hamilton win the final US Grand Prix? Never say never, but it is hard to imagine another taking place unless a sea change occurs in the financial structure of staging Formula 1 races as well as America's attitudes towards F1.

As it stands, an American F1 promoter is almost guaranteed to lose millions of dollars. F1 promoters generally earn revenue from event sponsorship, ticket sales, concessions and license fees to offset their operating expenses, capital costs and sanction fees. Portions of the sponsorship, ticket sales, licence fees and all television revenue flow to Bernie Ecclestone's Formula One Management.

That last factor is crucial for an Indianapolis Motor Speedway (IMS) that makes much of its profits on the Indy 500 and Brickyard 400 from television revenue. Without television money or the government subsidies key to most F1 events, IMS struggled to make up the difference between its revenue and the cost of staging the US GP.

Although some reports put the US GP sanctioning fee as high as $35m, those close to IMS CEO Tony George say it's around $15m; that the $35m figure represents what the newer

Schlegelmilch

F1 events pay. But while Ecclestone offered "favourable" terms for the US GP, the Speedway could not compete against the governments of Singapore, Spain and Abu Dhabi.

Bobby Rahal, Indy 500 winner and former boss of the Jaguar F1 team, concurred: "When there are countries spending that kind of money to host an F1 event, it's very difficult for any individual, even in Europe, to afford the price."

Yet F1's American challenge goes beyond sanction fees. "It [money] has some bearing on the decision," said George, "but there are a number of things that need to happen for it to be viable. One, the promoters, in this case Indianapolis Motor Speedway and F1, have to provide the leadership in a relationship that includes a national broadcast partner and a title sponsor that will actively embrace and support the event... Those are the important things that really have been really lacking." Indeed.

Ecclestone helped secure SAP as a title sponsor, but the German software giant declined to renew its contract. The fact that companies supporting F1 teams are 'out of bounds' as event sponsors limits the list of potential clients. And, at $5m to $7m to sponsor the US GP, American companies have decided to spend their money elsewhere; witness the Allstate Insurance Brickyard 400.

Television coverage is similarly problematic. The US GP has been broadcast on CBS as part of a limited package of F1 races rather than as the crown jewel in a season-long series. The rest of the schedule is carried by the SpeedTV cable channel, with European races airing early on Sunday mornings on the East Coast – which means 4 or 5am in California. Such is SpeedTV's budget that it provides commentary from a North Carolina studio, with a satellite link to journalist Peter Windsor its only direct connection.

Greater investment by American sponsors and television networks is a chicken or egg proposition. Neither is apt to spend money until there is a groundswell of interest in F1 and, without substantial investment by sponsors and television, that groundswell is unlikely. This is not to say America is indifferent to F1, but F1 fans are dwarfed by those following NASCAR, to say nothing of baseball, basketball and football. And motorcycle racing.

IMS recently signed up for a second US MotoGP in September 2008 (the first is in June at Laguna Seca). George says the timing was coincidental, but MotoGP will go a long way towards supplanting F1's impact.

"Laguna Seca reports an economic impact figure of $100m for its MotoGP events," noted Bob Schultz of the Indianapolis Convention and Visitors Association. "We would expect visitor spending to meet or exceed those numbers."

Nor is it sour grapes to note that, apart from attracting 200,000 in its first year, US GP attendance ranked far behind the Indy 500 and Brickyard 400. Attendance predictions for MotoGP vary, but MotoGP's sanctioning fee (reportedly $3m) is a fraction of the one for F1.

George is also considering adding either an American Le Mans Series or Grand Am sports car race, but IMS can easily fill the 'void'.

Sobering though that may be to fans of the US GP, it's nothing compared to the challenge of making F1 relevant to a critical mass of potential spectators and sponsors in the United States. As George noted: "F1 is not perceived in quite the way it is around [the rest of] the world. It's a tough dynamic, but the future will depend upon recognising the fact that the United States is a bit different."

Although American-based companies such as AT&T, Dell, Intel and Mobil are involved in F1, they tend to be technology partnerships instead of commercial sponsorships. The lack of participation in F1 by American teams and drivers is another stumbling block. With America's top race teams focused on NASCAR and Scott Speed's firing from Toro Rosso, that is unlikely to change. Graham Rahal (18) and Marco Andretti (20) are mentioned as F1 prospects, but mainly in the US...

F1 has made some inroads in mainstream America – witness the fact that race results are found in most major newspapers – but it remains a minor blip on the cultural radar. Recall that talk show host David Letterman – partner in Rahal's IRL team – declined to have Lewis Hamilton on his show during the run-up to this year's US GP. Frankly, despite the feel-good story of Hamilton's success and a fiercely contested championship, even some of America's F1 aficionados are growing weary of what they perceive increasingly as F1's cynical environment. Most stalwarts forgave F1 for the 2005 US GP debacle, but Stepney-gate, McLaren's Hungaroring fiasco, hollow promises about American drivers and now the cold shoulder to IMS only reinforce negative attitudes. As much as George has been savaged by critics for his role in the ongoing train-wreck that is American open-wheel racing, there has been widespread support for his position on the F1 race.

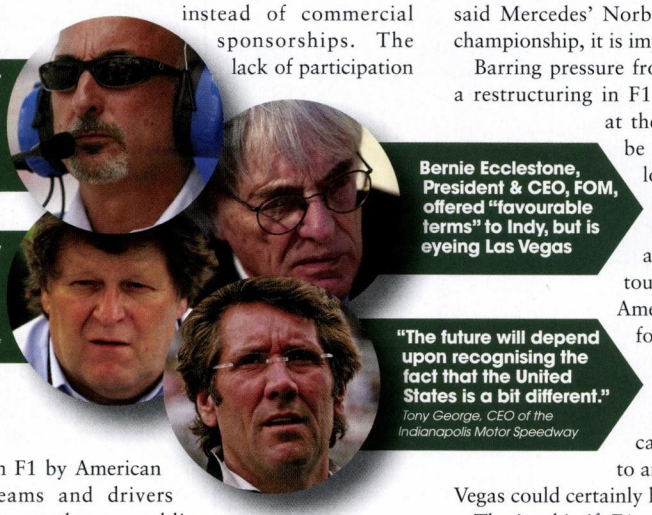
"In the US, you're never going to have the government supporting an automobile race," said Mario Andretti. "It's going to be private enterprise, and I cannot see a private enterprise more stable, more committed to the US Grand Prix than the IMS. I thought Indy was *the* American venue to hold F1 in this day and age... and Tony [George] made quite an investment in the event, but I'm sure it just got to the point where the financials didn't make any sense."

Similarly unanimous in their opinion were BMW, Honda, Toyota and Mercedes, for whom the USA is a major market. Suffice to say they did not applaud the US GP's discontinuation. "We most definitely should have a race here and, if you ask me, maybe two or even more," said Mercedes' Norbert Haug. "For a world championship, it is important to be here."

Barring pressure from the manufacturers or a restructuring in F1 finances, the only light at the end of the tunnel may be Ecclestone's new-found love for street races, with Las Vegas an obvious candidate. Vegas, which is among the world's premier tourist destinations, has been America's fastest growing city for years and its populace, business community and government possess a can-do spirit. If the casinos give their backing to an F1 race, a US GP in Las Vegas could certainly happen.

That's a big if. F1, of course, staged its 1982 finale in the parking lot of the Caesar's Palace hotel – one of many 'one-off' US GPs that sank beneath the waves. What's more, reaction to the race Champ Car staged this spring on the downtown streets (as opposed to the glittering Strip) was subdued.

The Champ Car World Series is a far cry from its glory days, let alone F1, but in baseball parlance it's three strikes and you're out. Will Vegas afford F1 a third strike? If not, it's difficult imagining there being another US GP.



Top left: could Lewis Hamilton be the last US GP winner? Left: Hamilton and Fernando Alonso lead the 2007 US GP field away, in front of the less-than-packed Indianapolis stands

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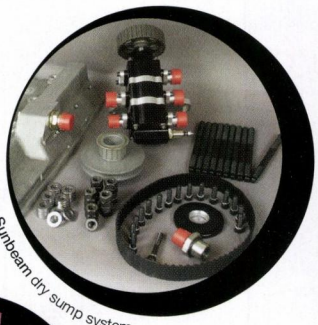
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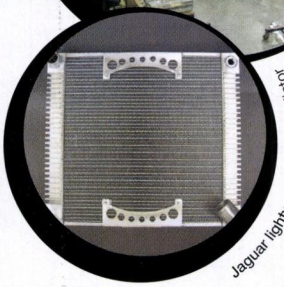
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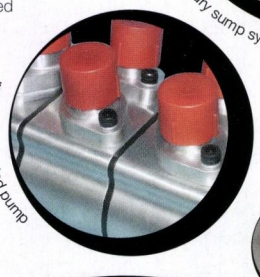
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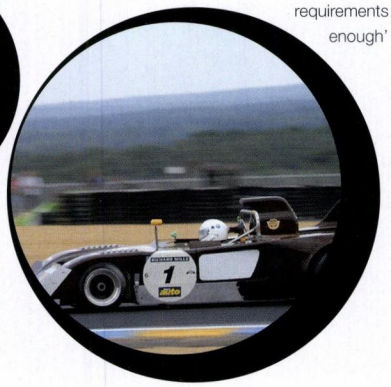
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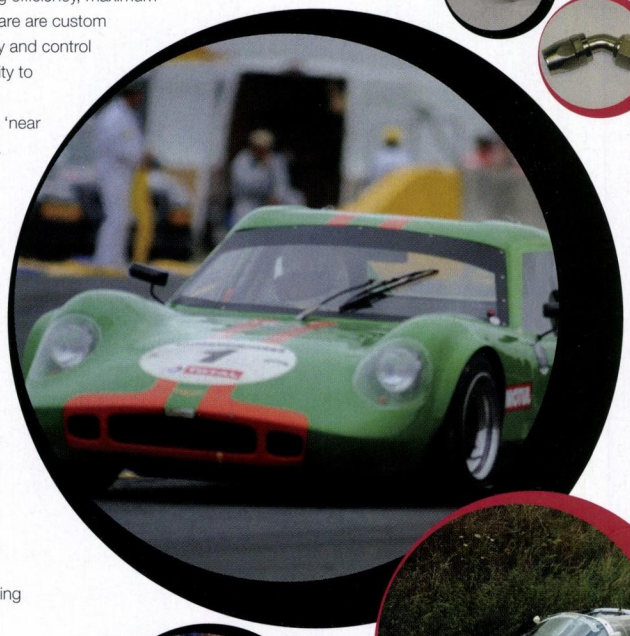


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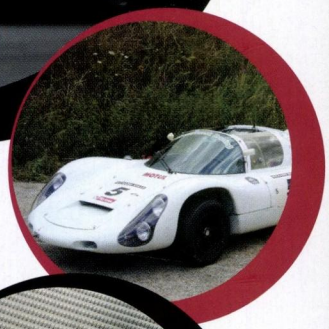


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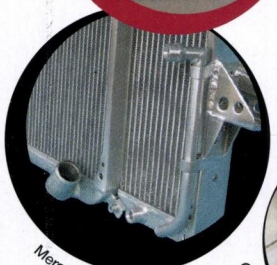






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MAKING GAINS WHEN IT RAINS

The onset of bad weather radically alters the demands made both on engineers in the pits and on the man on the track

BY KEITH HOWARD

Many a motor race has been turned into a seat-edge spectacle by a sprinkling of the wet stuff. One sudden downpour can upset the form book and turn a race into a lottery, but we expect drivers to suffer outrageous fortune like the rest of us and rise above it. Some elevate themselves so far in wet conditions that it's clear they have a special talent which slippery asphalt brings into the sharpest focus.

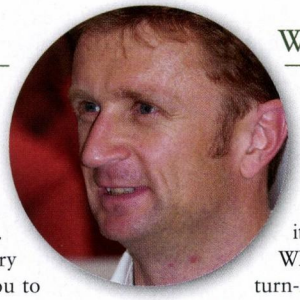
Luck aside, there's plenty of skill involved in wet racing, and not just from the drivers. Teams have to learn how to extract the best performance from the car in wet conditions, and make the right strategic decisions to exploit changes in the weather to best advantage. Inevitably in modern racing, technology plays a part in this through the use of simulation software and hi-tech weather forecasting systems.

For an insight into wet racing from the engineer's perspective, we spoke to Pat Symonds, Renault F1's executive director of engineering, who only a few weeks earlier had been embroiled in the wet European GP at the Nürburgring. For the driver's view we turned to Allan McNish, whose wide experience of racing many different breeds of racing car in variable conditions, including in grands prix, had been sharpened only a few hours before by round eight of the American Le Mans Series at Road America, in which he and Rinaldo Capello had lost an almost certain win in the Audi R10 as the result of a safety car interlude – caused by a deluge.

Allan McNish on the way to a Le Mans Endurance Series victory in horrible conditions at Silverstone in 2005. Stéphane Ortelli was his co-driver in the Team ORECA Audi R8

INTERVIEW

ALLAN McNISH



OPEN OR CLOSED

"When you are driving a closed car, like a DTM touring car or GT1 sportscar, the obvious issue in the wet is the windscreen in front of you. The worst thing that can happen is that it fogs up. You're strapped into the seat very tightly and there's no way for you to reach that screen to clear it, even if you wanted to. Technically that's quite an issue, and for the driver it certainly is. Vision can be tricky because you also have a wiper and when you get to speeds of 170 or 180mph at Le Mans it doesn't stick to the windscreen that well. So you have inconsistent vision. The sheer curvature of the screen is a problem as well.

"Usually in a Le Mans car the first time you encounter torrential rain is in the race itself and by then it's too late if you haven't got the screen demisting right. Then you're in serious trouble. There are many new, inexperienced designers and manufacturers who have arrived at Le Mans not taking that into account as they should.

"From a driver's point of view there is very little difference between a sportscar that's closed or open. Behind the safety car in an open cockpit you get wet whereas you don't in a closed car but in terms of the real driving there's minimal difference.

"Open-wheel racing cars are very susceptible to spray. Because of the aerodynamics you get big rooster tails of water and that makes it very difficult to see if you're behind another car. The only way I can describe it is, imagine driving down the M1 on a horrible, wet Friday night and you overtake a truck with your wipers off. That's the equivalent of being in traffic when you're racing in the rain."

WHAT IT TAKES

"There isn't much that can be done about wet set-up in ALMS because of the length of the races. There's a big chance it will be dry sometime in the race, so it's difficult to go for a wet set-up. What's important in the car is good turn-in and good traction. You want that in the dry but there you can drive around problems, whereas in the wet the car has to be inherently confidence-inspiring.

"Controlled aggression and adaptability are what it takes to be a good wet racer. You have to be aggressive because you still have to brake late and you've still got to get through the fast corners fast, but you have to be on fingertips all the time. If you hit a puddle, you have to react instantaneously – you can't catch it afterwards. And if you go into a corner too deep and lock up you have to be quick to regulate the braking so that you don't slide wide. You also have to be working with the car and track all the time because a wet circuit is always changing, it's never the same two laps on the trot.

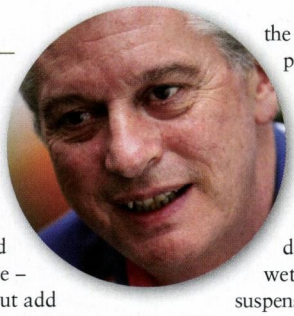
"Driving style depends on the car. Sometimes I'm very smooth and sometimes I'm quite aggressive. For example, if the front isn't turning into corners very well then you have to throw the car into the corner. But after that your inputs have to be very smooth and fast to catch it.

"You lose less time in the wet with a car set up for the dry than you do in the dry with a car set up for the wet. The downforce that modern sportscars or F1 cars have overrides the suspension changes we used to make. A dry set-up car maybe has less grip in the wet, but at least it's consistent, whereas a wet set-up car in the dry can be absolutely horrible." »»

INTERVIEW

PAT SYMONDS

TIMES PAST



"Going for the ultimate wet set-up in the old days, you'd soften the suspension – springs, dampers and anti-roll bars. Aerodynamically the optimum downforce is always higher in the wet so you'd add more wing. You'd also alter the aerodynamic balance – not just put on more downforce but add more rear wing than front to increase understeer and build in stability. There was a time when we'd also raise the ride height because you have to be so careful of the plank aquaplaning. But two things stopped us doing that so much. First, the wet tyres became of slightly larger diameter so that they lifted the car anyway. Second, we found that when we were running that low we were having plank wear problems anyway. Your control systems have to know that the tyre diameter is different, so you need to alert them that there are wet tyres on the car. We do that via the rear light switch.

"You can also link this to the traction control map so you run your traction control differently. We have never changed engine mapping for wet conditions because we make the torque curve as friendly as we can anyway. You'd also alter both brake and engine cooling."

POST-2004

"Today the regulations allow us to do very little. We still have the larger diameter extreme tyres, so in conditions where the car could easily aquaplane on the floor the ride height is increased a little. There's not a lot you can do about the tyres aquaplaning since whatever you do to the car set-up you don't affect its aquaplaning speed for a given tyre. All we're left with in the way of set-up adjustments is that we can alter the cooling, and when we put wet tyres on we have to take off a whole raft of front wing. If you look at the video from the Nürburgring race this year you'll see mechanics cranking away on the front wing as the different tyres go on and off. During a dry race you might adjust the front wing to fine-tune the balance – one turn on the adjuster, perhaps, which is about a quarter of a degree change in the angle of attack. Going from dry to wet it can be 10 times that. We can still change traction control mapping and the driver can change the differential map too, although we don't have specific maps for the wet. We can't do anything to the suspension set-up.

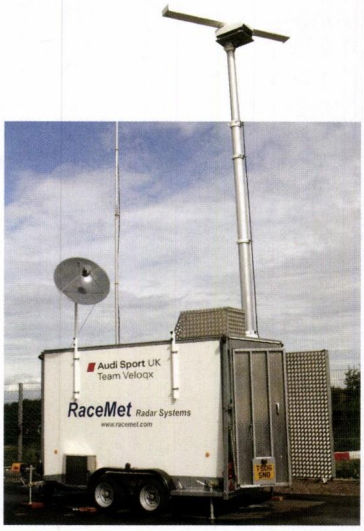
"I wouldn't say that this restriction makes the cars much more difficult to drive, although they are off their ultimate performance. You can argue that a softer car is a little bit easier to feel and drive in the wet but I'm not sure it's a big factor.

"In uncertain weather conditions, risk assessment is everything. If you have a car that's set up for the dry and you run it in the wet, it's a little way off its optimum performance. If you have a car that's set up for the wet and run it in the dry, it will be a long way off. So your tendency is to stick with dry settings if you're not sure of the weather. To go for a full wet setting would be very brave. You have to know 24 hours in advance that it is going to be wet in the race because your decisions on settings have to be made before qualifying. At 24 hours, notice comes from standard weather forecasting and we all know how accurate that is!

> "In uncertain weather conditions, risk assessment is everything"

"Going racing is not like going for a picnic. Going for a picnic is about should I go or not, should I take an umbrella, is it going to rain in the general area I'm heading for? In racing we are dealing with just a few square kilometres of ground and about a 90-minute timeframe. We need to know whether it is going to rain over that small area in that period, and if so by how much. We use weather radar for detailed predictions [see panel right] but it is very short-term – depending on wind speed it can give us half an hour's notice of rain, maybe a bit more.

"Having said all that, the optimum downforce for the dry is not super-critical. If you set it a little higher than optimum then the lap time may only be a few hundredths of a second slower. So if you know there is a chance of rain falling during the race you would probably choose the higher setting."

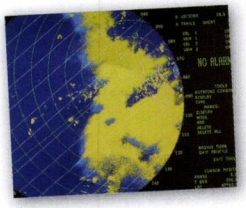


TECHNICAL FILE

WEATHER RADAR

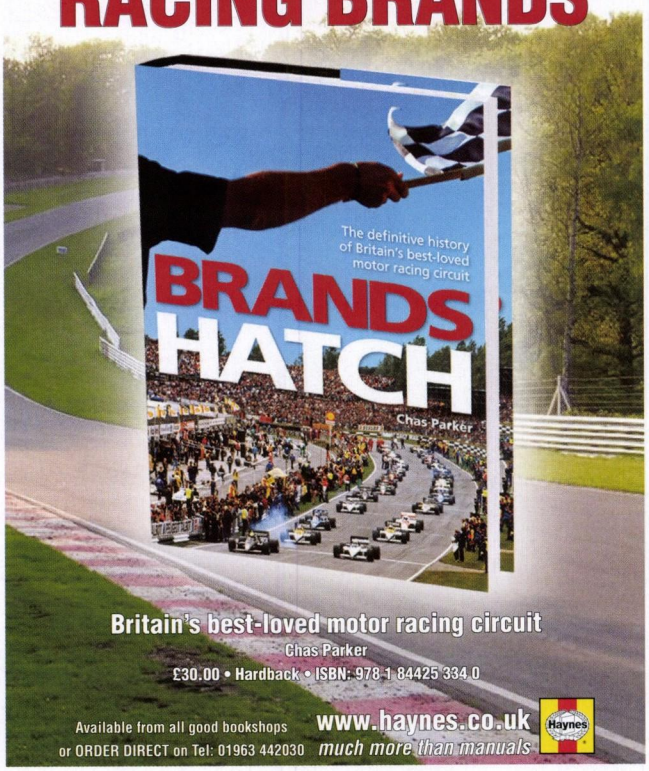
Technology helps F1 teams make precise rainfall predictions

"Use of weather radar in F1 started in the mid-1990s, when I was at Benetton," says Pat Symonds. "I had been talking to David Moreton, a friend of mine who was a pilot with British Airways and about to retire, about the different radars on commercial aircraft. I said that what we wanted in F1 was a weather radar that's located on the ground. Others had already done this, but we weren't aware of it at the time. David put some equipment together and we used it that year at Silverstone. He then decided to make a business out of it, but we didn't have the money to use him! So, initially, he worked for other teams. When we became Renault, we employed him exclusively in F1. He also works for Audi at Le Mans.



"The skill is in interpreting the radar data. David is normally a kilometre or so from the circuit but it depends on the geography. He wants to be up on a hill somewhere – at Monaco he has to be at the top of the mountain – with a view towards the prevailing winds. He gives us general forecasts to begin with and then on the Friday begins feeding us the detailed radar picture, which he sends direct to the pit wall. We have what is effectively a chat room so he can type messages to me directly, such as 'Rain level 2 at Turn 10 from 14.13 to 14.19.' At the Nürburgring this year, our radar was telling us what corner the rain would start at and how it would move around the track."

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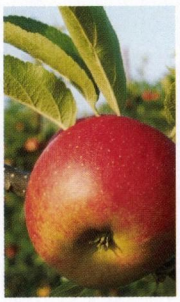
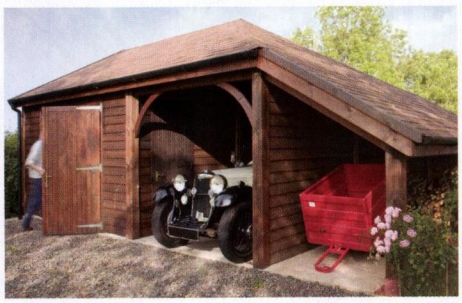
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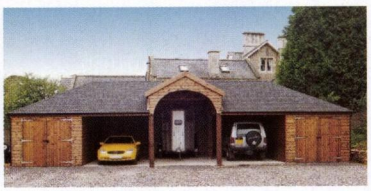
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INITIAL IMPACT

There's only one letter between them, but it makes one hell of a difference. *Motor Sport* celebrates the Alfa Romeo GTA and GTAm touring car greats before heading trackside

BY ANDREW FRANKEL

Coppice corner, Donington Park. Turn in blind on a trailing throttle, feel the back of the little car start sliding. Do not attempt to correct. Wait until nose is pointing at corner and rear is approximately 45 degrees from the intended trajectory. Apply corrective lock, boot throttle, start laughing. OK, so it's not exactly a textbook approach but that's the problem with the Alfa GTA – you can spend all your time seeing how fast you can make it go, or you can hang the lap time and have a ball. There's no doubt in my mind which is the more fruitful approach; the funny thing is, the Alfa seems pretty clear about it too.

'GTA' – three initials that mean so much. Attached as a suffix to 'Alfa Romeo Giulia Sprint' they describe a car of humble origin that grew into something far greater than the sum of its surprisingly modest parts, a car that would come to dominate its class in touring car racing, would be driven by some of the world's finest drivers and earn itself a place alongside the P2, Tipo B, 8C and Tipo 33 among the great racing Alfas of all time. Yet, as the great Ferrari, Alfa and Autodelta engineer Carlo Chiti admits in his foreword to Tony Adriaensens' masterly *Alleggerita*, 'the GTA was a car that really didn't have anything special'. Yet its place among the giants has been entirely earned, for on the journey from its launch in 1965 to its last laughs as the fearsome GTAm in the early 1970s, the GTA earned the love of those who drove it, the respect of those who raced against it and the adoration of an entire generation of touring car fans. If ever a car was greater than the sum of its parts this, surely, is it.

Even today you'd be hard pressed to tell a GTA from a standard Sprint GT unless you knew what to look for. From a distance, only the wire mesh grille, Campagnolo alloys and TZ door handles give the game away. Were you to come closer you'd spot that the pop rivets fastening the roof to the chassis were left »»

Charlie Magee

exposed but you'd need a magnet in your pocket before you twigged the big difference: that body was predominantly skinned in very light aluminium-based alloy, enough with perspex rear windows to drop the dry weight by over 200kg to just 745kg – and this a fully-trimmed 'Stradale' road version, not a stripped-out racer. Things look a little different under the bonnet, too: the familiar 1570cc twin-cam is there, but it seems to have more than its fair share of HT leads, double the number to be precise, denoting the presence of a twin-plug head. In stock road form it gave 115bhp, but for racing 160bhp was and remains an entirely achievable and reliable objective. The gearbox was also fitted with lighter, shorter ratios.

Although GTAs were made at the same Arese factory as Sprint GTs, Autodelta – as the official racing arm of Alfa Romeo – provided a dizzying list of modifications to tune the car to its forthcoming track duties, and while its very earliest competition outings in 1965 were undistinguished to say the least, come its first proper year on the track, it was ready for a spot of giant-killing.

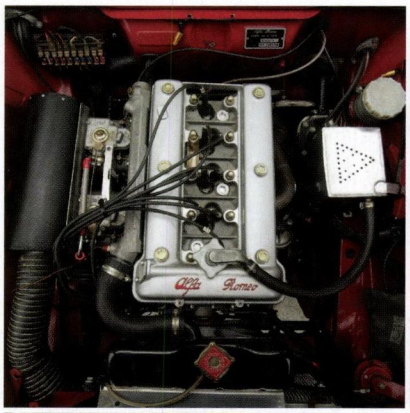
Drawing upon the driving talents of names such as Jochen Rindt, Rob Slotemaker and, of course, Andrea de Adamich, the GTA embarked on the European Touring Car Championship, intent on giving our homegrown Lotus Cortina the fight of its life. And after wins at Monza, the Nürburgring and Zandvoort, the GTA duly delivered the title for drivers to de Adamich and that for manufacturers to Alfa Romeo.

Its debut on the opposite side of the Atlantic was no less remarkable. Who remembers now that the marque which won the inaugural Trans-Am championship was not Chevrolet or Ford, but Alfa Romeo, courtesy of the GTA? Picture the scene at the ultra-fast Sebring raceway on March 25, 1966, the first ever race in the Trans-American Sedan Championship. The entry allowed cars with engines up to five litres, so it was no surprise to see vast Dodge Darts, Plymouth Barracudas and Ford Mustangs on the grid. And Jochen Rindt in a tiny 1.6-litre Alfa GTA goes out and dusts the lot of them. The second-placed Dodge team was reduced to claiming 'victory in the over 2-litre category'.

The GTAs were back for more in '67, with de Adamich successfully defending his ETCC title and Ignazio Giunti adding the European Hillclimb Championship. While titles became harder to come by as the decade rolled to a close, the GTA remained a serial class winner in the important categories in which it competed.



"The GTA dusted them. The second-placed Dodge team was reduced to claiming victory in the over 2-litre category"









Top: Frankel at work. Right: GTA's 1570cc 'four' is closer in spirit to road car, despite the addition of twin-plug head. Below: GTAm cabin is similar but 16-valve engine has 240bhp



Maurizio Zanetti heads Alfas, BMWs and a lone Camaro during the 1971 Monza 4 Hours. Sharing a GTAm with Cesare Poretti, he came 11th. Toine Hezemans won solo for Autodelta

By the start of the 1970s it was clear that major development would be needed to achieve success in Group 2 racing. The result was the GTAm, a car whose conception and production was so complicated that even now, some 37 years on, questions as fundamental as how many were built remain. Somewhere between 40 and 60 is the closest the experts come, of which some were all steel and some used varying proportions of aluminium.

The new GTAms were based on the then-new 1750 GTV, but others were created by adapting earlier cars – the one on these pages started life in 1968 as a 1300 GTA Junior, a successful offshoot of the 1.6 GTA. All engines were nominally of two litres but some were as small as 1985cc, others bored out to 1999cc. Some used Spica fuel-injection, others Lucas. This one's on carbs. Oh yes, and while a twin-spark, two-valve head was the norm, really trick GTAms, like this one, come with a single plug but four valves for each cylinder.

Adriaensens says even the name is disputed. The 'm' element is popularly held to stand for 'maggiorata', or 'increased' to denote the rise in engine capacity from 1.6 to two litres, but he maintains the name is short for GT American.

But however circuitous and complex the route taken by the GTAm to get to its first important race at Monza in 1970, from there to victory took just four hours as Toine Hezemans – who would become to the GTAm what de Adamich had been to the GTA – humbled the might of BMW and Ford. He was second in Salzburg and won again in Budapest and Brno. He won his class and came second overall in the Tourist Trophy but crashed at the Nürburgring – needless to say another GTAm (driven by de Adamich) won instead. GTAms came second, third and fourth at the Spa 24 Hours after Hezemans retired, and he failed to finish again at Zandvoort though, somewhat inevitably, a GTAm still won. At the last race of the season at Jarama, GTAms filled the first four places, Hezemans claiming victory and, with it, the championship.

The 1971 season proved tougher as the 3-litre Capris really started to put pressure on the GTAms but as before it started with Hezemans winning at Monza and ended with Alfa taking the European Touring Car Championship.

You don't need to drive them to see how radically the GTA was changed to create the GTAm. The older car is more upright, dainty and toy-like, the Am an altogether more butch proposition. While the GTA seems only a little distance removed from a road car, even in full race trim, the Am, while still road legal, is clearly every inch a racer. Yet there are surprises in store.

Climb into the defiantly 1960s cabin of the GTA and spark up the twin-plug, twin-cam motor expecting just to toddle off down the pit lane for some gentle exercise, and you'll probably not get out of the garage. The engine in this particular GTA has perhaps a little less than 160bhp but it has to be wound up so tight even to liberate this modest amount of power that there is nothing – and I mean nothing – below 4000rpm. In fact it's only really getting interested at 5000rpm, yet peak power is at 7100rpm. What this means is that you have to rev way past this – 7600rpm at least – to retain enough revs in the next gear to keep the engine in the torque band. Alfa tuner Bob Dove says you can get more, even the 170bhp claimed for the Autodelta racers, but longevity is compromised.

Once on the boil it feels pleasantly quick but no more – it's saving all its tricks for the corners. Even with me on board, the GTA probably weighs less than 900kg which is one reason it changes direction so astonishingly rapidly. Despite front springs which have approaching 10 times the stiffness of the rear ones, there is zero understeer in the dry and a comically lurid oversteering balance when it's wet.

This is a car you drive entirely on its

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Manfred Foerster

A GTAm in typical three-wheeling stance. Harald Ertl storms the Nürburgring during the 1971 Grosser Preis der Tourenwagen race, although he later retired with a broken clutch

nose, while trying to contain the worst excesses of the tail with moderate use of the throttle and judicious twirling of that beautiful alloy-spoked wheel. Dove says the rear roll centre of the GTA is fundamentally in the wrong place, which is why later cars and GTAms employed a sliding block rear suspension system; but if all you want to do is have huge amounts of fun, the existing arrangement works very well indeed.

To be honest, the GTAm does not feel five years younger than its older, slower sister; to me it feels like about 15. While the GTA engine possesses the classic slightly hollow twin-cam noise, the Am with its 16-valve head sounds completely different – richer but also less distinctive. It develops 240bhp, an incredible output for a two-litre normally aspirated road car-based engine of its vintage, but accounts both contemporary and current eulogise its reliability. And, compared to the GTA, it's as tractable as a large diesel saloon.

Currently this car is wearing twin 48mm Webers and it pulls without a murmur of complaint from under 3000rpm. Autodelta quoted peak power at 7400rpm but this motor is so crammed with mid-range torque there seems little to gain in straying past 7000rpm, especially as it's also equipped with a close-ratio, straight-cut Colotti 'box. This means that you don't need to manage the engine in the same way as the GTA, which requires great precision to tread the line between making it give its best and damaging it. Tread hard in the Am at almost any speed, in almost any gear, and it just goes.

And it's mighty quick. With 240bhp in the nose of a car weighing the same as a packet of crisps, it doesn't so much eat the straights at Donington as devour them. Shifts are slammed through not from the wrist but the elbow and, in a straight line at least, the couple of early '90s Porsche 911 Carrera Cup cars that were also testing that day stood no chance.

> "The exuberance of the GTA is an undoubted delight, while the pace of the GTAm is exceptional"

And but for the limitations of the Dunlop M-section rubber its owner chooses to run it on, I think it would have scared the life out of them in the corners, too. Its handling is so different to that of the GTA it's a struggle to believe they're based on the same design. While the GTA skitters and slides, the Am turns in with modern-car precision, exhibits the smallest whiff of stabilising understeer before the apex and simply colossal traction away from it. It'll slide all right, but it needs to be provoked, unlike the GTA, to which opposite lock is a natural state.

Of course, a lot of this may be revealing as much about set-ups as it does the inherent differences between their designs, but they feel much as their appearances and ages suggest: one a child of the '60s when tyres were skinny, tracks were narrow and set-up a rather informal art, the other a '70s wild thing with a sharper focus on racing.

Few people will ever find themselves having to choose between the two, not least because GTAms are so rare they don't often come up for sale, and when they do their scarcity is reflected in the price. Clearly the GTAm is the more accomplished racer but the GTA is eligible for many more race series and is, in the real world, a much more usable car.

But I'd still have the yellow one – I'm not sure I've driven another racing car that's made me feel so at home so quickly. While the exuberance of the GTA is an undoubted delight, the pace of the GTAm is exceptional. Until I drove it, I would not have believed an early '70s 2-litre coupé could travel so fast. Which is why this very car won the 1971 Italian Touring Car series for the private Monzeglio Squadra Corse team. Even now, the car is incredible; back then it must have been out of this world.

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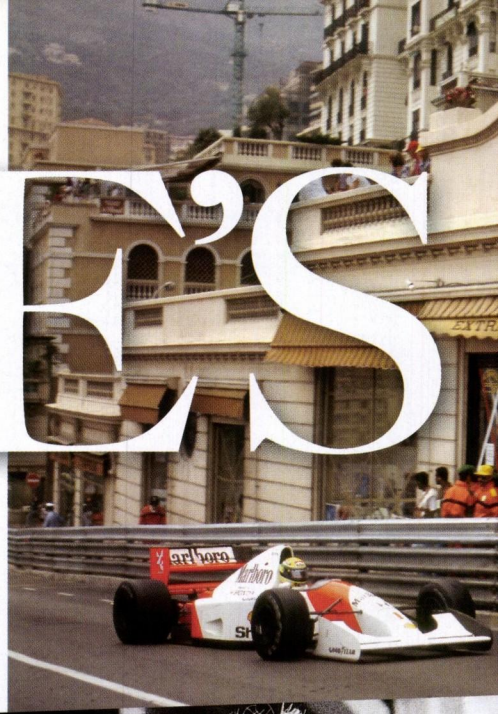
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ROSIE'S



PEOPLE OFTEN ask me why the drivers came to the Chatham Bar. I think it started with an English aristocrat called Lord Patrick Stewart, who knew quite a few drivers and took them to his favourite watering hole.

The whole grand prix thing was so different back then. Drivers used to arrive on the Monday before the race weekend and liked to relax for a few days before and after a race, so they came to the bar. It was a home from home for many of them; the Chatham Bar was like their local.

The BBC grand prix commentator then was the late Raymond Baxter, who would pop in for a drink after the race; he would announce that he was coming in to spend his BBC salary, and therefore it would not take too long!

Both Mike Hawthorn and Peter Collins visited us frequently in the 1950s and were always the centre of attention and fun. Mike's favourite game was to sit outside and drink champagne after first trying to pop the cork over to the other side of the road. If he did not succeed he would just buy another bottle (after drinking the first!) and repeat the process.

Peter Collins kept a boat in the harbour where he would stay with his two Siamese cats, which he brought into the bar sitting on his shoulder. He considered me to be like a sister and would pour his heart out. He would tell me that he questioned why he took part in such a dangerous occupation and then explain how the need to race and the passion always took over in the end.

They were such a mischievous couple – I remember on one occasion they took out all the tables and chairs and piled them up in the middle of the road as a barricade and stopped all the traffic from going up or down the hill!

On another occasion a customer parked a little Renault outside while he popped in for a quick drink. Mike and Peter picked it up and put it on top of four chairs and then ran away!

I always liked to have flowers in the bar, which a young girl delivered on a little Vespa. One day she brought the flowers in and we chatted away while she had a coffee; but when she went back outside her little scooter had disappeared. Looking anxiously up and down the road she began to get a little upset. Then, coming around Ste Devote and struggling up the hill, was her Vespa – with four racing drivers hanging off it!

We were a good meeting place for the teams and journalists during the race weekend where they could discuss the testing and practice sessions. Raymond Baxter would appear with Jack Reece, who did his lap charts for him; he had a really difficult job commentating, staring at two very small TV monitors and unable to hear himself think above the noise. In addition Vic Barlow from Dunlop, Harry Mundy, Graham Hill and Innes Ireland would wander into the bar demanding eggs and bacon. Not something I normally provided, but I knew how much the British contingent wanted their cooked breakfast so I would keep a good stock in over race weekend.

> "Mike and Peter picked up a Renault, put it on top of four chairs and ran away!"

Innes Ireland was a very colourful character. A lieutenant in the King's Own Scottish Borderers, he served with the Parachute Regiment in the Suez Canal Zone during 1953 and '54 before he turned to motor racing. He told so many crazy tales about outrageous events in his life that one wondered if they were real, and how so many things could happen to just one person.

Navy men were also regular visitors and not always perfectly behaved. One night some of them made a real mess of the place. Papa immediately got in touch with the Commander of their carrier. He was horrified and immediately offered to pay for everything. After he left we





Michael Hewett

BAR

Rosie Bernard ran The Chatham in Monaco, haunt of racing drivers, rally men and sailors for decades This extract from her new book recalls the glamorous days when no visit to Monaco was complete without a drink in 'Rosie's Bar'

started to clear up the mess but Papa would not let us throw it away; instead he told us to place all the broken glass in a couple of sacks.

A couple of years later the same carrier arrived in the Med and the crew once again descended on the bar. While they were not as raucous as before, there were again a few broken glasses when they left. Papa disappeared into the stores and produced the sacks of broken glass which he then liberally distributed all over the floor. Then he got on to the Commander of the ship... Another cheque arrived a few days later. After this event we ensured that Papa threw away the sacks of glass.

Over the years much changed since we first started watching the grands prix. Barriers were erected instead of straw bales and we had to tape up the windows like in the war to stop glass going everywhere in the event of an accident. We had such a terrific view from the bar. In the beginning we were permitted to watch from the window but eventually we were moved up to the roof by the authorities as the cars got faster and more safety precautions were introduced. Even on the roof you could occasionally get hit by small pieces of rubber that came off the tyres.

I am often asked to try and remember all the famous people who came to the bar, but sometimes I simply did not know who they were. I was working away as normal one day when a group of very well dressed Italian gentlemen came in. There was an elderly man with them who went and sat by the window. I later found out it was Enzo Ferrari, who had popped in with a few of his staff members for a quiet drink.

Despite the fame of some of them, to me they were just people and I treated them all the same. I think that this is why they kept coming back. They were treated by everybody in the bar as normal human beings which I think made them feel at home and comfortable. Even Winston Churchill paid us a visit from time to time and chatted to Papa about cigars. After one of his visits his staff presented Papa with a huge box of cigars from Winston himself.

The walls were signed by people from all over the world. While to some it looked a complete mess, it was one of the attractions of the bar and people came to see the artwork and add to it. Photographer Michael Hewett would take ages producing fantastic prints, only to find when he returned that somebody had written all over them!

Graham and Bette Hill were regulars; they were such a loving couple and used to bring the young Damon and his sisters Samantha and Brigitte. Graham always came into the bar on the Monday after the race whether he had won or not. He would buy all the British people in the bar a drink, and if any other nationalities complained he would always tell them "Find your own driver!". He would also challenge anyone to a game of darts; the problem was that he played as competitively as he raced. It was always a tough and serious game with Graham as he played to win! Out of all the drivers who came in he was probably my favourite, he was always so full of fun and laughter, telling jokes and chatting to anybody who would listen. A really wonderful man that it was my privilege to have known; it was a very sad day for me when I heard of his untimely death. Even after all these years I still hear from Bette from time to time.

Despite many misfortunes which have befallen me, I realise that I am blessed with so many friends from all over the world, and by having the opportunity to meet so many wonderful and kind people. I am truly a very lucky lady.

Excerpts from Rosie's Memories (ISBN 9780955662201) by Red Mist Books, available October 2008 from www.redmistbooks.com



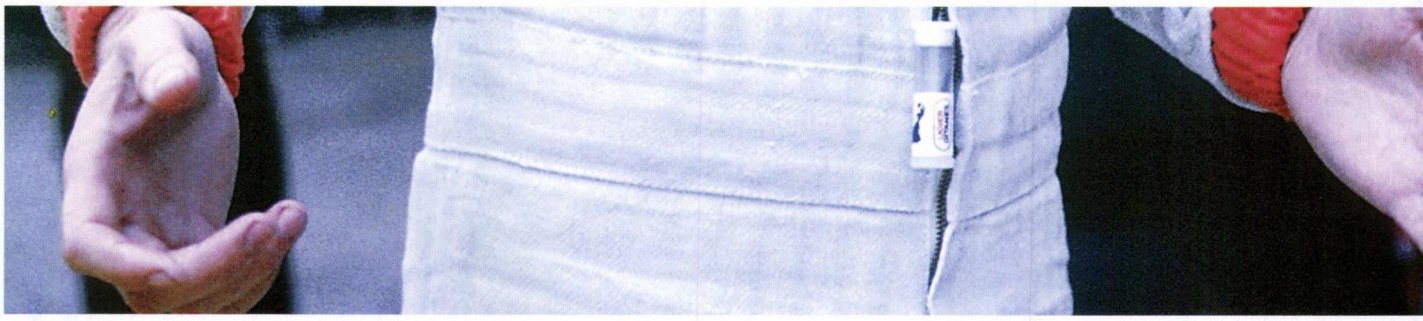




Clockwise from top: Senna passes Rosie's Bar in 1992; signed interior walls; Rosie (right) with husband Jean-Louis and Bette Hill; Le Chatham mark two; and mark one; Rosie in 1990

JABOUILLE ON

Chalk-and-cheese drivers Jean-Pierre Jabouille and René Arnoux complemented each other





ARNOUX

at Renault in an unusual Gallic collaboration

BY ROB WIDDOWS



Sutton

The man is dressed all in blue. Artisan smock top, jeans and trainers. Stylish in a French kind of way. The long legs, the beaky nose and the slightly nervous hands behind his back are all familiar. He looks up at the pictures on the walls and, staring back across three decades, sees himself.

The picture shows Jean-Pierre Jabouille in Renault's RS01, the car that marked the *Régie*'s return to grand prix racing in 1977 after a gap of nearly 70 years. This pioneering turbocharged machine became known as the yellow teapot because of the number of times it came to a steaming, smoking halt.

Jean-Pierre looks long and hard at the photographs, one of which shows him with René Arnoux, the man he has nominated as his team-mate. He turns away, smiles and holds out his right hand to me. "Bonjour, ça va? Nous parlons en français, oui? C'est plus facile, non?" He settles down to talk about Arnoux, his sparring partner for the 1979 and 1980 seasons during which Jean-Pierre scored Renault's maiden victory at Dijon, ironically a race where Arnoux stole the headlines after a rumbustious battle with Gilles Villeneuve. We continue through our interpreter, Bradley Lord, from the contemporary Renault Formula 1 team.

Is he frustrated that his historic first win is so often overshadowed by the antics of Arnoux and Villeneuve? "That's not hard for me because, when you're a sportsman, the thing that matters is winning the race. I won the race. The luck was that it was the first win for a turbo engine, at a French circuit. Drivers in general like winning on their home turf. I had that: the first win for a turbo engine, for radial tyres, the Michelin tyres, with a French driver in a French car. It was a full house – everything was perfect. In effect, I managed my race and it all went well, I finished the race and we won. Then afterwards, on the TV, I saw the battle between René and Gilles. It was very spectacular, I would go as far as saying they took enormous risks. Everybody said that it was fantastic, but if they had collided and one ▶▶▶

They may have been worlds apart in many ways, but Jabouille and Arnoux got on well together, and were both committed to making a success of Renault's return to grand prix racing

car had crashed, they would have been labelled idiots. What mattered to me was winning."

"Why did I choose René? Well, he was a friend also. You know, not a close buddy because we were very different people out of the car, but we got on well, and it was good for the team to have two such different drivers – we had totally different styles.

"We did not have the same view of life, let's say, but we are still friends and I'm always pleased to see René."

While Arnoux was, in those days, a rough and ready character, something of a hippy with his casual charm and mischievous grin, Jabouille was always known as a more professorial character, a man who understood the complexities of the new turbocharged cars.

"Yes, maybe, and certainly I was more technically minded than René. He just got in and drove. He was a racer, not a professor. Also, he came to Renault in '79 when we had already done two years with the RS01 and had so many technical traumas – so the RE10 was more developed and I was very close to all of that. René just wanted to race, and he did."

> "I was more technically minded than René. He was a racer, not a professor"

The history books relate that Arnoux soundly beat Jabouille over the course of both seasons, finishing well ahead of his team leader in the championship. But the story is not that simple.

"Renault had understood at the time that what you need in a team is somebody who is more precise, more technical, to push things forward. Indeed, even when René was there, everything went through me because we gained time, and the engineers were used to working with me.

"I remember once at Interlagos we were really struggling with the suspension and after a lot of hard work, we got the set-up right and I took pole. And René was still a long way back, so they came to ask me, because at the end of the day it wasn't the engineers who had found the set-up, it was me, so they asked if I would share the set-up with René. I said 'No problem' and René then set the third- or fourth-fastest time. We were good together, for the team.

"That race still grates with me because I took pole and then in the warm-up, I broke a turbo. And I said to [team boss Gérard] Larrousse, I want to start in the T-car. And he said 'No, we'll fix it'. I replied, 'You can change the turbo but if you don't know the cause, it will happen again.' But he wouldn't let me start in the T-car: they changed the turbo. From the start I was fighting with Gilles again – it was often that way – and I was leading by around 10 seconds with Gilles second and René already quite a long way back. Then what was always going to happen happened, and the turbo failed. And that day, René won the race.

"And at Kyalami there was a problem when I was leading. I had taken pole and René ended up winning again. It was nice, after the race, that René dedicated his victory to me. He was like that."

The two Frenchmen were aware of the dangers of that era in terms of the way the cars were designed. "Yes, the front wheel line was alongside our knees and we could touch the front wheels from the cockpit. Imagine! Eventually they would have attached the front suspension to our legs," he laughs, "but seriously, I told them that with the steering rack just above our legs, if we had a big shunt then both legs would be broken. René and I knew the cars were hyper-dangerous, but the passion was so strong, you know?"

Jabouille has a simple but intelligent take on the driver's job he did and sees some parallels in contemporary F1.

"I believe that when you are passionate and you have the gift, it's all a question of hard work with the engineers to improve the car. I quickly realised that I could take the car that they gave me to the limit quite easily, so afterwards I considered that we had to work hard to improve the car, in order to go faster.

"I never saw René, or any of my team-mates, as a threat, although he surprised me sometimes with his speed. He was very fast over one lap, but he did not focus too much on the car. I was surprised when he went to Ferrari because he didn't seem to be their style somehow."

Both French, both racers, both gave their all for the honour of the *Régie*. But two more different people you are unlikely to meet within a racing team.



Arnoux ahead of Jabouille at Monaco in 1979, a luckless race for both. René had greater success on the track, but the technical nous of Jean-Pierre was vital to Renault's progress

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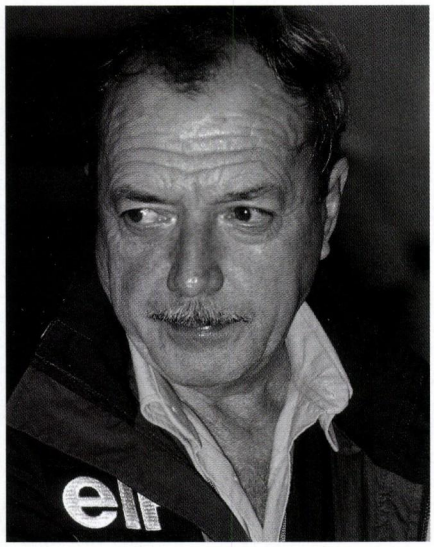
AGS emerged from behind Henri Julien's garage in the south of France, made the grade in Formula 2, flowered briefly in F1, and was gone

BY JOHNNY TIPLER

When the *boules* clack under the plane trees in sleepy Gonfaron I won't look at those old boys by the fountain in quite the same way again. One of them has quaffed champagne with Alain Prost and tasted international success in Formula 2. He's Henri Julien, founder of the AGS team.

The AGS star shone brightest in 1984 when Philippe Streiff won the very last F2 race at Brands Hatch, though by 1991 it had faded from the F1 firmament. On the way, Henri Julien's backyard équipe encompassed tiny home-made 500cc F3 cars, Formula Junior and Formule Renault. It gained the French F2 title in 1980, '81 and '82 with Richard Dallest and Streiff. Today, AGS is a thriving corporate entertainment centre at the Circuit du Var, a mile or so from Gonfaron, near Saint-Tropez, where successful execs and wannabe racers get to lap F1 cars in the Mediterranean sunshine.

Founded in 1968, the AGS (Automobiles Gonfaronnaises Sportives) marque was always going to be a privateer operation in Julien's tenure, yet it's one of those David-and-Goliath sagas that occasionally warm the cold heart of international motor sport. Born in 1930, Julien was the son of a garage owner in Gonfaron. His Garage de l'Avenir filling station stands on the main road through the dense town centre. Behind it, the collection of backyard buildings to the rear of his house where the racing cars were built is largely unchanged; his office walls are festooned with photos of AGS cars and scores of small trophies. In a small room are four tiny 1950s F3 cars: two Volpinis, a Dyna-Panhard and a self-built Julien. Small and moustachioed, with a twinkling eye, Julien wanted to race, but with no money to buy a car he simply created his own.



His first race was at nearby Draguignan in 1949, in his home-made tube-frame Simca-powered 500cc car, the JH1. During the next decade he raced a succession of 500cc F3 single-seaters at club level, including his own Dyna-Panhard- and BMW-powered JH Juliens. In 1959 he ran the front-wheel-drive Julien JH3 in FJunior, finishing 19th (and last) at Monaco.

In 1968 Julien built a spaceframe chassis powered by a Renault Gordini engine for the inaugural Formule France and the team became AGS. A brief excursion into F3 with an Alpine-Renault A330 revealed that he wasn't quick enough, so the first salaried AGS driver was François Rabbione, who won the 1969 Volant Shell trophy in the JH4.

For the new Formule Renault series in 1971, AGS built four JH6 chassis, a riveted aluminium monocoque designed and fabricated in the Gonfaron workshops. Unlike well-funded operations which could base chassis design on the outcome of crash tests, AGS had to come up with something robust from the outset. But although they tended to be overweight, the cars rarely broke. There were no wins, but François Guerre-Berthelot set several fastest laps, while Alain Jallot ran well in the Monaco GP curtain-raiser, coming fourth in 1972 and third in '73. AGS climbed another rung with Formule Super Renault, and in 1977 began to score consistent results, with Richard Dallest taking four second places to finish fourth in the series in a JH14.

In 1978 AGS entered the European F2 Championship with Heini Mader-prepared BMW engines powering the JH15 chassis. Two seasons passed before Richard Dallest scored wins in the Mader BMW-engined JH19, at Pau and Zandvoort. AGS was one of a handful of teams running its own cars. "At the Nürburgring," says Julien, "Dallest was fastest in practice, and all the other drivers thought the timekeepers must have made a mistake. But there was no error!"

Dallest stayed on at AGS for 1981 and won the French F2 crown, but was replaced the following year by Philippe Streiff and Pascal Fabre. Streiff was particularly impressive, in the points often enough to clinch the French F2 title. With some excellent results in 1983, Streiff finished fourth in the European F2 series, the team aided by the financial input of wealthy Italian F2 and sportscar racer Fulvio Ballabio.

For F2's swansong year, AGS and Streiff, unfancied against almost unbeatable Ralt-Honda opposition (Mike Thackwell and Roberto Moreno), took third at Thruxton, second at Pau and Misano, and Streiff's first F2 win in the final round, the *Daily Mail* Trophy at Brands Hatch. The organisers were so surprised by Streiff's victory – in a French car – that »»



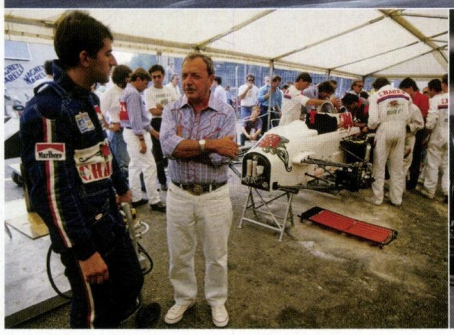
Left: AGS founder Henri Julien in 1988. Right: Alain Jallot was fourth for AGS in Formule Renault at Monaco in 1972

All images DPPI

they couldn't come up with a recording of *La Marseillaise* to play as he stood on the podium. He jokes about it now, but this was Henri Julien's finest moment, and the reflection prompts him to open a bottle of Muscatel.

The next logical step was F3000, and the Cosworth DFV-powered JH20 tub was constructed for Streiff, who racked up four fifth places during 1985. Then, support from the Italian Jolly Club and a supply of Carlo Chiti's 1.5-litre turbocharged V6 Motori Moderni engines allowed AGS to graduate to F1 in 1986. The JH21C tub was drawn by Julien and Christian Vanderpleyn "on the kitchen table". It was influenced by the three-year-old Renault RE40 (so successful in 1983) and fabricated in carbon-fibre by MOC. Tested by Didier Pironi (four years into retirement but looking at a comeback), it took until Monza to get it race-ready. The pressure was on. Ivan Capelli managed just one practice lap before the engine grenaded, and the AGS crew were still working on the car as the paddock gates began to close before the warm-up; preparations were completed in the pits. Capelli qualified 25th out of 27, and was going well until a puncture stopped him. At Estoril the gearbox lasted just six laps, and that was that for the year. Nevertheless, Julien was upbeat: "The advantage with us being a small team was that you could quickly adapt and make changes, unlike the big factory teams like Renault where there was a lengthy decision-making process and it often took them weeks to make a modification that we could do in a weekend."







Top right: Richard Dallest took F2 wins at Pau and Zandvoort in 1980. Right Capelli and Julien with the first F1 AGS in 1986. Far right: Tarquini in the JH24. He scored a point for AGS in 1989

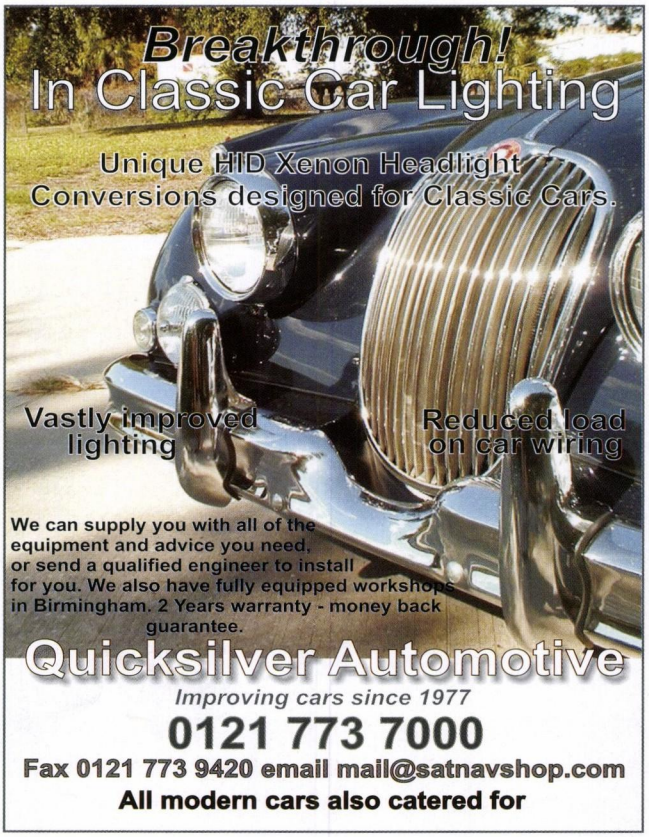
Capelli went off to March, so for 1987 AGS hired its one-time F2 pilot Pascal Fabre. They decided the best bet for a low-budget team was to go the more reliable normally-aspirated 3.5-litre route using a customer Cosworth DFZ V8. It gained a succession of seven last places – the JH22 was a reliable car, despite its bizarre tacked-on 1970s airbox. Having failed to qualify the overweight chassis on three occasions, Fabre was replaced by Moreno, who came sixth at Adelaide to score the team's first world championship point. Streiff was back in the fold for 1988, to drive a new, slender-look JH23. In this, the last year of turbo engines, the normally-aspirated cars were midfield runners, and Streiff's best result was eighth at Suzuka. As far as Julien was concerned, "it was a good year, as we were fighting with the established teams and drivers. When someone like Nelson Piquet deliberately blocks your driver because he feels threatened you know it is going well".

> "When Piquet blocks you because he feels threatened, you know it is going well"

The JH23B used Cosworth DFRs for 1989, but during pre-season tyre testing Streiff had a career-ending accident. That year AGS ran cars for Gabriele Tarquini and Jo Winkelhock. Tarquini fared quite well, coming sixth in Mexico, but Winkelhock failed to pre-qualify for several GPs on the trot and was replaced by Yannick Dalmas, who fared no better. Despite the advent of the new Claude Galopin-designed carbon-Kevlar JH24, the season tailed off to an ignominious succession of DNPQs. A ray of hope in the shape of a W12 engine designed, built and tested in an old AGS chassis by Motors Guy Nègre came to nothing.

The team's survival hung in the balance. As its sponsorship evaporated the team disintegrated, and Julien sold up to industrialist Cyril de Rouvre – Julien was sidelined as a consultant. Former AGS assistant designer Michel Costa was re-hired to pen the JH25, which first ran at Paul Ricard in mid-season where Dalmas placed 17th, while Tarquini managed 13th at the Hungaroring. In a run of DNQs, Dalmas' ninth at Jerez was as good as it got.

During the 1990 season the team relocated to the new facility at Circuit du Var, and staff turnover went into overdrive. The JH25B was much the same car – at 39 races, it proved the most prolific of all AGSs – and was wheeled out to no better effect in the hands of Stefan Johansson, Tarquini and Fabrizio Barbazza. They seldom made the grid. By now, de Rouvre was in financial difficulties, and early in 1991 he sold AGS to Gabriele Rafanelli and Patrizio Cantù. Last of the AGS line was the JH27, drawn by Vanderpleyn and Mario Tollentino and introduced at Monza for Tarquini. Neither car qualified for the two Iberian races, and after the Spanish GP the team pulled out. Henri Julien had already begun to write his memoirs.


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Dave Friedman

GTA GIANT-KILLER

Taking a break from F1 and F2, Jochen Rindt sprang a surprise when he took on the tin-top big boys at Sebring in an Alfa GTA

BY PAUL HUDSON

Unlikely results make any sport more interesting, especially those of a David and Goliath variety. At Sebring on Friday, March 25, 1966 few could have contemplated an upset at the inaugural round of the seven-race Trans-American saloon car series, a four-hour race taking second billing to the Florida circuit's famous 12-hour enduro.

The Trans-Am race was split into two categories: under two litres, and two to five litres, and it was expected that a three-cornered fight would develop between the Ford Mustangs, Dodge Darts and Plymouth Barracudas in the larger-engined class. The tiny European cars in the under-2-litre class comprised a bevy of Alfa Romeo Giulia Sprint GTAs and the Alan Mann-entered Ford of Britain Cortinas, as well as Mini Coopers – including an entry for Paddy Hopkirk/Peter Manton. The lightweight Alfas had enjoyed moderate success the previous year, in their first season of competition, but thus far they had been far from a force to be reckoned with...

Alfa Romeo entered two works cars, for Andrea de Adamich/Teodoro Zeccoli and another driven by young Austrian Jochen Rindt, who was paired with Roberto Bussinello. The Italian rolled the car in practice, however, and Rindt did the whole four hours.

Although Rindt had raced in Formula Junior and had even taken part in the non-championship 1963 Austrian Grand Prix, he burst onto the international racing scene when he won the 1964 London Trophy for F2 cars at Crystal Palace driving his own private Brabham-Ford. His spectacular, forceful style won him many admirers and by beating the likes of Graham Hill and Jim Clark, Rindt found himself propelled into a full season of F1 racing with Cooper in 1965 – a year in which he also won the Le Mans 24 Hours, with Masten Gregory in a NART-entered Ferrari 250LM.

> "The Trans-Am race at Sebring became a showcase for Rindt's famed tenacity"

Concurrent with his F1 duties, Rindt became acknowledged as the unofficial world champion of F2 racing. For 1965 he signed an F2 contract with Roy Winkelmann, becoming a team-mate to Alan Rees and driving a Brabham-Cosworth BT16. Jack Brabham introduced the Brabham-Honda that would dominate F2 racing in 1966, yet Rindt and his Winkelmann Brabham were foremost among the chasing pack, although mechanical failures often intervened. And when the Brabham works team missed a race, such as the Eifelrennen, Rindt duly won. At the 1966 season finale at Brands Hatch, Rindt took pole and victory in his heat and in the final, in spite of the presence of Brabham in his Honda-powered car. Despite mixed results in F1 with Cooper, Rindt was unstoppable in F2 in '67, winning nine races.

The Trans-Am race at Sebring became a showcase for Rindt's famed tenacity. From the start, the faster of each of the three big American cars pulled clear, with big-name signing AJ Foyt leading in a Mustang. Rindt was tucked in behind in the 1570cc Alfa, the car's alloy bodywork a mass of rumples after Bussinello's misdemeanour the previous day.

The clearly faster American cars simply could not establish a sufficient lead, and when they started to make pit stops to rectify assorted troubles, Rindt took the lead and stayed there to the chequered flag. Foyt's Mustang led the first 32 laps until sidelined with a blown head gasket. The lead was inherited by the Bob Tullius/Tony Adamowicz Dart but a second pit stop demoted it to second at the flag, a lap adrift of Rindt, who pocketed $800 for his win.

The Cortinas had retired early on and at the end it was Alfa Romeo GTAs first, third, fourth and fifth. GTA stalwarts de Adamich and Zeccoli took the final podium position, followed by Paul Richards and Horst Kwech/Gus Andry.

The works Autodelta cars were sold and that was the end of official factory involvement in the US. But to prove Sebring wasn't a freak result, the GTA scored top-three placings throughout the 1966 Trans-Am championship, predominantly the Kwech/Andry pairing. Indeed, Alfa won the manufacturers' title and if there had been a drivers' title, Kwech would have won that too.

Sebring was Rindt's finest hour at the wheel of the Autodelta GTA, although he contested rounds of the 1966 European Touring Car Championship for Alfa Romeo, including the 500km race at Snetterton that July.

From then on, his meteoric rise to the very top was assured, culminating in his Formula 1 World Championship in 1970 – but the indomitable Austrian did not survive the season to take the acclaim his talents deserved.

See our Alfa GTA track test on p80

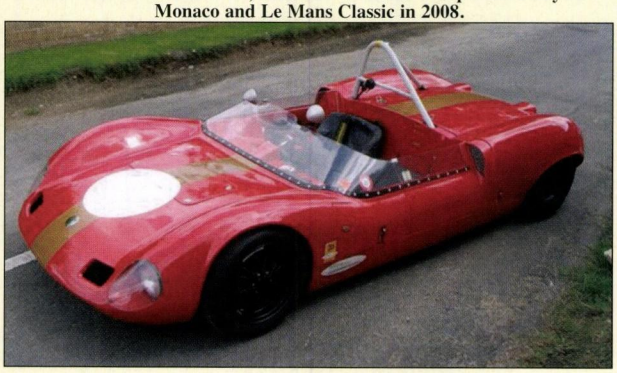
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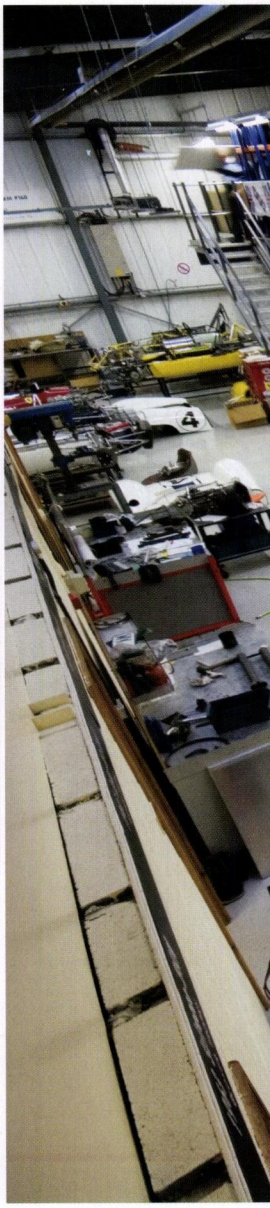
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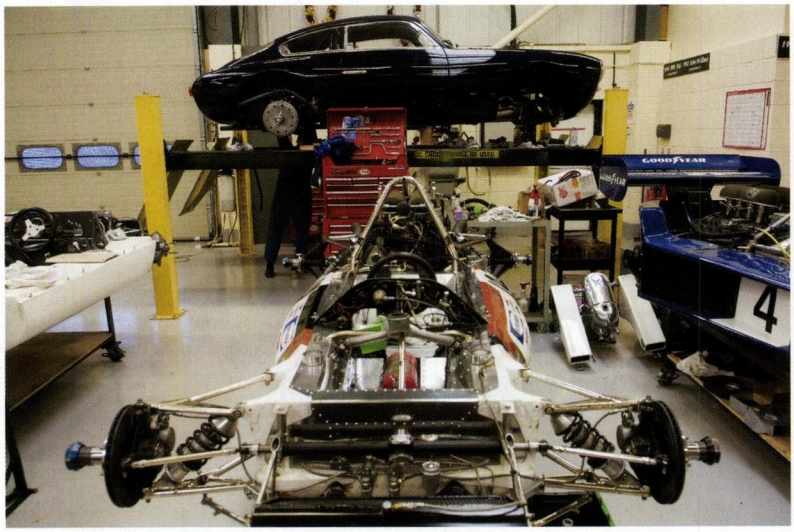
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PREPARING FOR BATTLE

Getting an historic racer ready for competition is no mean feat. That's where Hall & Hall comes in

BY ROB WIDDOWS

Like boy scouts, racing drivers need to be prepared. They know from experience that time invested in preparation pays dividends once they arrive at the circuits and older cars need more specialised maintenance than the modern projectiles of the current formulae. The passion for nostalgia has been a windfall for professional race preparation companies such as Hall & Hall and the ever-increasing tribe of individuals and companies who prepare cars for battle around the circuits of Europe during the hectic historic season.

Rob Hall and his father Rick are two of the most highly respected men in the business, working not only for individual drivers but also for major manufacturers wishing to sustain their racing heritage by restoring some of their more important cars.

For more than 20 years the Halls have specialised in the preparation of single-seater and sports-racing cars, some of their key staff coming from the BRM workshops after the famous racing team closed its doors. The Hall & Hall address says it all, the business now being based in Graham Hill Way at Bourne, Lincolnshire, down the way from the old BRM factory. It moved there from Folkingham aerodrome where BRM was based in its heyday and where Rick spent five years in the engine shop. He still gets involved on the engine side, while both father and son keep their eye in by working on the cars.

"We still keep the dyno at Folkingham," says Rob Hall, "so there's still that link with BRM. It's intensive work getting cars ready for the season and preparing engines, gearboxes and chassis for every kind of great racing car. And, of course, all our clients want the jobs completed as soon as possible, preferably by yesterday."

Previous restorations include the Alfa Romeo *Bimotore*, BRM V16 MkI and P25, Tyrrell 002 and 006, Lotus 49 and McLaren M23. As well as specialising in BRM – the company owns the copyright to 22,000 BRM drawings, which enables it to provide rare or obsolete parts – Hall & Hall also holds an extensive range of parts for Maserati and Ferrari four-cylinder engines, as well as original Vandervell bearing shells for early V12 and four-cylinder Ferrari engines. It also carries spares for obsolete Lucas fuel-injection and ignition systems.

Among the major projects in the new Hall & Hall workshops are a McLaren M2B, Williams FW04, the 1973 Le Mans-winning Matra 670, OSCA MT4 and BRM P57, as well as a Formula 5000 Shadow DN6 and a 1970 De Tomaso.

The Halls describe themselves as a 'one-stop shop' for historic racers. "We do everything," says



Charles Best

Rob, "from re-building engines and gearboxes to fabricating suspensions to providing a laundry service for our drivers' overalls. Many of our clients are short of time and we offer a complete service; all they need to do is turn up at the races and drive. We try to do as much in-house as we can, that way we don't get let down so much. We have many American customers and we look after all their travel arrangements, entries and accommodation as well as preparing their cars. All they have to do is fly in and race."

Hall & Hall also runs track days to enable drivers new to historic racing to learn the skills. Rob Hall was formerly an instructor at the Jim Russell Racing Drivers School and does some of the teaching himself.

"We have a Caterham Superlight so drivers are able to get time on the track, learning more about the skills of racing safely and successfully," Rob says, "and with the Caterham we can do days with road tyres as well as days on slicks, covering all the experiences. At the end of all this we'll put the drivers in for the ARDS test and get them entered in some races."

Hall & Hall has benefited hugely from the dramatic rise in the popularity of historic racing, due in part to the establishment of some new prestige events in the UK and in Europe.

"It has gradually been building up," says Rob. "There are a lot of people with a lot of money who want to go racing and who have always dreamt of owning the cars they loved to watch when they were younger. They've worked hard to make a success of their lives and they are passionate about their cars.

"One of our new clients has a Ferrari 312, and that's because he always loved that car when it was racing. Then there's a man like John Delane, a great guy who just loves his Tyrrells and now he can race the very cars he watched when he was younger. We look after his cars and we've become great friends."

Hall & Hall covers all aspects of race preparation. Top left: it carries a vast stock of spares and parts. Left: father and son team Rick and Rob like plenty of hands-on involvement

Hall & Hall also has a selection of historic racers and road cars for sale, currently including a 1951 Ferrari 195 Inter Ghia coupé, Maserati 150S, an ex-Kremer Porsche 962 and the 1958 Lola MkI prototype. Its buyers appreciate that good old-fashioned mechanics are preserving, and often improving, the world's great racing cars for us all to enjoy.

"That's another nice thing about this business – we make a lot of friends," says Rob, "and you can't say that about many businesses."

Contact: Hall & Hall, 01778 392562, www.hallandhall.net

ACCESS ALL ERAS

A huge crowd enjoyed a massive entry, great racing, and fascinating displays at Silverstone

BY PAUL LAWRENCE

With a crowd of 40,000 fans and a massive field of over 600 entries for 22 races, the Silverstone Classic is a giant of the summer season of historic racing festivals.

The 2007 event, celebrating in particular Group C racing and Porsche, offered so much to see and do that many visitors had to skip some of the wall-to-wall racing that filled the three days to bursting point.

Although the summer's deluges generally stayed away, rain did arrive for one of the showcase races, the World Sportscar Masters 90-minute enduro that ran into the dusk on Saturday. Significant in that race, which was ultimately shortened as the weather worsened, was a first major win for a 'continuation' car when Martin Birrane's newly-built Lola T70 Mk3B claimed victory.



Jim Houlgrave

Above: Lola Boss Martin Birrane and Ron Cumming won in the dusk and the rain. Right: Peter Dunn's March 761 won twice. Simon Hadfield chases here in the ex-Hunt Hesketh 308B

A host of displays and attractions on the circuit's extensive infield catered for less hardened enthusiasts, notable non-racing attractions included young Freddie Hunt demonstrating the Hesketh 308B in which his late father scored the marque's only grand prix victory, in the 1975 Dutch GP at Zandvoort.

To celebrate a quarter century of Group C racing, the national circuit straight was turned into the biggest Group C/GTP paddock in history, with more than 60 cars on show. About half of them were racing over the weekend.

Star drives were legion, and the charge of Simon Hadfield in the ex-Hunt Hesketh was a feature. Neil Cunningham, meanwhile, on a weekend away from contemporary sports car racing, was mighty at the wheel of Ben Eastick's Jaguar D-type en route to victory by just



The Mark Sumpter/Derek Bell Porsche 962 was the quickest Group C runner, but ran into problems. Below: More than 60 Group C/GTP cars graced the paddock

PORSCHES SPICE IT UP

Group C cars – particularly Porsches – featured large at the Classic

With Porsche as the featured marque, and 25 years of Group C racing as a central theme, five-time Le Mans winner Derek Bell was one of the guests of honour for the Silverstone Classic, and the 65-year-old legend was in constant demand from the fans.

"It's a fantastic weekend here," said Bell. "You don't really realise how big an event this is. For the enthusiast there is everything here. It's great to see so many Porsches here, and now I wish I had driven my own car up!

"I'm racing a Group C Porsche here at Silverstone for the first time since the late 1980s. I was supposed to be out in a Formula 1 Surtees TS9B, but we lost oil pressure in qualifying."

Bell shared a Porsche 962 with its owner Mark Sumpter. "It was a fantastic race meeting with a brilliant atmosphere, but I'm still not sure how we managed to operate 30 Group C cars from nine garages. It was very busy," said Sumpter.

Just as busy was local historic race car preparation ace Gary Pearson, with a gaggle of cars for customers and self.

"It's a busy meeting with lots of racing," said Pearson, who drove four classic Jaguar sports cars. "On Saturday I drove C, D and E-type Jaguars as well as the Group C XJR11. I should have been out in a Mirage as well, but we had an engine failure. The Silverstone Historic Grand Prix circuit has to be one of the best in the world; it really flows in this layout and is perfect for racing these cars. The Silverstone Classic is one of the highlights of our year."

Bell was drafted in to share the Porsche 962 of series leader Sumpter and they set the pace all weekend, with Sumpter bagging pole by nearly a second. In the solo race on Saturday, Sumpter rushed off into the distance from the Spice SE90C of David Mercer and the Jaguar XJR12 of Justin Law. But Sumpter was destined not to finish. With a lead of 22 seconds after 12 laps, he dived inside a group of backmarkers under braking for Stowe and brushed wheels with the 962 of Janine Payne.

"It was 50/50," accepted Sumpter. "She was passing a car as well. We touched wheels and it broke the valve off the tyre. There was no damage at all," added Sumpter after the race.



"The car was great," said the versatile Pearson, who won the race in the XJR11. "I saw Mark off with his car smoking, and knew I just had to keep a gap to David," he said, having kept Group C/GTO club chairman Mercer at arm's length. Law made it two Jaguars in the top three, while US commuter Brian de Vries took a good fourth in the Intrepid.

Sunday's race was a 45-minute contest with a compulsory stop and optional driver change, but the action kicked off at Copse. Sumpter and Mercer clashed and the 962 looped into a spin, running backwards over the kerbs in the process. Further back, Richard Eyre got his Jaguar XJR16 out of shape and the resulting confusion also put Fredy Kumschick (Spice SE90) and Kent Abrahamsson (Porsche 962) out.

Sumpter rejoined in 10th and set about charging up the order, aided by a shroud of red mist. "I had a really good race," he said, having scythed through to take the lead before handing over to Bell. However, after a couple of laps, Derek reported a loud bang and major vibration as a piece of the front splitter broke away. That was probably a legacy of the first corner incident and he wisely toured to the pits.

Wallace had by then taken over the XJR12 of Law, but the wonderful prospect of Wallace versus Bell was not to be. Shortly before Bell retired the Porsche, Wallace brought the XJR12 back in to the pits with low oil pressure

Mark Gillies left his pit stop very late in Jim Mullen's Spice-Chevrolet to lead the middle part of the race, but when he pitted it was a surprised Andy Purdie who emerged as the leader, taking his ex-Richard Lloyd Racing 962 to victory with Lloyd watching.

"The win was a surprise. I read the pit board wrong and thought that was my gap to the leader, not my lead," said Purdie. Lloyd added: "It's nice to see one of my cars winning, 25 years on, especially with young guys like Andy racing them."

Charlie Agg took advantage of the retirements, which included Pearson's Jaguar with a faulty master switch, to bring his Nissan R90CK home second ahead of Gillies/Mullen.

Group C2 wins went to Ian Stinton (Spice SE86) and Tony Wood (Ecosse) but the last word rested with Sumpter, the quickest driver of the weekend. "We beat ourselves in both races, really!"



Luke Stevens hurls the Alta to a BRDC 500 win, co-driven by Gareth Burnett. Right: Dunn/Reid March 74S leads WSM pack

over six seconds in the Woodcote Trophy.

Of course, no Silverstone Classic would be complete without virtuoso performances from Barrie Williams. Brackley's fastest pensioner even managed to drive four cars in the space of two races, doubling up in the Woodcote Trophy (HWM Jaguar and Allard J2X) and Gentleman Drivers race (AC Cobra and Jaguar E-type).

Two excellent Formula 1 races topped the bill, both won by the March 761 of Peter Dunn. For a relatively recent convert to F1 cars, Dunn drove two fine races. However, in Sunday's race the rapidly closing Hesketh 308B of Hadfield came awfully close to giving the Towcester marque a Silverstone victory to go with its 1974 International Trophy win. One more lap was probably all that was needed, as Hadfield charged up from the tail of the grid.

Saturday evening's action concluded with a brace of endurance races. The one-hour BRDC 500 for pre-war sportscars went to Jon Ruston's Alta Sports, raced with energy by Gareth Burnett and young lion Luke Stevens. They finished just under 20 seconds clear of Bill Ainscough's Alfa Romeo 8C, which had been driven with typical verve by VSCC ace James Baxter over the second half of the race.

The clouds that had been gathering during the BRDC 500 finally delivered rain during the 90-minute World Sportscar Masters race. Most cars headed to the pits for tyre changes at around the 20-minute mark. Young Ollie Hancock bravely stayed out in his father Anthony's Lola T212 to take the lead. But as the rain increased, the Lola T70 of Lola boss Birrane and Scot Ron Cumming emerged to lead by almost a minute when time was called with 15 minutes still to run.

The sublime Ferrari Dino of Tony Smith won the HGPCA Pre-1961 race, well clear of the Maserati 250F of Burkhard von Schenk. Michael Schryver made it a family podium in the Pre-1966 GP race, winning in a Lotus 18, with son Will taking third in his Lotus 27. Rod Jolley's Cooper was the meat in the Lotus sandwich. Later, John Harper claimed the Tom Delaney Trophy with a stirring drive in his Cooper T51. Michael Hibberd narrowly won a typically exciting Formula Junior race.

> "Two excellent F1 races topped the bill, both won by Peter Dunn

Aston Martin was celebrated for a second year, with a fabulous grid of cars for the Roy Salvadori Trophy. Appropriately, Nick Leventis led the way in the DBR1 in which Salvadori and Carroll Shelby won the 1959 Le Mans 24 Hours. Graeme Dodd (Cooper Monaco) claimed a double in the BRDC Historic Sports Car Championship, while Andy Jenkinson and John Young were the top Gentleman Drivers in the former's Jaguar E-type. Young later lost the Historic Saloon race in his Ford Mustang, picking up a 30-second penalty for a pit-stop infringement, which handed victory to Leo Voyazides (Ford Falcon).



SILVERSTONE CLASSIC RESULTS

BRDC HISTORIC SPORTSCAR CHAMPIONSHIP

RACE ONE
1. Graeme Dodd, Cooper Monaco
2. Jamie McIntyre, Lister Chevrolet
3. Tony Wood, Lister Jaguar

RACE TWO
1. Graeme Dodd, Cooper Monaco
2. Jamie McIntyre, Lister Chevrolet
3. Shaun Lynn, Lister Jaguar

RAC WOODCOTE TROPHY
1. Benjamin Eastick/ Neil Cunningham, Jaguar D-type
2. Michael Steele/ Barrie Williams, HWM Jaguar
3. Nigel Webb/ Gary Pearson, Jaguar C-type

GRAND PRIX MASTERS

RACE ONE
1. Peter Dunn, March 761
2. Mike Wrigley, March 711
3. Steve Allen, Fittipaldi F5A

RACE TWO
1. Peter Dunn, March 761
2. Simon Hadfield, Hesketh 308B
3. Rick Hall, BRM P160

GENTLEMAN DRIVERS GT AND SPORTS ENDURANCE
1. Andy Jenkinson/ John Young, Jaguar E-type
2. Chris Phillips/ Barrie Williams, AC Cobra
3. Jon Minshaw/ Jason Minshaw, Jaguar E-type

GROUP C/GTP

RACE ONE
1. Gary Pearson, Jaguar XJR11
2. David Mercer, Spice SE90C
3. Justin Law, Jaguar XJR12

RACE TWO
1. Andy Purdie, Porsche 962C
2. Charlie Agg, Nissan R90CK
3. Mark Gillies, Spice Chevrolet GTP

HGPCA PRE 1961 GRAND PRIX CARS
1. Tony Smith, Ferrari Dino
2. Burkhard Von Schenk, Maserati 250F
3. Rod Jolley, Lister Jaguar Monzanapolis

BRDC 500
1. Gareth Burnett/ Luke Stevens, Alta Sports
2. Bill Ainscough, Alfa Romeo 8C
3. Charles Gillet/ P Blakeney-Edwards, Frazer Nash Supersports

WORLD SPORTSCAR MASTERS
1. Martin Birrane/ Ron Cumming, Lola T70
2. John Grant, Chevron B16
3. Richard Meins/ C Lillingstone-Price, Lola T70

HGPCA PRE 1966 GRAND PRIX CARS
1. Michael Schryver, Lotus 18
2. Rod Jolley, Cooper T45/51
3. Will Schryver, Lotus 27

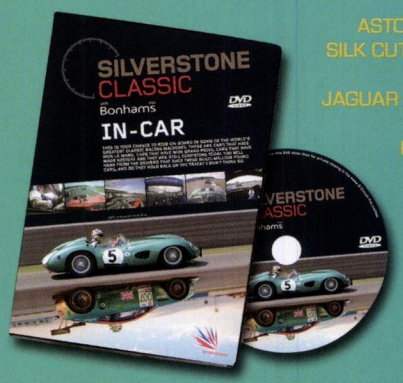
HSCC HISTORIC RACING SALOONS
1. Leo Voyazides, Ford Falcon
2. John Young, Ford Mustang
3. Dan Cox, Ford Lotus Cortina

ROY SALVADORI TROPHY
1. Nick Leventis, Aston Martin DBR1
2. Jeffrey Pattinson, Aston Martin DB3S
3. David Bennett, Aston Martin DB3S

HISTORIC FORMULA JUNIOR
1. Michael Hibberd, Lotus 27
2. Mark Woodhouse, Lotus 20
3. Gavin Pickering, Lotus 20/22

TOM DELANEY TROPHY
1. John Harper, Cooper T51
2. Rod Jolley, Cooper T45/45
3. John Clark, Cooper T51

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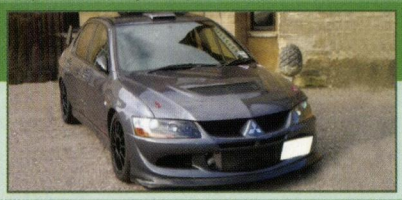
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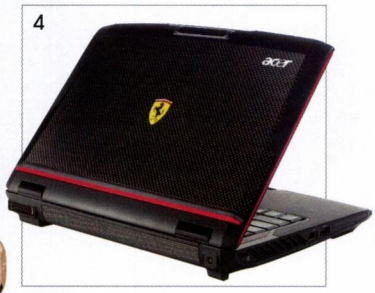
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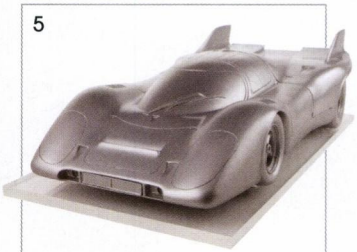
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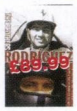
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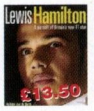
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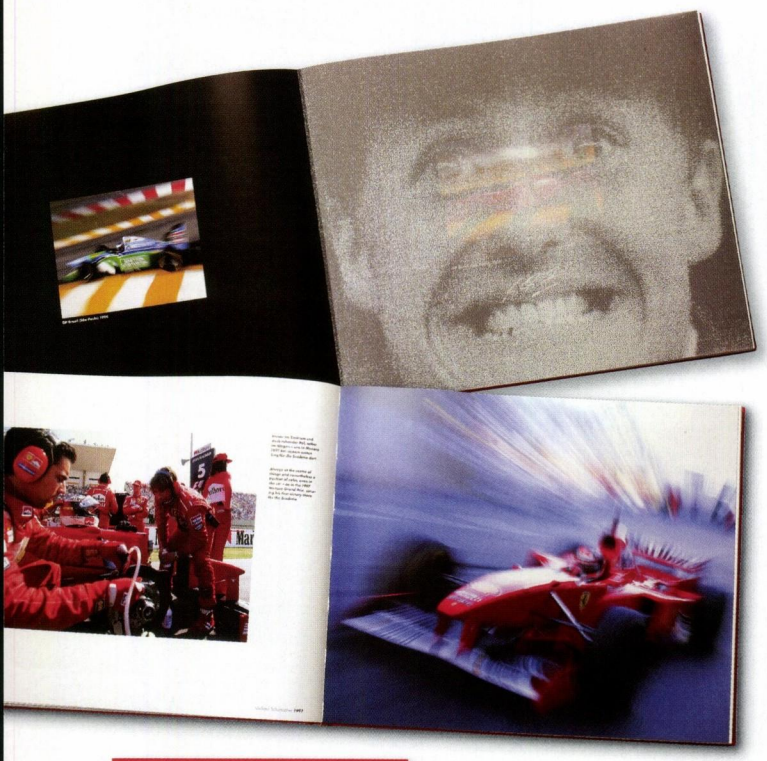
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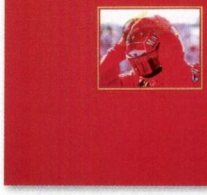
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Reviews





THE GREAT CHALLENGE 5

THE SCHUMACHER ERA

DIETER STREVE-MÜHLENS/
RAINER W SCHLEGELMILCH

Schlegelmilch's stunning photography is the heart and soul of this beautiful coffee-table tome covering Formula 1 in the years when Michael Schumacher was on the grand prix trail. It's split into sections covering individual drivers – with Schumacher understandably occupying the biggest chunk.

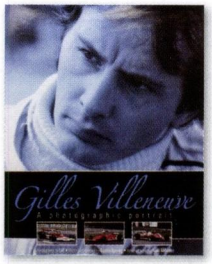
The German's fellow World Champions Fernando Alonso, Mika Häkkinen, Damon Hill and Jacques Villeneuve are also in the spotlight, with smaller sections for other top drivers of the period. Here you'll find all those you'd expect from David Coulthard to Jean Alesi and Eddie Irvine, plus, bizarrely, Pedro Diniz.

The photography is superb whether it's the consciously artistic shots that are used at the beginning of the larger sections or the spur of the moment action shots like that of the flash fire on Michael's Ferrari in the pits in Austria 2003, or of brother Ralf seemingly trying to bury the unloved 'walrus' nose of the 2004 Williams in the gravel at the Nürburgring.

'School photos' of the classes of 1992 and 2006 on the inside covers may not be the most beautiful in the book, but show the contrast between the more relaxed, bigger field of 1992 and the smaller, more commercially-driven '06 set.

This volume (the fifth in the series) starts with recollections from the likes of Bernie Ecclestone, Flavio Briatore and Martin Brundle, and there's extensive text too from Hartmut Lehbrink, but really it's all about the pictures which is just as well because the English translation of the text is a little awkward. **NP**

Published by Rainer W Schlegelmich, ISBN 978 3 00 0210877 7, £170



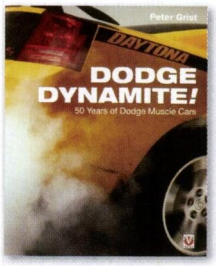
GILLES VILLENEUVE

A PHOTOGRAPHIC PORTRAIT

QUENTIN SPURRING/LAT/
NIGEL ROEBUCK

An evocative collection of photos from the LAT archive of the great Gilles Villeneuve, including many from his early career in Formula Atlantic and then travelling through his understandably often-forgotten runs in the awful Can-Am Wolf to his F1 debut in a McLaren M23, and his Ferrari heyday and the dreadful day when he died at Zolder. An extensive introduction from Nigel Roebuck is followed by well-written, informative photo captions from Quentin Spurring. Many of the images are well known, but there are also plenty of less familiar shots and throughout, the aggressive, passionate Villeneuve driving style shines through, with lots of oversteer, plenty of spins and several lost or departing wheels. Stirring stuff. **NP**

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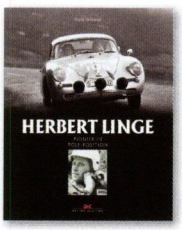
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50 YEARS OF DODGE MUSCLE CARS

PETER GRIST

This covers a lot of ground in a relatively small space. It's all there from brief mention of the Dodge brothers' first steps producing bicycles and auto parts, and their early association with Ford, to the advent of the first Dodge car in 1914 and on to early NASCAR racers, through the streamlined, homologation special, Dodge Charger Daytona, the 'General Lee' 1969 Charger (apparently more than 200 were used in filming the *Dukes of Hazzard* series) and on to Viper GT racers and the latest Avenger-badged NASCAR Car of Tomorrow. There's a huge quantity of information here, but the broad sweep and the sometimes over-crowded layout give it rather a disjointed feel. **NP**

Published by Veloce Publishing, ISBN 978 1 84584 112 6, £16.99



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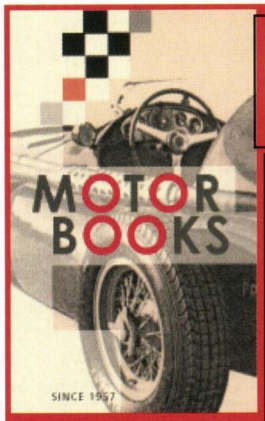
PIONIER IN POLE-POSITION

FRANK WIESNER

Colin Goodwin highlighted the career of Porsche's Herbert Linge in the August issue, but five pages were never going to be enough to cover its sheer breadth. Published in German, Frank Wiesner's book is packed with stories from Herbert's days as an apprentice in the 1940s through to his role in creating the Carrera Cup in 1990, taking in his role in the filming of *Le Mans* and the 100 races and rallies that he knitted in alongside his day job. The photos, showing everything from getting very sideways in the snow in a 911 to vultures cleaning up road kill on the Carerra Panamericana, prove that he has had the most extraordinary life, flitting from racing at Sebring, tackling the Mille Miglia to developing the Weissach test track. It's hard not to feel jealous. **BJ**

Published by Delius Klasing Verlag, ISBN 978 3 7688 1916 9, €32

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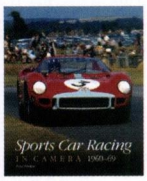
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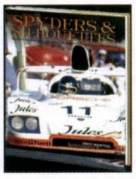
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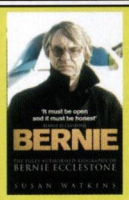
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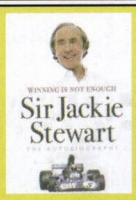




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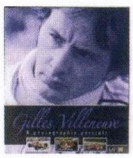


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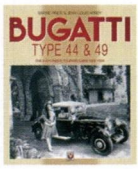
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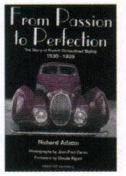
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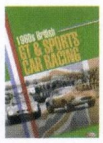
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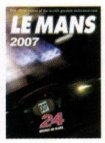
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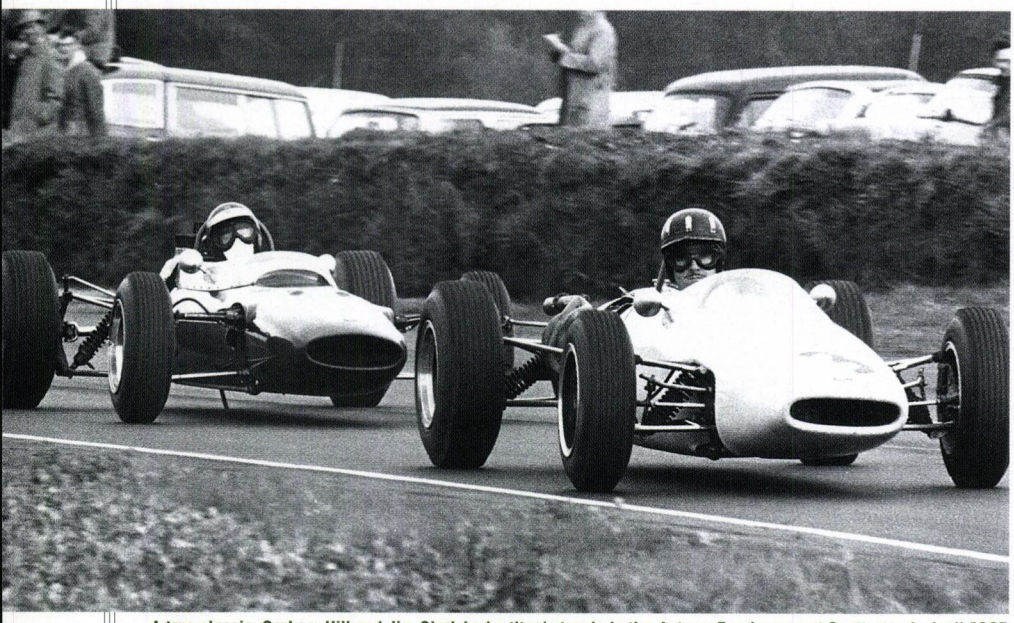
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LAT

A true classic: Graham Hill and Jim Clark had a titanic tussle in the *Autocar* Trophy race at Snetterton in April 1965

THE GREATEST RACE OF ALL?

A gathering of two or more like-minded enthusiasts usually generates fierce debate about epic battles on the track. What's your favourite?

On a recent flight I fell into discussion with a fellow enthusiast about great races we recalled. For years books and magazines have sought to present 'The Greatest Race of All'. Of course such debates are hugely subjective. But among the numerous philosophical quotes which Jenks inscribed on the walls of his tumbledown lodge house near Crondall in darkest Hampshire, was one real gem: "Ah, nostalgia – The Real Thing."

And that Real Thing has never been solely confined to the premier racing categories. While most of the excitement in modern Formula 1 seems to be confined to the latter half of the pit lane (can Fernando really rejoin ahead of Kimi after that last pit stop? Ooh, aah, – deflation – oh... he can't), truly race-long battles once seemed so commonplace.

But candidates for that tag of 'The Greatest Race' always seem to be drawn from the same old pool of top-class F1 and sports car racing, sometimes Indy, too. There was Nuvolari and later Fangio starring in the 1935 and 1957 German GPs, Jacky Ickx edging Hans Herrmann to the line by 100 yards in the 1969 Le Mans 24 Hours, Gilles Villeneuve's blocking masterclass to win the 1981 Spanish GP... You'll know them all.

But what we kept recalling over BA's cheese and bickies was great race after great race from the lower categories. I contend that it doesn't really matter so long as it was a truly gripping race. It does, however, add tremendous edge if you know you have been watching two or more of the world's greatest racing drivers of their era going at it hammer and tongs, right through the race. Within my experience that was often the case in old-style F2, which admitted both the superstar graded drivers and the new boys and privateers. Some showed enormous promise; many absolutely none...

> "We kept recalling great race after great race from the lower categories, the world's greatest racing drivers going at it hammer and tongs, race-long"

One truly great long-forgotten F2 classic was the *Autocar* Trophy race at Snetterton (yes, of all places) in April 1965. It was run in two 25-lap heats, the first of which featured a fabulous cliff-hanger between no less than Jim Clark and Graham Hill. Jimmy drove the Ron Harris-Team Lotus 35, with the latest 1-litre Cosworth SCA four-cylinder engine. Graham was in 'Noddy' Coombs's Brabham BT16 with brand-new BRM P80 four-cylinder power.

These two World Champions raced hub to hub all around the bleak Norfolk course. From lap seven, when the green-painted nose of Jimmy's Lotus led by a fraction across the timing line, Graham in his pale-grey Brabham was able to outfox the Scottish genius for the next 18 laps to the chequered flag. Even then the pair screamed by side-by-side, and while the judges gave Graham the win by a tyre sidewall, the timekeepers gave them identical times. I can't recall if that great race was televised, but if it had been – with stars of such class in intense battle throughout – the tape really would have become an all-time classic.

Ending that F2 season, the Albi GP provided another stupendous race. Yet another multiple World Champion, Jack Brabham, featured in this one. He had begun the year with a Honda engine in the back of his works F2 Brabham. After its racing debut the engine plainly required further development, so Jack used Cosworth power for most of that year, before the revised Honda engine re-emerged at season's end. Here at Albi the new narrow valve-angle four-cylinder went like a rocket. Jack qualified on pole 0.3sec faster than Jochen Rindt's Winkelmann team Brabham and Clark's Lotus, both Cosbodge-powered, of course. Behind them on the Albi grid sat Denny Hulme's works Brabham-Cosworth and Alan Rees, Rindt's Winkelmann team-mate, in his.

The duel which followed initially involved six cars; Clark, Brabham, Hulme, Rindt, Rees and Richard Attwood's Lola, entered by Midland Racing Partnership, all swapping places, three abreast at times. After 10 laps Richard's engine quit, but the race raged on with Clark v Brabham at the spearhead, and Jimmy finally won by 0.6sec. For many of us in that period Formula 2 ruled. And don't think for one moment this epic had been just a sprint race. This Albi GP was run over 85 laps, 191 miles, whereas this year's British 'Petit' Prix was over 185...

Do you recall a favourite great race from other than World Championship Formula 1 or sports car level? If so, let's hear about it.

"It was only a little one..."

Veteran German Hans Herrmann drove for Porsche, Mercedes-Benz, and briefly Abarth, from 1953 to 1970. Intelligent and quick, he also drove Maserati 250Fs in F1 and was always to be reckoned with. When I was talking with him in Stuttgart recently he recalled his farewell race, 1970 Le Mans, with Richard Attwood in a Porsche Salzburg-entered 917 with the small 4.5-litre engine. "I had been beaten at Le Mans by Ickx and the Gulf GT40 the previous year. We at Porsche were desperate to win the race outright for the first time, but I decided before that 1970 race it would be my last. I told nobody, not Porsche, not my team-mates, not even my wife. I just told me.

"And then we won it outright. 'Herrmann', I told myself, 'you made the right decision!' "

In 1953-54 he had been selected to join the new Mercedes-Benz works team, but in testing one of the new W196 cars at the old Hockenheimring – which passed through the town – an oil pipe burst, flooding the footwell with scalding oil. With his foot slipping off the brake pedal he crashed into a house and was taken to the *krankenhaus* with severely scalded feet. He ended the 1954 season third in the Swiss GP, fourth in the Italian and third in the Berlin GP on the high-banked *autobahn* course at AVUS.



GPL/Julius Weltmann

Hans Herrmann watches his BRM Type 25 pound itself to pieces at AVUS in the 1959 German GP

He shared the fourth-placed W196 in the 1955 Argentine GP, then reappeared in practice at Monaco, where he made a mistake.

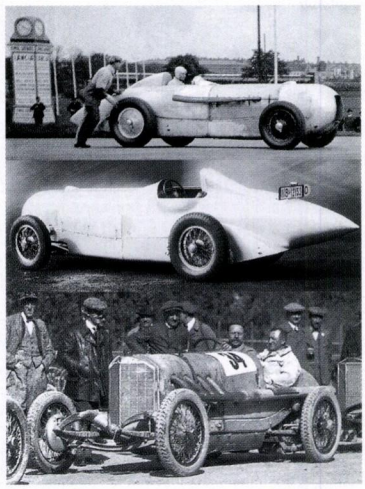
"I was driving one of the longer-chassis cars with inboard brakes, one of which began locking. If I'd had more experience I would have called at the pits, but no, I thought I could drive around it. Before Casino Square the brake locked, took me off-line and into the stone balustrade, which broke my leg..." And ended his Mercedes Formula 1 career. (It appears that he actually broke his pelvis and a vertebra).

He later drove Maserati 250Fs and Porsches at F1 level, but his return to AVUS for the 1959 German GP provided another miraculous escape: "I drove the pale-green front-engined BRM for Stirling Moss's father's team (BRP). I was doing maybe 280kph (170mph) towards the right-hand kink which led into the level left-hand hairpin, but when I hit the brake a hose burst and the pedal flopped loose. No brakes.

"The previous day, my great friend Jean Behra had been killed when he crashed his sports Porsche on the high banking, in the rain. I was heading brakeless into a corner with spectators packed around its outside. I was going to kill hundreds. I tried to slow the car by aiming it into the straw bales on the left. I expected them to burst and drag off speed. But they had been soaked by the rain and were rock-hard. The moment my front wheel hit them it rode up and over the top.

"The next thing I knew I was flying 10 metres in the air. There was a tremendous impact and I was sliding and rolling to a stop on my own, out of the car. 'Ach Herrmann,' I thought, 'yesterday poor Behra was killed, now you're dead too' and I waited for the pain, but it didn't come. I was puzzled. I could see bits of car landing everywhere, marshals running. I thought I could stand up, I tried it and stood up. Then I checked myself quickly. Unbelievable! Everything seemed still to be attached and working. So then I thought 'Herrmann, maybe you aren't gonna die' – and that did it. I immediately collapsed as much in relief as shock, and laid down again. They carried me off on a stretcher, and the first thing I did was ask for a telephone. I called my mother and said 'You might hear on the radio I've had an accident. Well, it's true, I have, but I'm OK – it was only a little one...' "

With such an outcome, a little one it might have been, but photographs of the Stuttgart baker's AVUS shunt passed into racing folklore as some of the most spectacular ever taken.



DaimlerChrysler archive

Von Brauchitsch's winning silver SSKL at AVUS, 1932; its tail was more shapely than its nose. As early as 1924 some works Mercedes raced in silver

Debunking the Silver Arrows

Disproportionate fuss has been caused in Germany recently by a journalist named Eberhard Reuss publicly questioning the legend that when Mercedes-Benz re-entered GP racing at the 1934 EifelRennen it had to scrape off the white national racing colours to meet the maximum weight requirement, winning the next day in bare aluminium. Ever after, aluminium/silver instead of white became Germany's national racing colour. In simple terms I believe Reuss is right, the legend is nonsense; it's just a pity that his 'revelation' became a polemic exercise condemning DaimlerChrysler's marketeers for telling us lies, when all they did was to exaggerate a simplified version of what is proving to be a terribly complicated historical conundrum. But would any sensible car buyer ever swallow whole what the industry tells us?

For me the interesting thing is that not only did Auto Union pre-empt Mercedes-Benz by racing silver-grey cars at AVUS the week before the Eifel event, but two years previously, in the 1932 AVUSRennen, Manfred von Brauchitsch won in a streamlined Mercedes-Benz SSKL also painted not white, but silver.

DaimlerChrysler's historic section is today being meticulous about establishing the company's true heritage, and it has moved archival mountains to verify or deny Reuss's over-hyped campaign. To outsiders it's all wonderfully unimportant, but in Germany it really seems to matter. DaimlerChrysler's historic objectivity has been exemplary – one document uncovered is a memo dated August 8, 1924, from Director Max Sailer ordering that the chassis and body of one of his new works team cars being built for Monza should be finished in "Aluminium" with the upholstery in "schwarzes Leder" – black leather. Mmm, nice, matches my Volvo V70 Estate.

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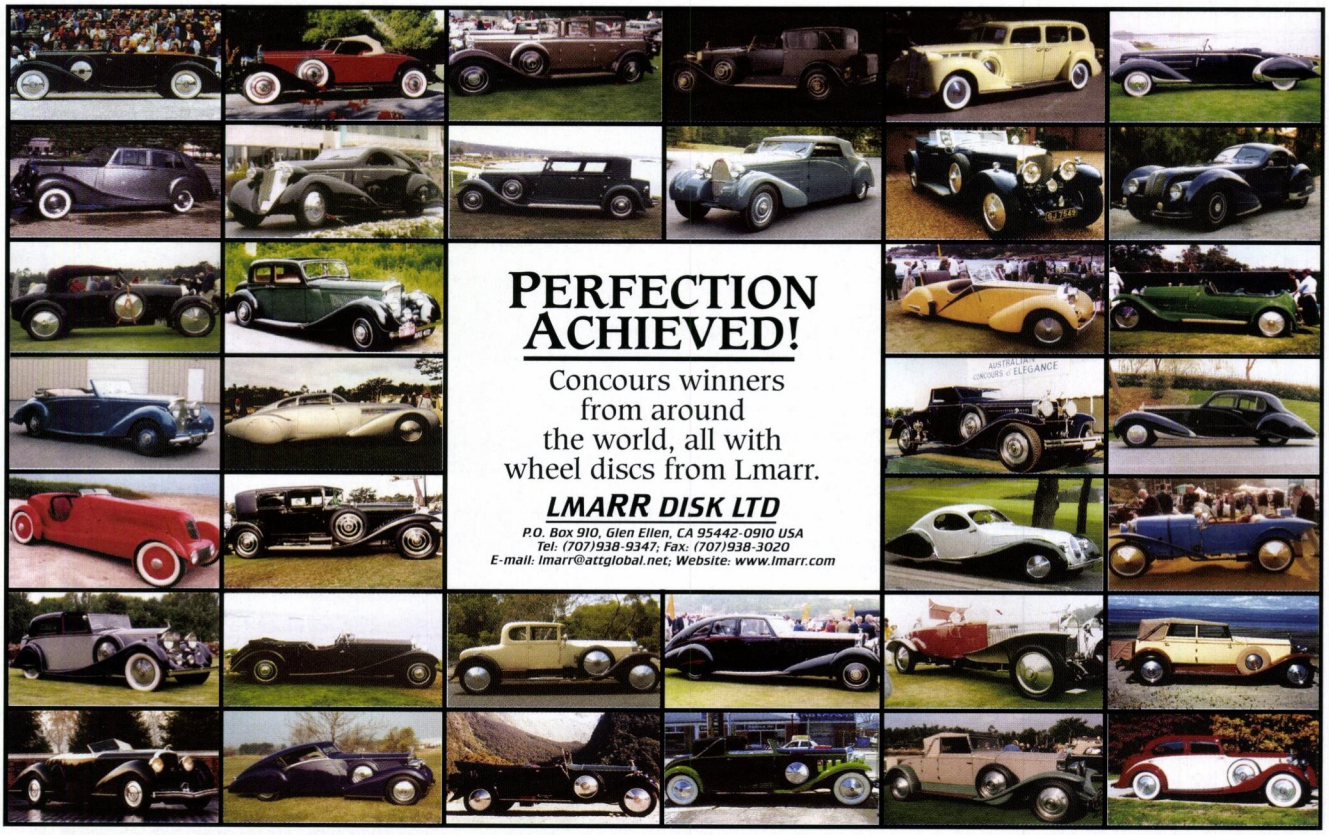
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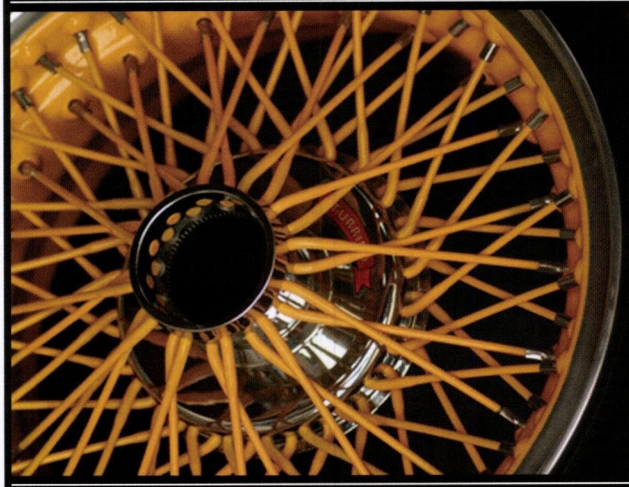
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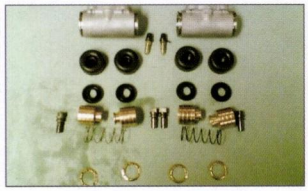
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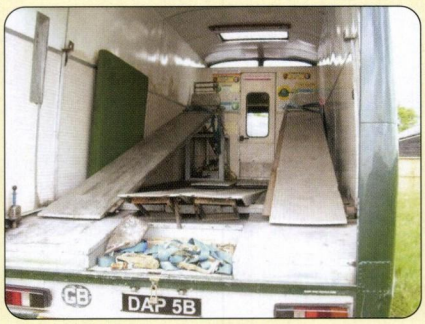
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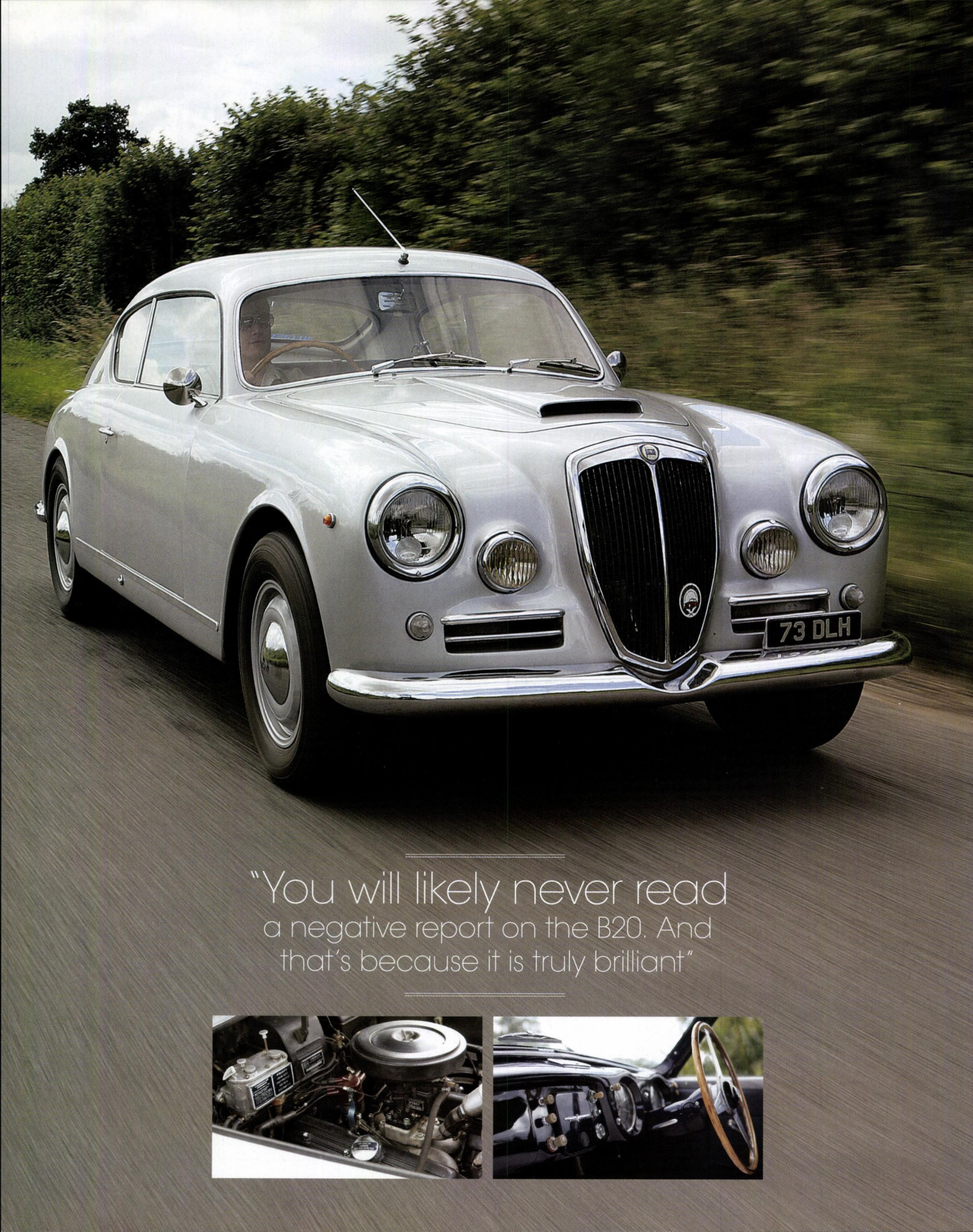




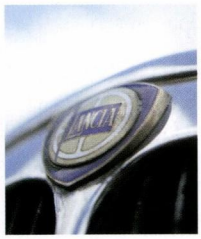


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LANCIA AURELIA

Far more than just an elegant tourer, the B20 GT defines an era when the Italian marque was known for groundbreaking engineering and superior build quality

BY RICHARD HESELTINE / PHOTOGRAPHY BY HOWARD SIMMONS

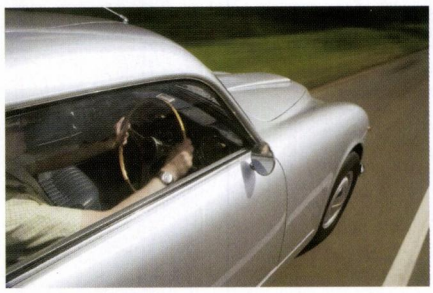
Time was when Lancia had its own unique style and disdained convention. Its cars were often inordinately beautiful or, at the very least, resonantly elegant in their thinking. None more so than the Aurelia B20 GT, which married timeless style with idiosyncratic engineering and an enviable competition pedigree. It remains one of the most captivating Lancias ever, and so by definition one of the most enthralling of all road cars, period.

This was, after all, the daily driver of Juan Manuel Fangio, Jean Behra and Mike Hawthorn (the latter even racing his), which is a pretty resounding endorsement. The same model for which the term Gran Turismo took on an altogether more contemporaneous air, one in which Louis Chiron drove to victory in the 1954 Monte Carlo Rally. This was a car for the connoisseur, for the trendsetter and – tellingly – for the enthusiastic driver.

All of which came at a price. In 1957, seven years into its eight-year production life, an Aurelia B20 GT cost an eye-watering £3346, of which a good third was taken up by Britain's thumping import duty on luxury cars. In comparison, a homegrown Aston Martin DB MkIII was almost £300 cheaper. And marginally faster, too. Hell, a Rolls-Royce chassis cost only £7 more. You *really* had to want an Aurelia. No great surprise, then, that just 25 were officially imported by Lancia England, which didn't even bother quoting prices in print.

So why the enduring appeal? It seems highly improbable now for generations raised on warmed-over Fiat-derivations, but this century-old marque really was once renowned for its superior build quality and the originality of its architecture. Sure, Lancia never factored in the whole making-a-profit thing, eventually selling out to Fiat in 1969 for the grand sum of six *lire*, but it made cars that mattered.

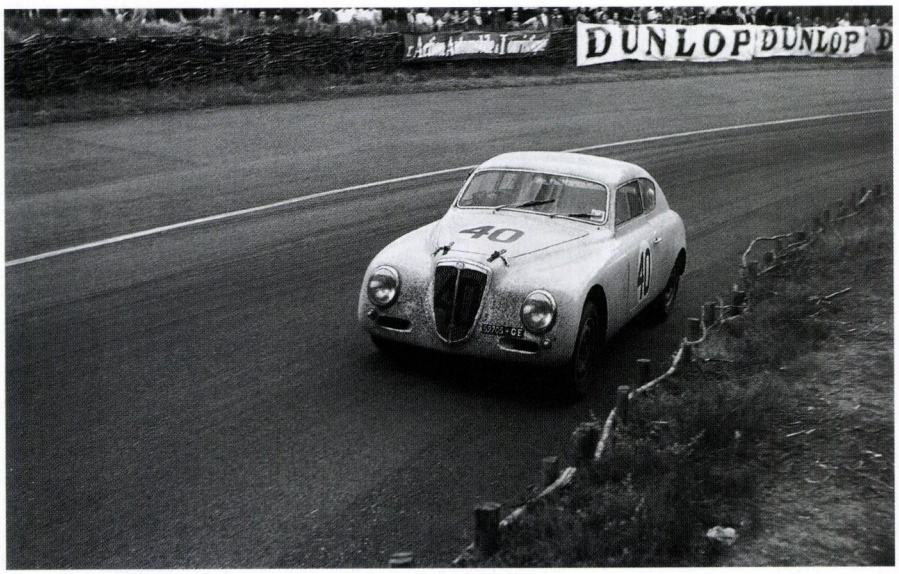
Envisioned by legendary engineer Vittorio Jano, the original Aurelia B10 was at the vanguard of car design: the B20 GT simply raised the bar even further. At its launch in 1951 there wasn't anything else like it. The Aurelia was the first production car to be manufactured in volume with a V6 engine. Of course, V-configuration engines had long been a Lancia staple, starting with the sublimely capable Lambda (V4) from 1922. The only reason, it seems, that Lancia's backroom boffins hadn't got round to devising a V6 sooner was because it was thought this layout would resonate too much ever to be as smooth as an in-line unit.



But then Lancia was rarely a slave to convention. Designed by Francesco De Virgilio under Jano's direction, this 1991cc 60-degree unit had a short alloy block mounted on rubber to absorb vibration through the rev range. It makes do with a single camshaft and has in-line valves in hemispherical combustion chambers. A twin-choke Weber carb sits in the centre of the V. This was also one of the lightest engines of the day, popular legend having it that spanner-wielders at the Lancia factory could often be seen holding a block under one arm and the heads under the other.

Equally unusual was the use of a rear-mounted, alloy-cased gearbox housing the clutch, gears, final drive and mountings for the inboard drum brakes. Front suspension was predictably by Lancia's traditional sliding pillar arrangement, with the rear on semi-trailing arms, replaced roughly halfway through the model's production life by a de Dion set-up.

Topping all this off was one of *the* great outlines of the immediate post-war era. Who, precisely, styled the B20 remains shrouded in intrigue, but then famed *carrozzeria* Pinin Farina (two words until 1959) which also fabricated »»



The B20's racing pedigree is a fine one: Felice Bonetto and Enrico Anselmi finished eighth at Le Mans in 1952, the same year Bonetto won the Targa Florio in an Aurelia

the bodies – along with the likes of Viotti and Maggiore – rarely attributed output to individual stylists: there's no 'I' in team and all that. It certainly borrowed cues from the firm's earlier landmark Cisitalia 202, although the height of the engine necessitated a loftier bonnet line. Unsubstantiated reports claim that the design was actually the work of an unheralded artisan at Ghia, but as the firm had by then been reduced to making bicycles, this is doubtful. Whatever the truth, the GT's was a pure, uncluttered silhouette and staunchly futurist in outlook.

Although conceived as a GT, the Aurelia swiftly proved as adept at setting the pace in



races and rallies as covering long distances across Europe in utter civility. Within a matter of months of its launch, the Giovanni Bracco and Umberto Maglioli entry came home an astounding second overall on the 1951 Mille Miglia, beaten only by Gigi Villoresi's Ferrari 340 which had twice the displacement. Bracco and Count 'Johnny' Lurani would go on to win the 2-litre class at Le Mans that year in the same car. Add in Felice Bonetto's outright win on the 1952 Targa Florio and Johnny Claes's super-human feat to win the '53 Liège-Rome-Liège rally (he was forced to drive solo for 36 hours and 1500 miles after his co-driver, Ginet Trasenster, fell ill) and you couldn't hope for a finer competition pedigree for a proper, unalloyed production car.

Over the years the B20 was honed and refined, but the fundamentals remained much the same. This is the abridged version of the story: the retrospectively named first-series cars gave sway to the series two editions in April 1952 – they had a higher-compression engine and lower gear ratios. A year on, the third series arrived with capacity increased to 2451cc (hence the largely forgotten GT 2500 tag), providing a useful 118bhp at 5000rpm. New, smoother rear wings did away with the vestigial fins and a larger rear window aided visibility. Within 12 months, the fourth series went over to the new de Dion set-up. Then followed a bit of a gap to 1956 and the fifth series, which had a softer cam – power was slightly reduced, but torque was improved. That gave way to the sixth series a year on with mostly minor detail changes. Production ended in June 1958, and by this time 3121 of all types had been made.

So even the most youthful iteration is 50 years old, which is difficult to comprehend when experienced first-hand: the GT *feels* so much newer. Overlooking the outer beauty, it's the cabin that draws you in. Not so much because it's especially dazzling but because it's an antidote to the British 'cow and trees' approach. The painted dash is sparsely equipped, with Bakelite switches and gorgeous, large Veglia instruments (Jaeger on later cars), the speedo working counter-clockwise. Everything has a feeling of well-oiled precision right down to the tautness of the ashtray's spring-loading and the slow gearing of the window winders. It's all very muted glamour, and honed-from-solid engineering.

In period, Lancia did cheapen things a little with a plastic-rimmed steering wheel, which was prone to cracking. The vast Nardi item seen here was a contemporary – and popular – option. Same, too, for the firm's floor-shift conversion in place of the regular column-mounted gearchange. The floor-hinged clutch pedal is weighty, heel-and-toeing requiring a fair amount of ankle articulation due to the throttle being set too far back to be truly comfortable. But that's where criticism begins and ends.

Turn the key through 180 degrees, press the starter button and the Aurelia is surprisingly loud on start-up. Thereafter, only under load does it sound as vocal: you can rev the V6 safely past 6000rpm but such is the refinement here, you probably won't want to indulge in such hairy-palmed excess. And acceleration isn't lacking. Independent figures of the day quoted a 0-60mph time of around 12 seconds, which doesn't sound very impressive by modern standards but there's bags of torque and mid-range urge is inspiring. It just seems so smooth and untemperamental, 4000rpm in top gear equating to 87mph for the admittedly higher-geared series six cars.

Sealing the Aurelia's reputation as a rally car and endurance racer, Louis Chiron drove one to victory in the 1954 Monte Carlo Rally. Fangio owned one; Mike Hawthorn raced his example

Despite the lengthy gear linkages, the actual shift action is super-smooth for its vintage and it's easy to guide the vast lever between short planes, even if does look like it belongs in a lorry. The light worm-and-sector steering allows fingertip control and the ride quality is eerily smooth. Being a good 150kg lighter than subsequent iterations, this 1953 series three car is marginally quicker than those which followed, although history has it that the later cars handle better. Truth is, most who've tried both claim there's little in the way of trade-off until you're really pressing on, though the semi-trailing-arm cars are apparently prone to snap oversteer when pushed near the limit. Driven with moderate enthusiasm, it seems light years more predictable than most of its contemporaries.

You will probably never read a negative report on the Aurelia B20 GT. And that's because it is truly – genuinely – brilliant. Nothing from the same period comes close for polished road manners. And that's before you even *look* at one. If only Lancia's top bods had invested as much effort in figuring out how to make money from building cars as they did in giving engineers free rein, the marque's sheen wouldn't have been besmirched by the rust scandal, awful saloons (have you seen the Lybra?) and the withdrawal from the global market which followed.

An oversimplification perhaps, but then it's equally likely that, had accountants been given more of a say, we'd never have had the Aurelia as we know it. Or at all. And the world would be a much poorer place for that.

Thanks to Mike Jennings, the Aurelia registrar, and the Lancia Motor Club (www.lanciamotorclub.co.uk)


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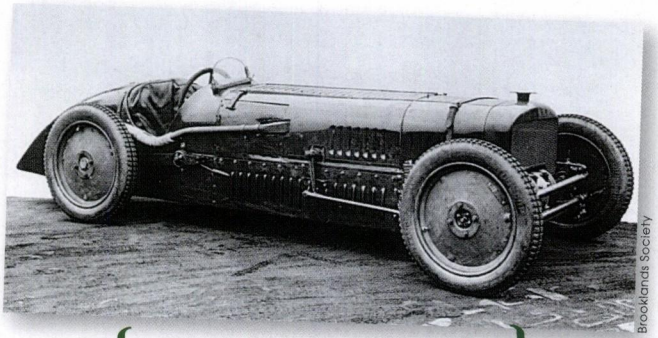


NEW LIFE FOR FWD ALVIS

One of the Coventry firm's advanced front-wheel-drive racers is being reconstructed – with a few amendments

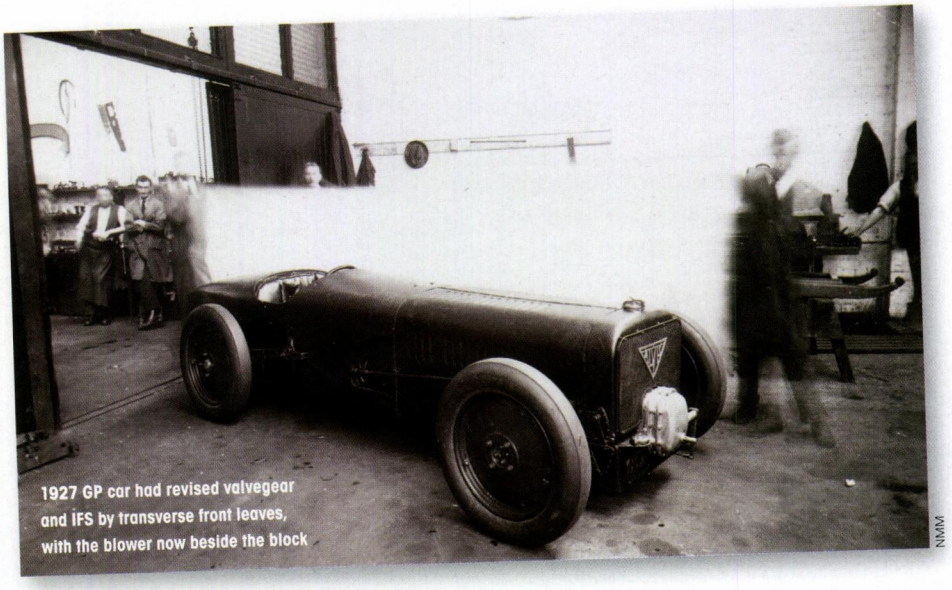
A reconstruction of the No2 front-wheel-drive Alvis which competed in the 1927 JCC 200-Mile Race at Brooklands is underway by Dr Tony Cox, Registrar of the Alvis FWD Register, and Alan Stote, proprietor of Red Triangle Ltd, which took over all the spares when the Alvis Company closed.

The engineless rolling chassis and body of a 1927 GP/200-Mile Race car had been purchased direct from Alvis by Bill Pitcher, a motorcycle dealer in Rugby, before the war. Tony Cox met Bill in 1975 when he was living in Chertsey. Bill told him that he had been a friend of one of the Roach Brothers, who ran a car breakers in Coventry. Roach had tipped him off about a batch of three special front-wheel-drive cars that had been consigned to the breakers by Alvis, with strict instructions that they were to be broken up there and not sold on.



Alvis pursued FWD for several seasons: top, Harvey raises dirt in the 1925 JCC 200-Mile Race. Above, the 1926 car, built for the RAC British GP car but not ready, boasted all-independent suspension and a supercharger

At that time the chassis still had its original disc wheels and rear suspension, with plain tubular rear axle on trailing quarter elliptics, but no radiator or bonnet (which had presumably been removed to extract the engine). This car had been the No2 Alvis entry for the 1927 GP, but both cars were withdrawn as they were not ready for the race. It was, however, driven two weeks later by George Duller in the 1927 JCC 200-Mile »»



1927 GP car had revised valvegear and IFS by transverse front leaves, with the blower now beside the block

NMM

Race at Brooklands, but retired with engine failure. The body has not been repainted and bears the racing number '2' to this day.

Pitcher then set about finding an engine. This came through Leslie Brookes, another Coventry friend. Brookes had seen a brand new eight-cylinder engine lying around the Alvis works; this had reputedly been borrowed by Ron Dalton of the Humber experimental department for some six months, and then returned. Apparently, Brookes was able to persuade the works to part with the engine, and he passed it on to Pitcher, together with a complete transmission unit off another eight-cylinder car. This engine bears the number R85, which identifies it as being from a 1929 eight-cylinder TT or Le Mans car. The transmission is also from a team car, either 1929 or 1930.

Bill Pitcher's venture came at a time when the rear-engine layout was emerging as the shape of the future in motor racing. Bill Pitcher thought, not without some logic but certainly without a care for posterity, that he could make a very nice rear-engined racing car out of his kit of parts. He got as far as throwing away the parts he didn't need – rear suspension, disc wheels, steering, radiator, bonnet, etc. – before giving up the project.

When Pitcher had to sell up his business, he sold the parts to Nic Davies, a life-long Alvis FWD enthusiast, who has preserved them as an entity ever since. He travelled the world (Australia, Papua New Guinea, Florida, Wales) with the project following behind him in packing crates, sometimes lagging by a decade or two. However, to his eternal credit, he didn't lose anything, and from about 1990 onwards he commenced assembly of the parts as one car.

Many of the original parts of the 1927 No2 racing Alvis have survived but not the engine, for which that from the very similar R85 has been adapted. It is excellent that so many of the car's original components can be used, including the upright rear number plate, which I was given by a reader many years ago and on which '2' is so well inscribed that I presume Alvis did it when they knew the race number to be allocated to the car. I have, of course, given this to Dr Cox.

> "Davies travelled the world with the project following him in packing crates"

On Saturday 19th April 2007, the engine was started for the first time in some 70 years, and the car was run under its own power, round a field in Llanrhystyd, with Davies driving and Tony Cox assisting.

So we can look forward to what Cox and Stote refer to as a replication, rather than a replica, of a very historic racing Alvis.

Officers and a gentleman

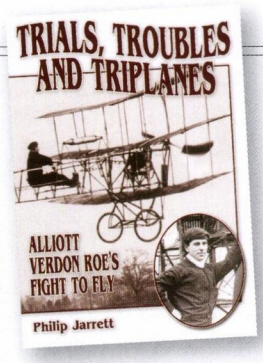
I remember some clashes I have had with the police. Not over speeding charges from the 20mph speed limit days – which some places have now re-adopted (how confusing); nor in these camera-ridden 30, 40, 50, 60 and 70 limits, but from the petrol rationing of wartime.

It began with calls on me by officers in a police car. I was out when these visits came, but they found me eventually to say they had seen me driving a car, obviously using forbidden fuel. Having agreed, I was told I would be charged and would soon be in prison. My comment that they themselves were wasting the precious petrol was not welcomed.

In fact, I had heard that the press and farmers were allowed a petrol allowance, so as I was editing *Motor Sport* as well as doing a war task I applied for, and received, so many coupons that I could not afford to use all of them. It was apparent that journalists and farmers were on a separate file and that the police had consulted the wrong one.

Soon after this I was stopped because my 12/50 Alvis had a noisy exhaust. This caused a summons for misuse of petrol. There were so many similar offenders at the county court that, to speed things up, I was asked to regard standing behind a chair as being in the dock!

Next, I was towing another car behind the Alvis to a photographic venue when two motorcycle police stopped me. I explained that I was using legitimate petrol, but they said towing used more fuel as one made more gearchanges, which I countered by saying that you also had to drive more slowly, which conserved petrol. To no avail. I received a summons to attend a county court, but was discharged after the magistrate had read my list of what I did to keep the armed forces entertained. The list ended with 'etc', which I now add to all official documents... The policeman, who had come a long way to provide evidence which was not required, looked very surly as we took different carriages on the train back.



TRIALS, TROUBLES AND TRIPLANES

PHILIP JARRETT

I have been reading a most interesting book. If the beginnings of the car are of considerable interest, at least the pioneers had horse-drawn vehicles to copy, whereas those seeking to achieve heavier-than-air flying machines had little to guide them, apart from studying bird flight and their own models following what they thought were the ways to proceed.

Philip Jarrett's book not only covers AV Roe's experiments in 165 very large and clear, glossy pictures and investigative text (128 A4 size pages) but disposes of the false assertions that Roe had made hops at Brooklands by 1908, which he never claimed; his first established off-the-ground flight took place in 1909.

The book is of very high quality for the modest price and has some historic pictures of Brooklands. Incidentally, AV Roe did make cars after WW1.

Published by Ad Hoc Publications, ISBN 978-0-94695865-8, £16.95

Unexpected reward of defending the Track

One memorable recollection in this Brooklands Centenary Year is a pleasant one. It was in 1934, as I drove into the Track, that the chap on the gate, who normally waved me on, stopped me to tell me that Percy Bradley, the Clerk of the Course, wanted to see me. What ever had I done? I straightened my tie, combed my hair, and went up to his office on the first floor of the Paddock Clubhouse from where he had access to the balcony surrounding it and could see almost the whole of the Track. (When Mrs Morag Barton, the first Curator of the Brooklands Museum intended to get the layout correct she asked Jenks if I could tell her on which floor the C-of-C's office had been. Alas, in the end she set it on the ground floor, as being more useful as her office!)

At the time Gordon Brettel had done well with his A7 Special until he nearly went over the top of the Members' banking, fracturing one of his arms, but driving also the Dr Roth Talbot. He had an article in *The Autocar* titled "Brooklands – a Lament", criticising the now aged motor course in several ways. I saw the opportunity to earn a guinea or two by responding with "Brooklands – a Defence". Bradley had obtained my name from *The Autocar* and the lad at the gate had been told to inform me to go and see him.

"Just the shot in the arm we needed," Mr Bradley told me. "What's that pass you are wearing?" It was a non-track Press one, so Bradley's secretary was summoned and told to give me a season's Track pass. From then on I was in Bradley's good books. "If Cann asks you for the 10/- to use the Track tell him you have my permission to use it at any suitable time free of charge. You may like to do so now," the great man concluded. Fortunately I had parked the humble car I had arrived in out of sight, but from then on I could do no wrong.

Lea-Francis at Reunion

This year's Brooklands Society Reunion was devoted to Lea-Francis and Napier cars, the former to honour their president, the late C T Tom Delaney, who had raced his Hyper Lea-Francis at the Track in the 1930s and was still doing so in vintage events at the age of 95. The Napiers were to commemorate the opening parade at the Track in 1907.

Twenty Lea-Francis cars were present. Tom's was driven by Lucy Delaney, and it was nice to see other Hypers in the care of Lucy and Geoffrey Delaney, and Janet Croome, Tom's niece, with a 1929 12/40. Other cars of this make with a Brooklands history were Andrew Dixey's and Jeremy Brewster's team cars, the latter driven by Gordon Hendy, and Wilfred Green with the car his father had raced at Brooklands in 1928.

Ten Napiers were present, and Graham Skillen had his Marendaz Special which had broken records at the Track, Tim Ely brought the ex-Hawthorn Riley Ulster Imp and Darrell Moores an ex-Brooklands Talbot 90.

RUMBLINGS

The VSCC held its Loton Park hillclimb on July 23/24, at which FTD was made by Robert Cobden in his 1937 Riley Falcon, in 68.48sec, which gained him the TT Humber award. The quickest pre-war car was the Frazer Nash Super Sports driven by Jonathan Cobb (64.77sec). Best time for a vintage car was that of Justin Maeers in the 1926 GN Parker Special (66.21sec), and the Edwardian class was won by a 1913 Model-T Ford driven by James Collins (82.01sec).

Should you feel like going to a steam rally for a change, at least 18 such events are due to be held in September alone. A stamped addressed envelope to the National Traction Engine Trust, PO Box 102, Wrexham, LL13 0ZS will produce a nicely illustrated list of all the 2007 fixtures.

The VSCC held a Centenary sprint meeting at Brooklands on July 7, at which FTD was made by Robert Cobden's 1937 Riley Falcon Special in 39.14sec. Best vintage time was 39.6sec by Jonathan Cobb's 3.3-litre Frazer Nash Super Sports Special, and best Edwardian car was Nicholas Pellett's 1914 TT Sunbeam, in 56.64sec.

The other day I read a motoring writer's opinion that there must be 20 drivers who would give their right arm to drive a modern McLaren-Mercedes in F1 races. But wouldn't they be hampered by driving with only one hand? In a daily paper I then saw a reviewer saying he had had no opportunity for reading the book, but that it was a good read!

Some time ago I asked whether anyone knew if Mr Toad, who got into serious trouble through furious driving of his huge car in Kenneth Grahame's children's book *The Wind in the Willows*, was inspired by the author owning a big fast Edwardian car. I have since been able to read Alison Prince's biography of the famous author, a 384-page study, but nothing about cars or motoring appears therein, somewhat to my disappointment...

The award for the VSCC's Eastern Rally was won by Allan Lupton in a 1928 Lea-Francis, navigated by David Kirkham. He also took the John Barrett Trophy

Parting Shot

International Trophy, Silverstone, May 5, 1951

Despite placing second in heat two, Consalvo Sanesi, in an Alfa Romeo 159, managed only 16th in the somewhat diluvial final. Fearful conditions, including hailstones, thunder, lightning, and flooding at Stowe Corner, resulted in the race's abandonment after six of the intended 35 laps, and Reg Parnell, driving a Ferrari 375, being declared winner

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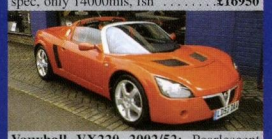
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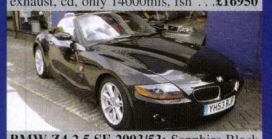
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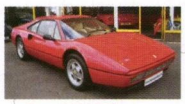
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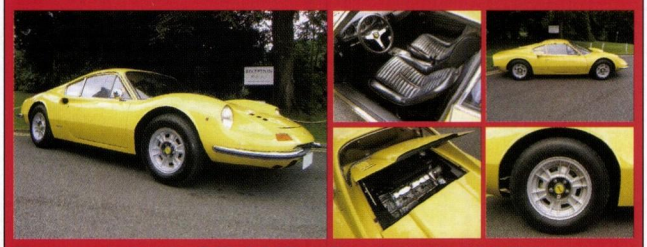
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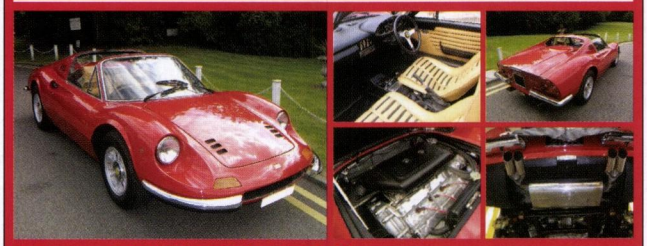
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Ferrari 246 GT LHD, Series 1, 1971

Galliofly Yellow, Black leather, 64,200 miles, stainless steel sports exhaust. This fantastic car was imported from Italy into the UK in 2000. It has been maintained by Foskers since 2001, regardless of the cost and is a genuine Series 1 246 GT. The car has just undergone extensive recommissioning which include the retrimming of dash board, new carpets, new chrome, major engine service including valve clearances, detailing of engine bay, wheel refurbishment. A stunning car, which retains many original features.

Price £70,000



Ferrari 246 GTS, 1973

Rosso Corsa, Tan leather, 64,315 miles, stainless steel sports exhaust, leather interior with Daytona inserts, CAT immobiliser. In 1980 the car underwent a ground up restoration by Foskers. This included new front end, sills, inner and outer doors, a post, b post, rear bowls, bare metal respray, engine rebuild, gear box rebuild, suspension rebuild, retrim and was converted to lead free petrol. Foskers purchased this car in March 2007. The car was then taken into our workshop and recommissioned including major valve clearance service, wheel refurbishment, engine bay/suspension and chassis detailing, rechroming, new carpets, minor paint work and paint chips removed. This is a wonderful restored Dino GTS, which has been maintained by the Fosker family for over 30 year.

P.O.A



Ferrari 246 GTS, Series 3, 1974

Rosso Corsa, Tan leather with Daytona inserts, 49,515, flared wheel arch campagnolo car one of only 22. Foskers first maintained this car in 1987. From 1987 to 1990 the car underwent a total ground up "nut & bolt" rebuild. This rebuild included a new front end, door, arches, sills almost everything was renewed. The car had a complete engine rebuild including new pistons, lead free petrol conversion, gearbox rebuild, suspension and new interior. The car has been dry stored for the last eight years. During August 2007 the car has been recommissioned by Foskers including a major service including valve clearances, new campagnolo wheels and tyres, rechroming of bumpers, Dynatroll wax protection.

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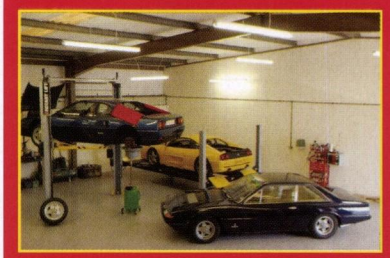


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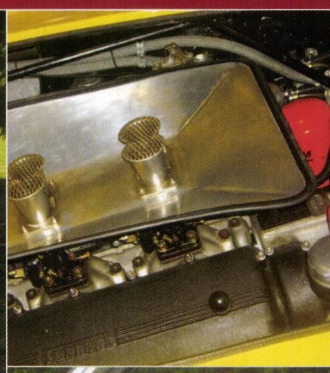
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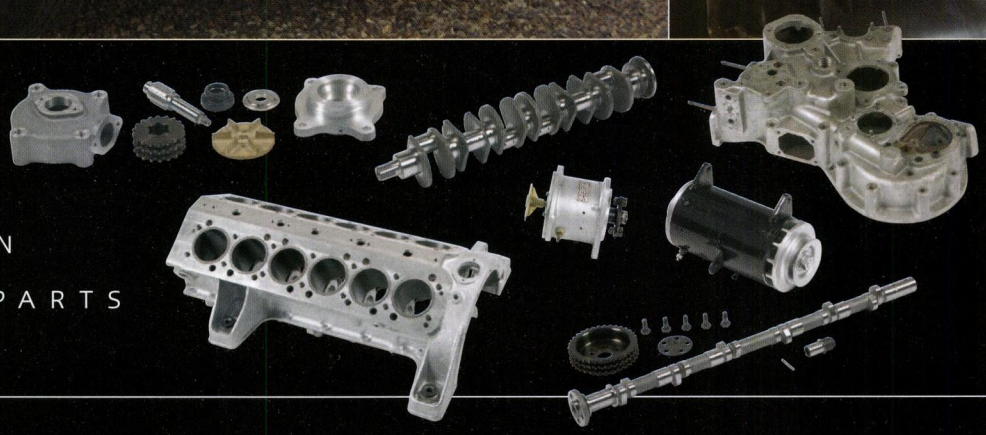
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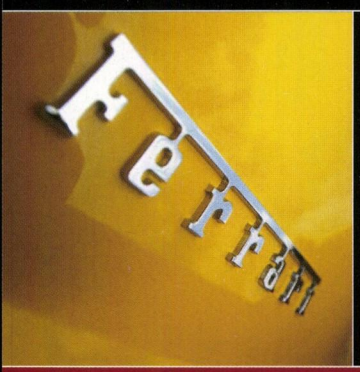






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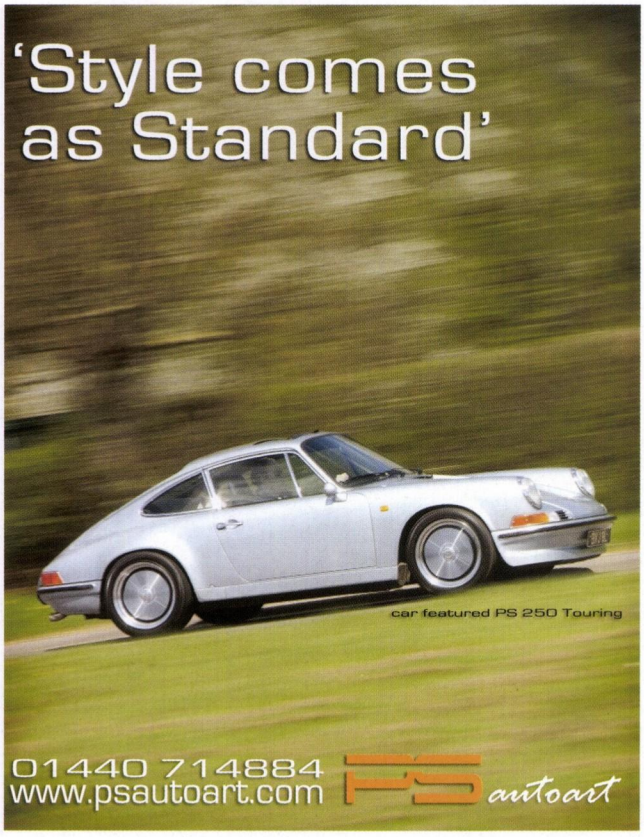
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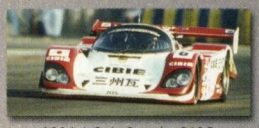
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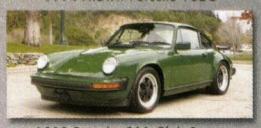

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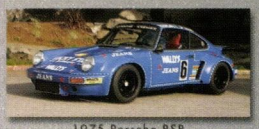

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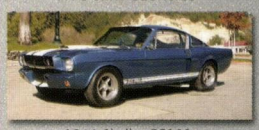

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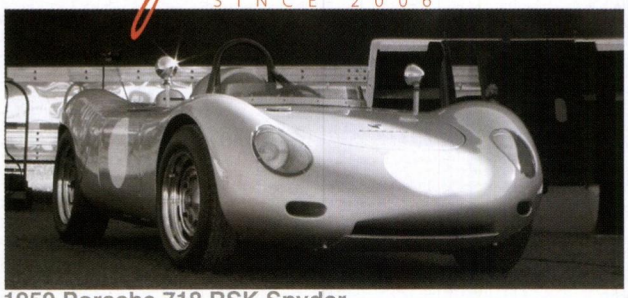
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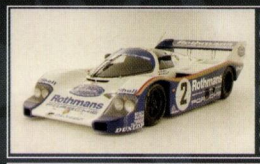
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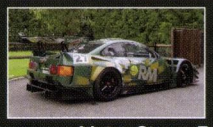




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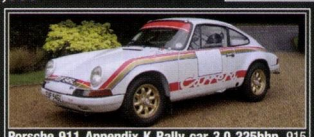
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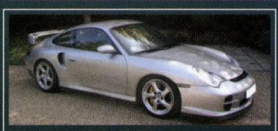
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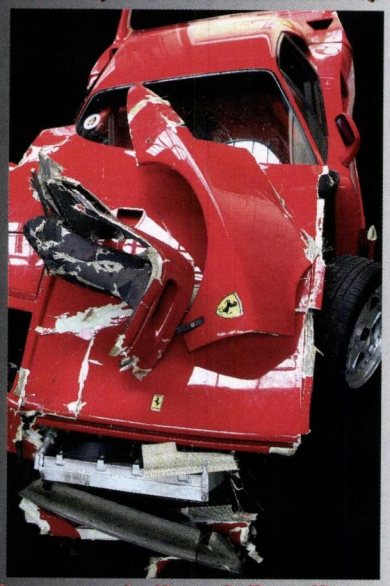
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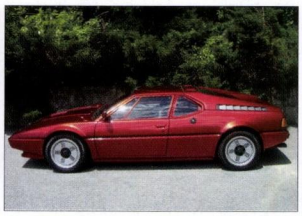
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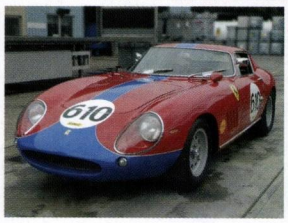
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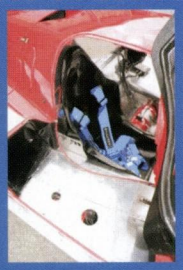
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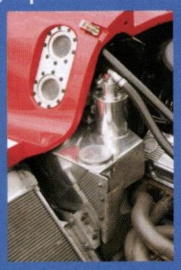
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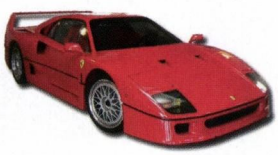
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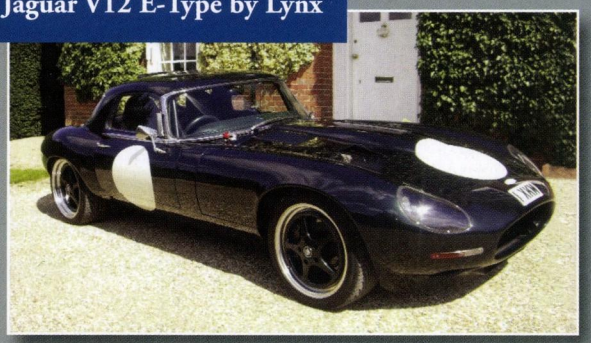
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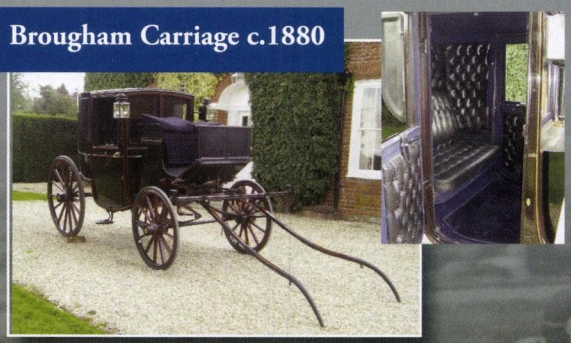
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Jaguar V12 E-Type by Lynx

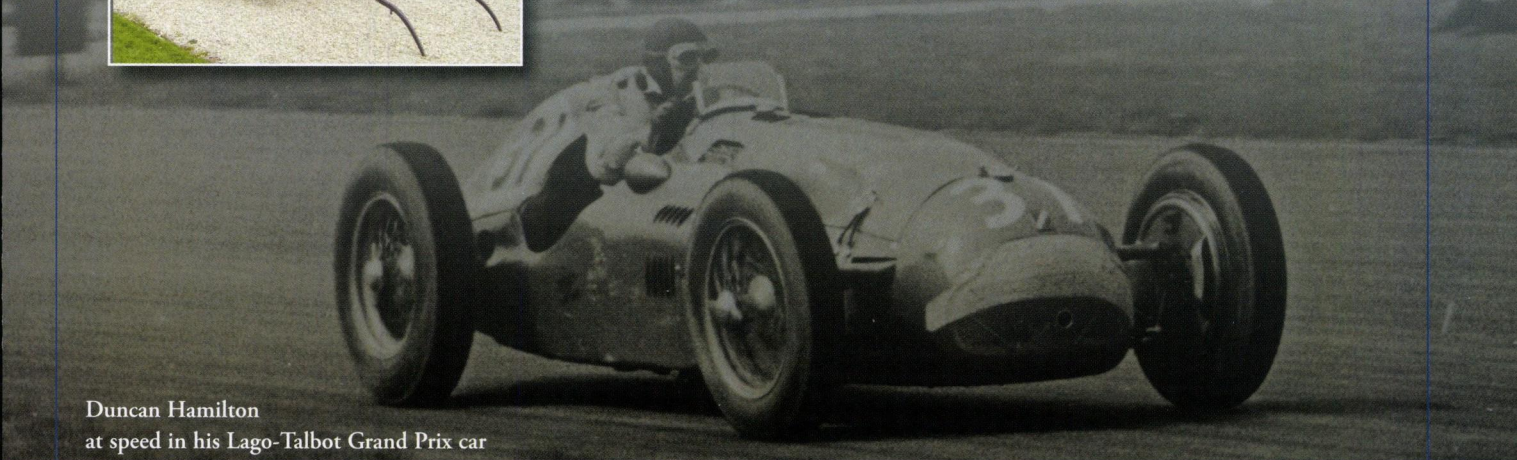


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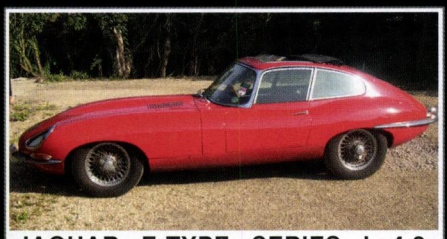
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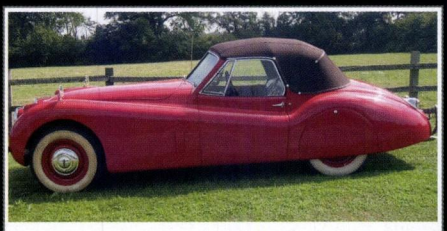
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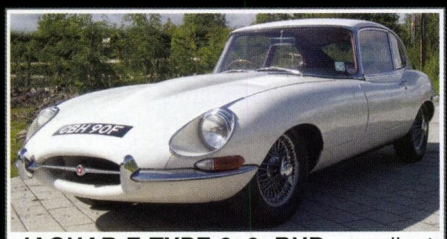
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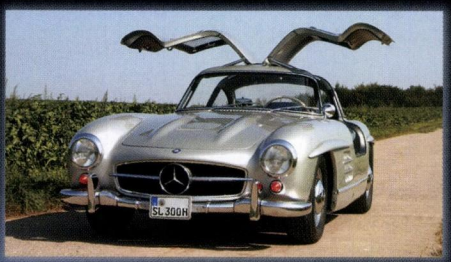
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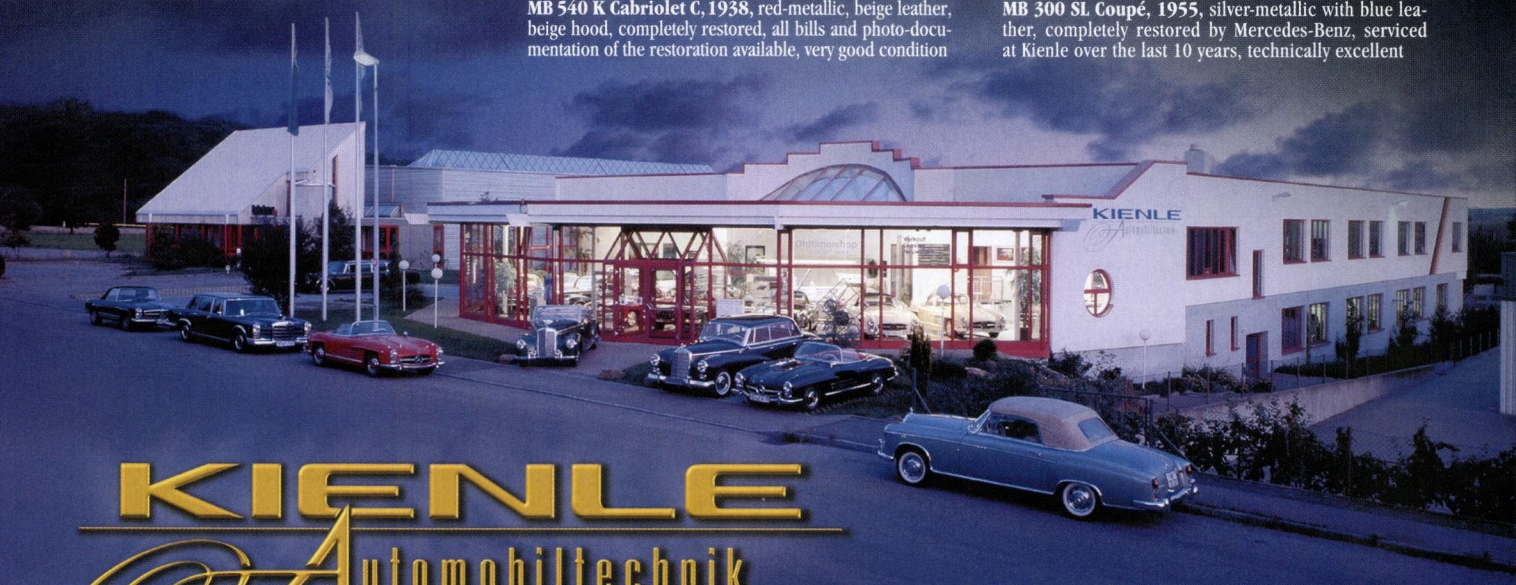
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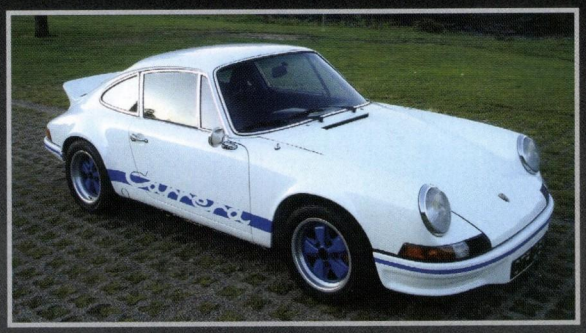
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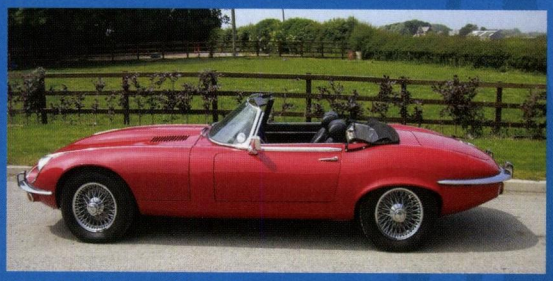


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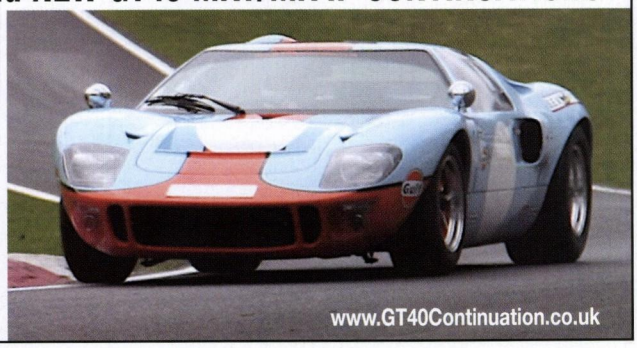
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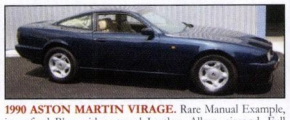
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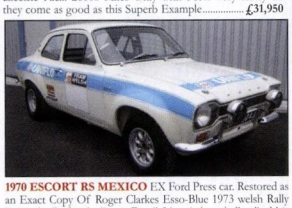
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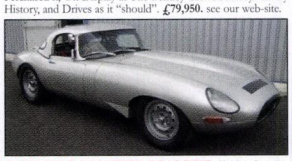
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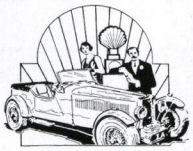
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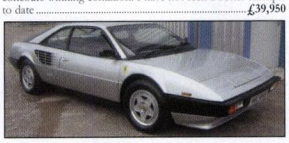
1990 MERCEDES 500SL (W129). Silver with blue leather, alloys, aircon, cruise, power hood, hard-top. Music, 90,000 miles with full Mercedes Main dealer history. This car looks two years old (best we have seen) **£16,950**



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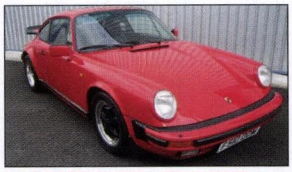
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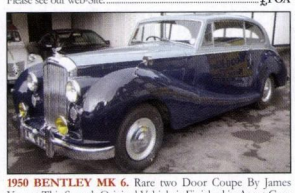
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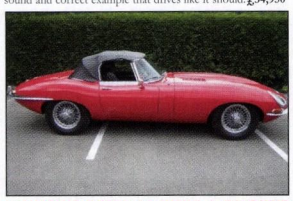
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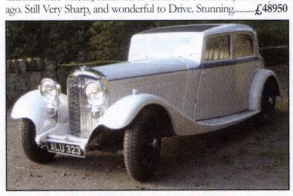
1966 JAGUAR 3.8 MK 2 MOD (Vicarage Concours restoration). RHD, example in Signal RED, with Tan Leather Trim, and Original webasto Sunshine Roof. Chrome wire Wheels, PAS, Upgreaded Brakes, Alloy Rad, etc. Without Question one of the Best in the uk. Please see our web-Site..... **£POA**



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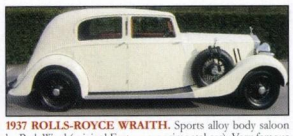
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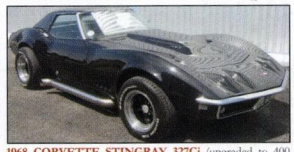
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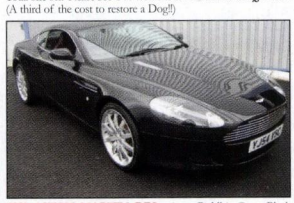
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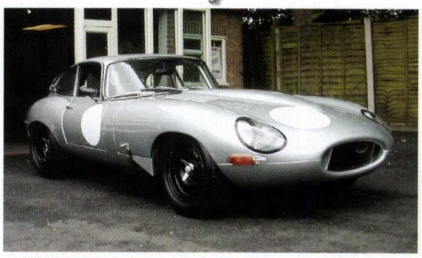
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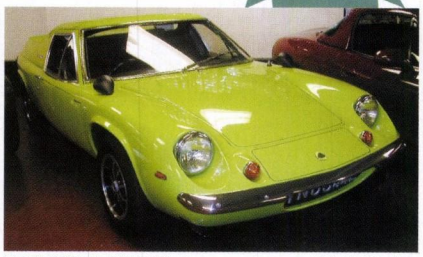
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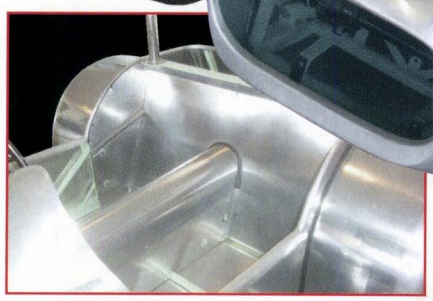


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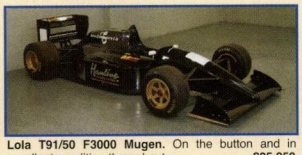
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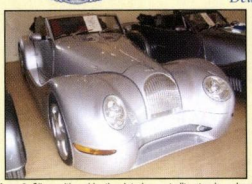
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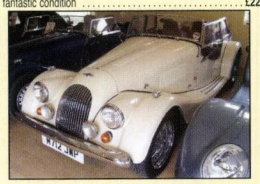
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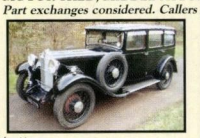


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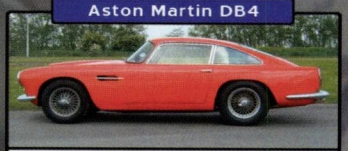
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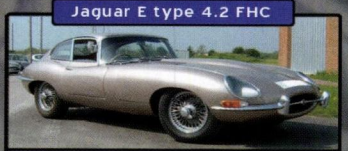
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I used to work with Ray whose favourite saying was "If nothing changes, everything will stay just as it is." He worked for the council and it was usually a comment aimed at some blindingly obvious waste of money and resources that nobody was going to change and would continue to irritate him for the foreseeable future. Mostly, however, things change. No sooner does Shouey disappear from Formula 1 than the Brits have Lewis Hamilton to cheer for. Thatcherism gives way to Blairism which gives way to Brownism. (For some reason he continues to be referred to as the dour Scot, not that the British press would a stereotype anyone). Interest rates carry on their upward climb and for a few weeks at least boats have become the preferred method to get around numerous villages around the country.

I suppose that's one of the nice things about racing and driving a vintage car, they don't go out of date. You don't have the continual upgrading to keep pace with the marketing and PR departments as they strive for product placement. The only thing that changes in the vintage world is cars get more and more expensive and their history increasingly important. Less good cars are raced and those that are raced are usually exercised somewhat less vigorously than they were thirty or forty years ago.

Still at Shelsley a couple of weeks ago there were five Bugattis competing, three of which we've built over the last fifteen years, but with the increasing scarcity of original parts I can't see that we will be building many more (unless the VSCC changes its policy). Not that we're struggling for things to do because we seem to be going through one of our periodic touring car phase; with type 46 and type 50's to be fitted with overdrive gearboxes, type 57s with wayward steering, or type 44s just suffering from neglect. To this at the moment we are adding more modern racing cars, obviously saloons which are my favourite, a Lotus 11 and an historic ex Salvadori Cooper Type 43.

It's funny how racing cars seem to get put in the back of the shed when they go wrong. Perhaps the excitement of racing them goes with the acquisition of another toy and then, when the time comes to sell them, they've sat with head gasket gone or needing the brakes doing for two or three years. We often wind up selling these kind of cars on commission because we can take the car, make it work, even race it to prove how good it is and include all of this in the commission that we take from selling the car. That's sort of how the Cooper came our way, so perhaps I will even get to race it - the first single seater I will have raced for more than twenty years. That is of course assuming it doesn't sell before I get a chance.

It has been a funny year. We're now more than half way through. The longest day has been and gone. I've got some hill climbing at Cornbury and Prescott to look forward to along with the Revival meeting and See Red with the new improved Williams Trophy event, which includes a dinner the night before. Hopefully we'll see plenty of Bugattis in the race and maybe the odd Alfa. Of course, I forgot, there's always Spa, assuming my co-pilot has recovered from his unfortunate injuries from a fall at the MOT station!

Then we enter the trials season which the Welsh. Old cars recreating a scene outside the Radnorshire Arms which has changed very little in living memory. While the cars and building don't change, new faces appear and others leave the party. Change is part of life and, as Chanute demonstrated to his court, no one can hold back the tide, but standing on a Welsh hill, with a Brescia and Model A, I can fondly remember how it was.

Tim

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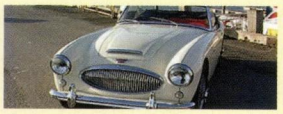
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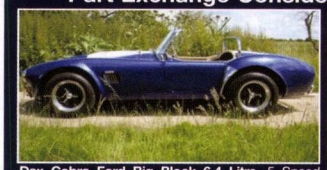
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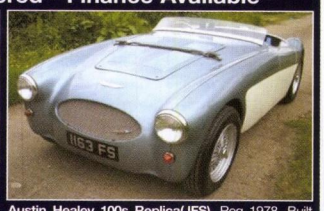
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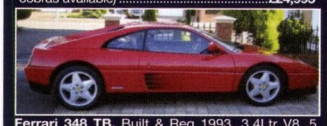
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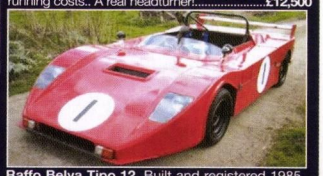
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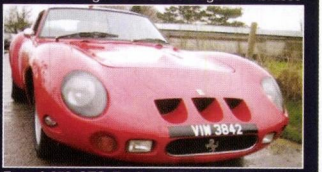
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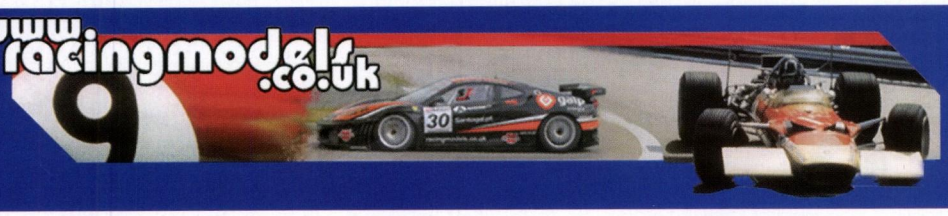
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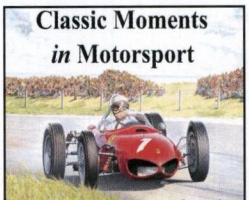
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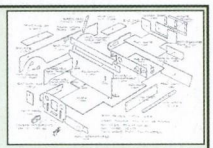
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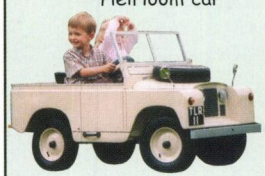
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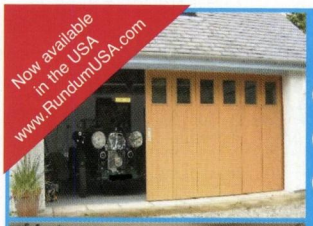
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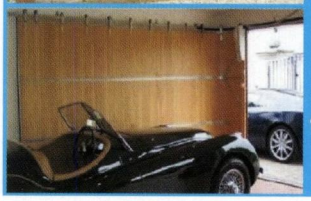
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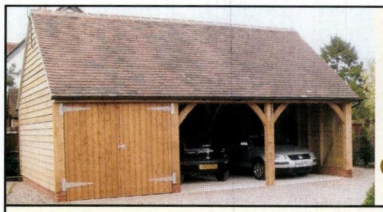
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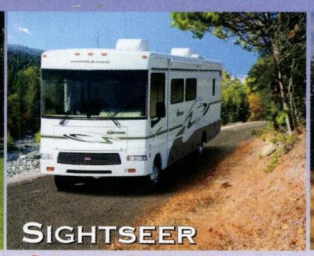
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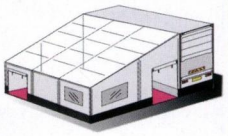
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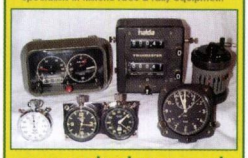
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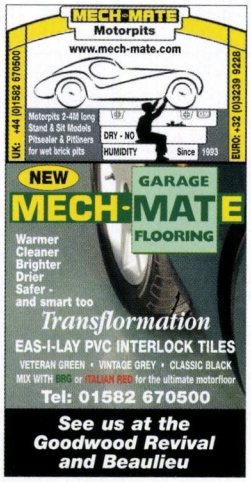
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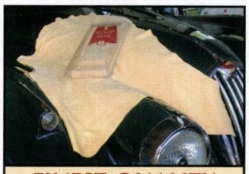
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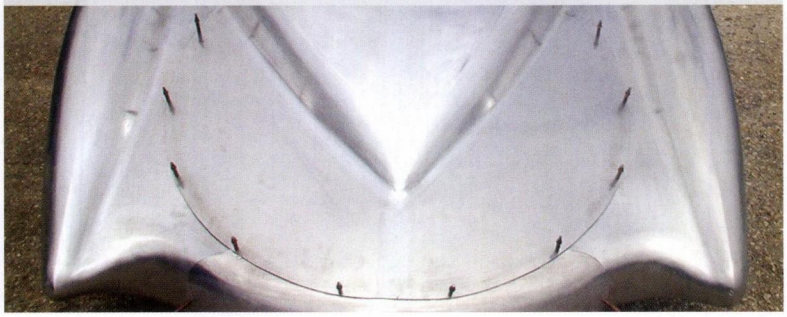
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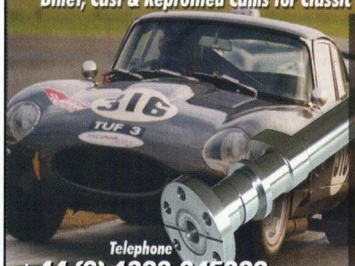
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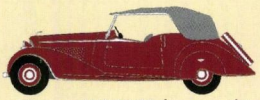
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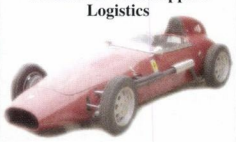


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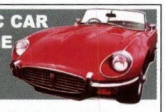
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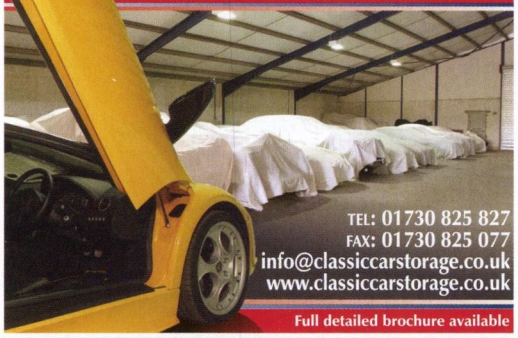
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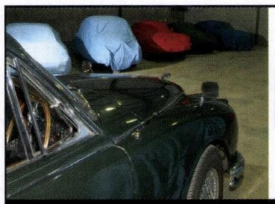


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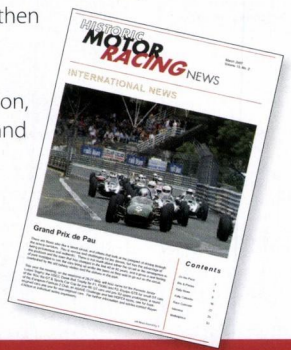
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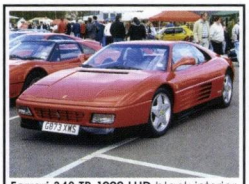
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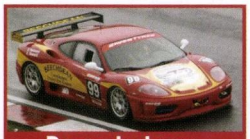
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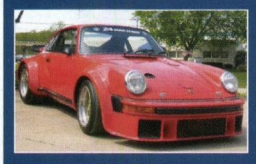
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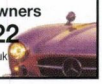
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350SL 1973 Auto, black/green interior, 88,000 miles, hard and soft tops, last owner 17 years, vgc, MoT, private plate included. £7,995. **Tel: 01384 830141 (Dudley, West Midlands)**

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450SLC 1979 Green, tan leather interior, immaculate condition, 104k miles, auto, p/s, ew, sunroof, immobiliser, alloys, MoT March 08, tax, Blaupunkt, £2,500 ono. **Tel: 07877 522213 (Bristol)**

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993 Carrera 2 3.6 Coupe, 1994 cherished plate XIL5256, 6 Speed Manual, silver blue metallic with matching leather interior, sports seats, A/C, 17 cup alloys, rear spoiler, esr, 106k, FSH with document folder, remote central locking & alarm, air bag, e/w/m, radio/CD, rear w/w, T&T, (this is the Model to have), new clutch & battery just fitted. Excellent condition & value at £22,990. **Tel: (Mob) 07831 499790, 01527 541112**

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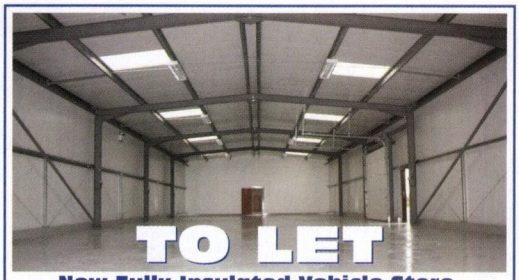
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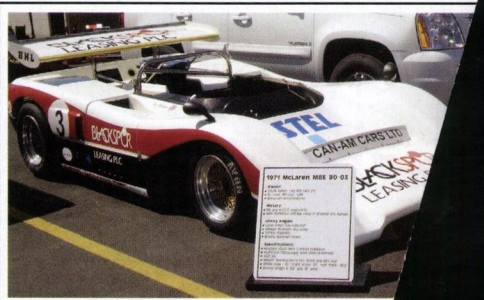
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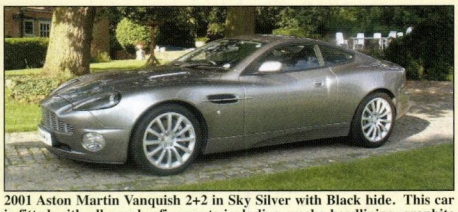
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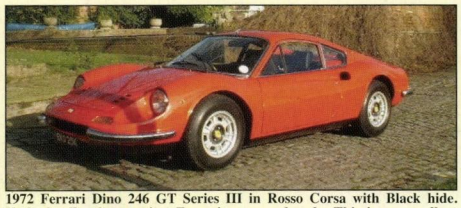
2004 Aston Martin DB9 in Celeste Blue with Caspian Blue hide. Finished with Walnut veneer and fitted with all usual refinements including sequential gearbox, Sat Nav, electric heated front seats, powerfold mirrors, cruise control, heated front screen and rear parking sensors. Full Aston Martin service history. 12,500 miles £79,950



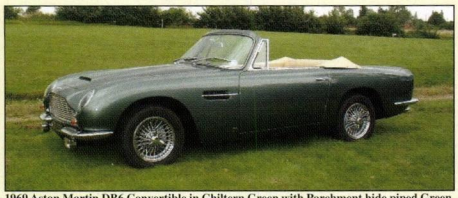
2001 Aston Martin Vanquish 2+2 in Sky Silver with Black hide. This car is fitted with all usual refinements including smoke headlining, graphite brake callipers, heated front seats, Navigation, telephone, premium entertainment system and alloy trim steering wheel. 47,000 miles £65,950



2006 Aston Martin V8 Vantage (Baby Aston) in Meteorite Silver with Charcoal hide. This car is in excellent condition and is fitted with Sat Nav, integrated telephone system, 19" 7 spoke alloy wheels, HID headlamps, bright finish grille, cruise control, heated front screen and seats, powerfold mirrors, 6 speed Manual transmission and all other usual refinements. Full Aston Martin service history, one owner, 12,000 miles £69,950



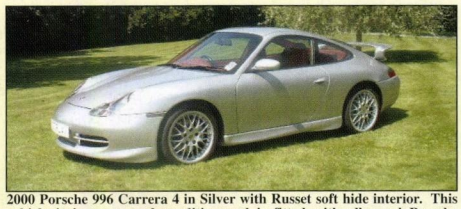
1972 Ferrari Dino 246 GT Series III in Rosso Corsa with Black hide. Undoubtedly, the prettiest Ferrari ever produced. This is an excellent Series III example that in recent years has gone through a full restoration. Extremely collectable and rising in value ..... £POA



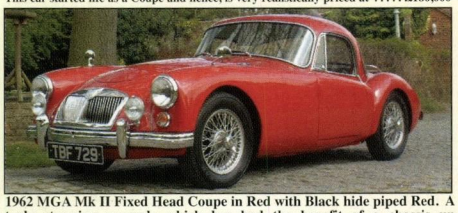
1969 Aston Martin DB6 Convertible in Chiltern Green with Parchment hide piped Green. This vehicle has been the subject of an in-depth restoration by Royle's of Darlington and this has resulted in an excellent car that performs very well and is easy to drive. Fitted with automatic transmission, power steering, wood rim steering wheel, Black mohair hood, chrome wire wheels, electric windows and original 8 push button Motorola radio. This car started life as a Coupe and hence, is very realistically priced at £180,000



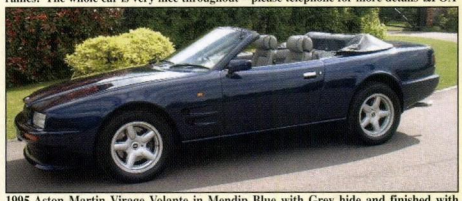
1967 Aston Martin DB6 finished in Fiesta Red with Black hide interior. Fitted with factory air conditioning, wire wheels and automatic transmission. The last owner has had the car for a period of 7 years during which time the car has been extremely well maintained including a top end-overhaul and timing chains, replacement of brake discs and callipers and new shock absorbers and it has been used for international classic rallies. The whole car is very nice throughout – please telephone for more details £POA



2000 Porsche 996 Carrera 4 in Silver with Russet soft hide interior. This vehicle is in very good condition and is fitted with all usual Porsche refinements including GT kit (Porsche fitted), Sat Nav, car phone kit, electric sunroof, Tracker and has full service history. 40,000 miles £29,950



1962 MGA Mk II Fixed Head Coupe in Red with Black hide piped Red. A truly stunning example which has had the benefit of a chassis up restoration and is totally perfect throughout £14,950



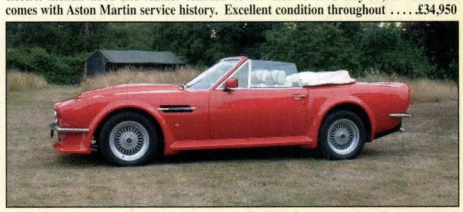
1995 Aston Martin Virage Volante in Mendip Blue with Grey hide and finished with dark blue hide dash. Fitted with automatic transmission, 5 spoke alloy wheels, wing vents, radio cassette player and 6 stack CD player, electric heated seats, air conditioning, electric mohair hood and leather tonneau cover. Has covered only 35,000 miles and comes with Aston Martin service history. Excellent condition throughout £34,950



...8 Vantage in Suffolk Red with Magnolia hide ...ful example fitted with 5 speed Manual gearbox, ...w sills by marque specialists. Excellent service £59,950



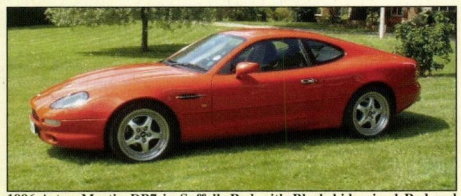
1979 Aston Martin V8 Oscar India in Burnham Green with full Tan hide interior piped Green and dark Green carpets. Fitted with Walnut trim including steering wheel, air conditioning, JVC CD and Hi Fi, 17" alloy wheels and new Michelin pilot tyres, automatic transmission, power steering, electric windows and electric mirrors. This car has had the benefit of a complete restoration and is in excellent condition throughout. £46,950



1989 Aston Martin V8 Vantage Volante in Suffolk Red with Magolia hide piped Red. This is a beautiful example fitted with an electric cream hood and red carpets. This car has excellent service history with a 5 speed Manual gearbox and 16" Ronal wheels. It is one of the last V8 Vantages registered. Only 36,000 miles £64,950



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1996 Aston Martin DB7 in Suffolk Red with Black hide piped Red and contrasting dark grey carpets. This is a limited edition in this colour and comes with complete Aston Martin service history. Fitted with 18" split rim alloy wheels, air conditioning, electric heated seats and all other usual refinements. 49,000 miles £28,950



2002 Aston Martin DB7 Vantage Volante in Grigio Titanio with Atlantic Blue hide piped light grey. This car is a fine example fitted with a blue hood and light grey Alcantara headlining and Burr walnut wood. Fitted with all usual Vantage refinements including Touchtronic transmission, sports exhaust, wide mesh front grille, Smart Nav, wind deflector and leather tonneau cover. £48,950



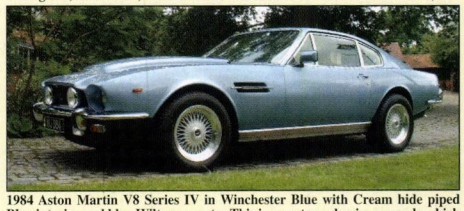
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1984 Aston Martin V8 Series IV in Winchester Blue with Cream hide piped Blue interior and blue Wilton carpets. This is an extremely nice example which has covered only 61,000 miles and comes with considerable Aston Martin service history. Fitted with Ronal alloy wheels, low profile tyres, automatic transmission, improved dash layout and upgraded air conditioning . £36,950

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