THE ORIGINAL MOTOR RACING MAGAZINE

MOTOR SPORT

SINCE 1924

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COMMENT & ANALYSIS

The Money in F1
Where it comes from...
...and where it's going to

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THE FASTEST MAN ON EARTH
COLIN McRAE 1968–2007
MOSS ON FANGIO



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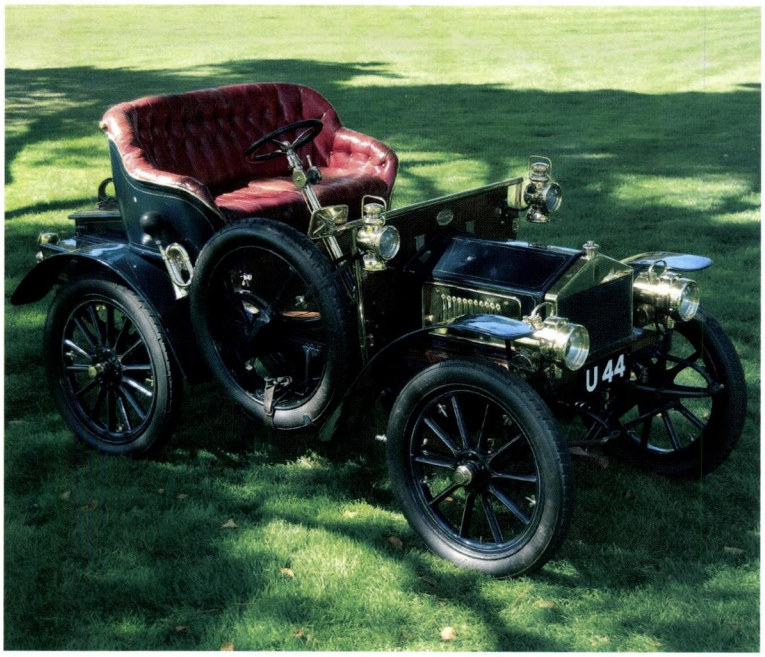
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1 1926 Bugatti Type 30 Torpedo Tourer
Coachwork by Lavocat et Marsaud
Estimate upon request

2 The property of Sir Alan Sugar and formerly Sir Elton John
1956 Bentley S1 Continental Fastback by Mulliner
Estimate: £70,000 - 100,000

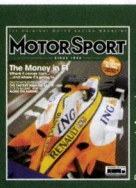
3 1926 Rolls-Royce Phantom I Roadster
Coachwork by Rolls-Royce Custom Coachworks
Estimate: £70,000 - 90,000

Further entries are invited

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CHRISTIAN SYLT AND CAROLINE REID

Finance journalists and analysts of the business side of F1, Sylt and Reid explore the funding behind grand prix teams. Christian has written on F1 for *The Independent on Sunday*, *Autosport*, and *Business Life*; Caroline contributes articles to the London *Evening Standard* and *European Business*. Their new book is *Formula Money*, an annual guide to F1's financial performance.



MALCOLM CAMPBELL

Knighted for setting nine Land Speed Records and four more on water, Malcolm Campbell was also a pilot and a highly successful racing driver. A shareholder in Brooklands Track, he designed the Campbell Circuit there. He dealt in cars as well as insurance and was the *Daily Mail*'s motoring correspondent. He also served in both World Wars, and it was during WWII that he wrote the account of his records we publish this month.



DOUG NYE

The renowned motor racing historian is the author of countless books and articles on motor racing and is adviser to the Goodwood organisation. In this issue he recounts the story of the Ferrari Dino 246, the last front-engined grand prix winner, driven by a veritable galaxy of stars. He also contributes his regular column presenting a sideways look at motorsport from its very earliest days to the latest trends in Formula 1.



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Volume 83 Number 11
EIGHTY-FOURTH YEAR OF PUBLICATION

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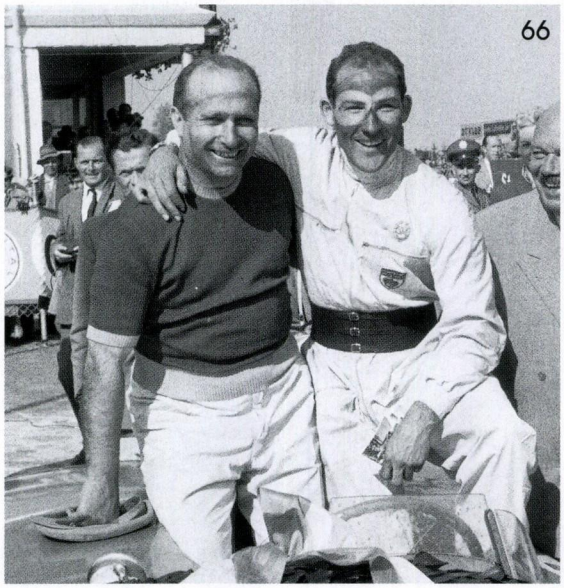
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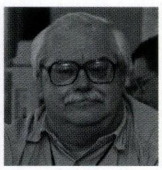
COLIN GOODWIN

A lifetime's passion for engines of all sorts means that as well as always having some interesting machinery in his garage, Goodwin also races a Triumph Trident motorbike and flies a classic aeroplane. Having a particular loyalty to Porsche, he needed little prompting to temporarily swap his 911 for a 356 – especially as it gave him an excuse to fly to the shoot in his Luscombe two-seater.



JOHN DAVENPORT

John, who covers the Tour Britannia in this issue, did his first rally while studying mathematics at Oxford. After college, he worked at *Motoring News* and then as rallies editor at *Autosport*. He co-drove professionally for Vic Elford, Ove Andersson, Simo Lampinen, Hannu Mikkola, Sandro Munari, Markku Alèn and Timo Mäkinen, and directed British Leyland's racing activities for 10 years.



TIM TUTTLE

Tuttle has covered sports for newspapers and magazines since 1966 and has focused on motor racing for the past 26 years. He is a former editor of *On Track* and has been a Contributing Editor at *Road & Track* since 2002. He also writes for *NASCAR Scene*, the USA's largest weekly racing publication, the *Sports Illustrated* website and various publications worldwide. Tuttle lives in Greencastle, Indiana.

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HB IN PURSUIT OF THE ORIGINAL SPIRIT



It's just criminal

Amid the squawked protestations of innocence from McLaren, the anguished screams of a pride-pricked if not actually very wounded Ferrari and the roaring outrage of the F1 press, some of the quiet mutterings that took place at the Goodwood Revival have gone almost unheard.

But the fact is that at Goodwood a small but significant number of people in the paddock pointed out that you had only to look at certain breeds of car upon which modern technology has bequeathed a surfeit of affordable horsepower to know that there were many cars racing there that flew in the face of the spirit of Goodwood and, indeed, its rules. In short, some people were cheating.

The question that presents itself to both Goodwood and the FIA is what can be done. And it's simply not good enough to say that in both cases the cheats must be discovered, exposed and punished. That much we all know.

The multi-billion dollar business that is F1 and the once-a-year pageant that is the Revival might at first seem to have little in common, yet both are at the pinnacle of their respective fields. And that makes them both very powerful.

But it is as ludicrous of the FIA to start handing out fines to those it believes to have broken the rules as it would be for Goodwood to do the same. When it is impossible to establish how much or, indeed, how little damage a transgression has caused, how can a financial punishment be appropriate or proportionate?

No one is going to emerge from the F1 spy scandal with credit. Ferrari, in its pursuit of McLaren, appears to have forgotten that rarely has anyone ended up looking good while trying so hard to make someone else look bad. The FIA, in allowing drivers' points to stand but those of the constructors to fall while administering a fine which few can make sense of, has made itself look out of touch and incomprehensible. As for McLaren, I don't doubt the integrity of Ron Dennis for one second, but when something that serious has been going on for that long among such high-ranking members of teams, not knowing is not enough. He should have known and blown the whistle long before he did.

Goodwood has made clear its view of those who break its rules and while its published instruction that 'anyone found to be bringing the event's credibility into question in this way will not be invited back to future meetings' refers only to those who run oversize engines, it is fair to expect a similar sanction to apply to those gaining a significant and unfair performance advantage in any other way. The sense of this sanction is its simplicity: there's no murky middle ground.

Perhaps there is something for the FIA to learn from this. What is desirable is a clear-cut, non-financial penalty that would therefore have equal impact on any transgressing team regardless of budget. So how about something to remind the world every time the car appeared in public? Perhaps those who crossed the line and were caught should be forced to carry a sign saying 'Rumbled' on each side of the airbox. It might sound silly, but it would be cheap and easy to implement, could be applied across the board and would be not only much fairer than a fine but, in the image-obsessed world that is F1, much more painful, too.

Andrew Frankel

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MOSLEY SPEAKS
FIA chief reveals web of illicit contacts between team staff



F1 unmasks 'spooks'

Mosley signs report detailing extent of infiltration into Ferrari's secrets

The FIA has published a 14-page document detailing the findings of the World Motor Sport Council (WMSC) in respect of McLaren.

The document has Max Mosley's name at its conclusion, which suggests that he has personally overseen every word of it.

The document outlines the new evidence that led to the recent reconvening of the WMSC to discuss the 'spying' saga. As previously revealed, much of it revolves around contact between Mike Coughlan, McLaren test driver Pedro de la Rosa, and Fernando Alonso.

Copies of e-mails from de la Rosa are reproduced, including messages where he asked Coughlan about Ferrari's weight distribution. In another, he tells Alonso of information that came direct from Nigel Stepney, including mention of Stepney telling Coughlan on what lap Kimi Raikkonen would stop in the Australian GP.

There is also a discussion of a gas that Ferrari used to inflate its tyres to reduce the internal temperature and blistering. Although in the FIA document the details have been censored, this is believed to have been nitrogen.

As well as Coughlan's contacts with de la Rosa, the WMSC heard more details about the degree of contact between Coughlan and Stepney, thanks to information provided by the Italian police.

It is claimed "at least 288 SMS [text] messages and 35 telephone calls appear to have passed between Coughlan and Stepney between March 11, 2007 and July 3, 2007".

De la Rosa claims he did not discuss the information he gleaned with anyone else within McLaren. However, the WMSC seemingly does not believe him and its conclusions appear to be based largely on the supposition that he must have talked to others. The same goes for Coughlan, and the WMSC clearly believes that he was aided in doing his duties for McLaren by information he had gleaned from Stepney.

• **Read Nigel Roebuck, p34**



Colin McRae

Britain's first World Rally Champion, Colin McRae, was killed in a helicopter crash in September. The machine came down near his home in Lanarkshire, where he had a helipad, and burst into flames. Also killed were McRae's five-year old son and two family friends. Air accident investigators are trying to establish why the Squirrel aircraft, owned and piloted by McRae, came to grief. In a hugely successful career, McRae won 25 World Championship rallies, took the world title in 1995, and was awarded the MBE. See our appreciation on p16.

Key conclusions include the following:

- Coughlan had more information than previously appreciated, and was receiving it systematically for months.
- The information has been disseminated, at least to some degree, within McLaren (eg, to de la Rosa and Alonso).
- The information being disseminated within the McLaren team included not only highly sensitive technical information but also secret information regarding Ferrari's race strategy.
- De la Rosa, in the performance of his functions at McLaren, requested and received secret Ferrari information from a source he knew to be illegitimate and expressly stated his purpose was to test it in the simulator.
- The secret information in question was shared with Alonso.
- There was a clear intention by several McLaren personnel to use some of the Ferrari confidential material in its own testing. If this was not, in fact, carried into effect it was only because there were technical reasons not to do so.
- Coughlan's role within McLaren (as now understood by the WMSC) meant his knowledge of the secret Ferrari information would have influenced him in the performance of his duties.

McLaren argued there was no evidence of Ferrari intellectual property featuring on its car. However, the WMSC said 'neither the finding of a breach nor the imposition of a penalty require evidence of McLaren having directly incorporated Ferrari technology'. The WMSC concluded "some degree of sporting advantage was obtained, though it may forever be impossible to quantify that advantage in concrete terms".



Spyker

Indian billionaire moves into team ownership

Indian entrepreneur Vijay Mallya has acquired a 50 per cent stake in the Spyker F1 team, and he intends to give the outfit a patriotically Indian flavour in future.

The erstwhile Jordan team was acquired from Midland late last year via a complex arrangement involving the Dutch Mol family. Keen to give the team an appealing brand name, the Mols first bought into Spyker Cars, before the Dutch supercar company in turn acquired the F1 team.

The struggling road car business proved rather less successful than had been anticipated, and the Mols decided to cut their losses by attempting to buy Spyker F1 back from Spyker Cars. Mallya emerged as a willing partner in the process. It's believed he will have a greater say than the Mols in how the team develops.

The extrovert Mallya was first noticed in F1 when his Kingfisher beer backed Benetton in the 1990s. More recently, his domestic airline has supported Toyota. He has also made a big splash with lavish parties on his yacht in Monaco and Istanbul.

Teams frustrated by common ECU

Several F1 teams have expressed their annoyance with the FIA's move to a common ECU in 2008. The deal was put out to tender and won by McLaren Electronic Systems, in a joint venture with Microsoft. The news was announced in July 2006 but the subject has come to the fore recently as teams have finally begun track-testing cars equipped with the new engine management system.

Ferrari and Renault, the first teams to get a car on track, have said they're dissatisfied with both the cost and the man hours required to hone it. Teams are also uncomfortable about the amount of information they've been obliged to pass to a subsidiary of a rival. However, McLaren continues to insist that MES operates totally independent from the McLaren Racing F1 team.

A key aim of the common ECU is to allow the FIA to finally banish traction control altogether.

F1 reprieve for Suzuka

The Japanese GP will return to Suzuka in 2009, after Bernie Ecclestone gave the Honda-owned track a surprise reprieve.

The Japanese race has moved to Fuji Speedway this year, and Suzuka's only hope appeared to be if Ecclestone awarded the country a second race, possibly under the Pacific GP name used at Aida in 1994-95.

However, he has persuaded Fuji owner Toyota to forego the original contract and accept a sharing arrangement "for the good of the sport". Fuji will have the race for two years before alternating with Suzuka from 2009. A similar deal has been agreed between Hockenheim and the Nürburgring for the German event. Suzuka's return is certain to be conditional on Honda making substantial upgrades to the venue.



SUZUKA'S BACK
Ecclestone's tactful moves restores harmony with Honda

LAT

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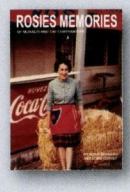
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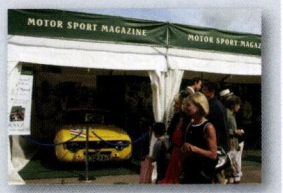
NEWS IN BRIEF

A DVD featuring previously unseeen footage of racing at Goodwood between 1948 and 1966 – *Goodwood, the Motor Racing Story* – has been launched. Available from www.goodwood.co.uk/retail



The history of Rosie's Bar in Monaco is out now, not in October 2008 as our story stated. *Rosie's Memories* by Rosie Bernard and Lorie Coffey is published by Red Mist Books, www.redmistbooks.com (ISBN 9780955662201).

This year's Classic Motor Show, on November 9-11 at Birmingham's NEC, will feature over 1000 rare and retro cars from around the world. Of particular note is the Cooper-Maserati-Monaco raced by Roy Salvadori and an original factory team Maserati 250F.



***Motor Sport*'s exhibition stand** at the Goodwood Revival (above) was a big success. Thanks to all who visited us: it was a pleasure to see you.

FIA President Max Mosley will be the keynote speaker at the third Motorsport Business Forum at the Grimaldi Centre in Monaco on December 5-6. F1 team principals, NASCAR and MotoGP representatives are expected to attend. www.motorsportbusinessforum.com



LAT

STUNG RAY Bellm's Ford GT40 (15) had engine parts contravening its FIA papers, say scrutineers

Play the game!

At least three cars will not be asked back to the Goodwood Revival in 2008 because they were run, or were believed to have been run, this year in technical specifications not in keeping with the spirit of the invitation-only event.

The performance of Ray Bellm's Ford GT40 during the Whitsun Trophy race in particular caught the attention of the scrutineers after it clung to Frank Sytner's theoretically faster Lola T70 before going on to win. An engine strip-down revealed roller rockers and strengthened valve gear to sustain higher revs. This was in contravention of its FIA Period F (pre-1966) Historic Papers, although because the Revival is not an official FIA event no action was taken.

In addition, two cars that ran at the front during the St Mary's Trophy two-parter were later removed from *parc fermé* without permission. Requests to check engine capacity had been made by the chief scrutineer but were rebuffed by mechanics. See our Goodwood Revival report on p90.

Stretton scare

Historic racer Martin Stretton had a fortunate escape from a major accident during the RAC TT Celebration race at Goodwood. Despite a high-speed impact with the tyre wall for the Iso Bizzarini, Stretton suffered nothing worse than a broken forearm.

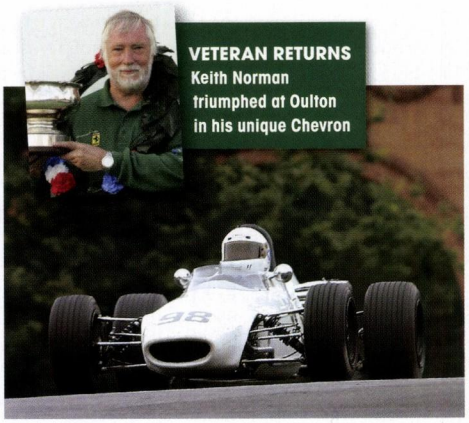
Stretton had just taken over the car from Barrie Williams when the car plunged off the road at Madgwick. "I went up the inside of a car I wanted to get by, got slightly blindsided and arrived at the corner too quick and off line," said Stretton.



Trevor Swann

The race was halted as he was cut free of the wreckage. "It was basically a small mistake with a colossal accident," he said.

The injury will keep him out of racing for the bulk of the European season, but Stretton has targeted a return at Estoril at the end of November. He will miss the final two rounds of the European Formula 2 series, but seems already to have accumulated enough points in his March 712 to secure the title.



VETERAN RETURNS Keith Norman triumphed at Oulton in his unique Chevron

Charlie Wooding

Norman conquest

Keith Norman won the Peter Hanson Trophy for 1-litre F3 cars at the Oulton Park Gold Cup, having rebuilt the only Chevron B15C ever produced. Norman competed in F3 in 1969 and is now racing the chassis that was the prototype for the B17. It was first raced in March 1970 before American racer John Ralph tackled a European season with the car.



Reims lives again

RESTORATION
The circuit held a race meeting to mark the completion of the work

Arnaud Meunier

The Reims circuit's grandstands and control tower have finally been restored after nearly 40 years of abandonment. Between its opening in 1926 and its closure in 1970 the famous circuit hosted, among other events, 15 grands prix and the well-known Reims 12 Hours sports car race. The circuit was made famous by the exciting slipstream racing it produced and was at its most popular in the 1930s, when it attracted up to 150,000 spectators.

In September the circuit held its first race meeting since its closure, including demonstrations by Jean Alesi in the Mercedes-Benz W196 streamliner with which Fangio won the 1954 French GP there. The recent meeting used the short version of the track, with cars cutting down the D26 towards the Garenne de Gueux, omitting the Muizon corner.

Tests make the grade



The seventh Rally of the Tests, which starts in Scarborough on November 1, will be a round of the FIA Historic Regularity Rally Championship for the first time. Demand for entries in the recreation of 1950s RAC Rallies is high and more than 70 entries have been lodged. The event finishes in Blackpool on November 4 and takes in two overnight halts in Penrith.

Grant/Elwell Tour triumph



John Grant and Charles Elwell emerged from a hotly contested three days to win the third Tour Britannia in Grant's Chevron B16. A fierce challenge from the Porsche 911s of Nick Whale/Sally Wood and Howard Redhouse/Richard Shaw kept Grant pushing hard. The best field yet for the Tour spent three days competing in races and on asphalt special stages. See our Tour Britannia feature on p78.

REVIVAL BRINGS BACK KYALAMI 9-HOURS



LAT

The famous Kyalami 9-Hour race in South Africa will be the headline attraction in an all-new revival meeting on Saturday, November 17. The event will serve as a lead-in to the 50th anniversary 9-Hour race in 2008. To celebrate the famous race, the Revival is open to sports, GT and saloon cars that were eligible for the original 9-Hour events. Cars will compete in three groups: pre-66, pre-73 and post-72. Each group will race three times in a nine-hour period, starting with a sprint race, followed by a one-hour mini-enduro and then a night sprint race.

"We hope that the 2007 9-Hour Revival will attract overseas entries among a strong field of representative cars from the period which are still in South Africa," said organiser Michele Lupini.

NEWS IN BRIEF

The 2008 MSA British Historic Rally Championship will retain the same eight events as run in 2007, starting with the Robin Hood Stages in March and taking in trips to the Isle of Man and Belgium. Alongside the BHRC, the Historic Rally Car Register has launched a new series of cut-down events aimed at encouraging more pre-68 cars into action.



Charlie Wooding

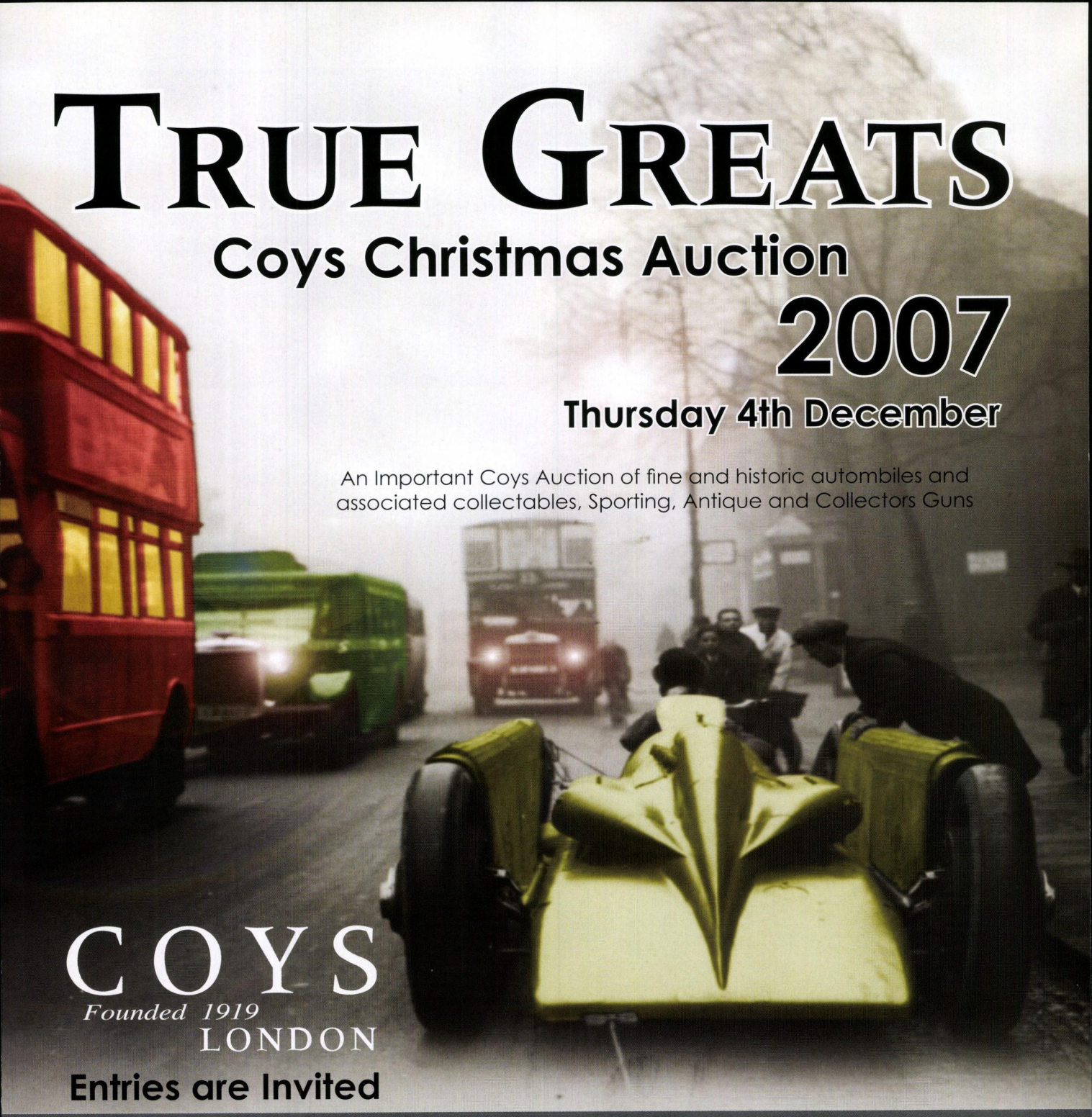
John Milicevic has brought a notable Lotus 18 back to racing following a complete restoration. The 1960 Formula Junior is the car that Henry Taylor raced to victory in the Empire Trophy at Silverstone in October 1960.

The Historic Grand Prix Car Association has recently canvassed its members to gauge support for a possible trip to Brazil at the end of February 2008 for a race weekend at the famous Interlagos circuit.



LAT

The rare Porsche 718 of Burkhard von Schenk had its first race for many years when it contested the Madgwick Cup at Goodwood. He ran as high as eighth before a spin dropped the 1960 car down the field.



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DIARY

- **OCT 6 YORKSHIRE**
  MSA British Historic Rally Championship
  www.rallyyorkshire.co.uk

- **OCT 5-7 SPA (B)**
  Classic Six Hours
  www.motorclassic.com

- **OCT 12-14 MAGIONE (I)**
  HGPCA races
  www.hgpca.com

- **OCT 13/14 SPA (B)**
  Group C/GTP races
  www.race-rally.be

- **OCT 20 SILVERSTONE**
  Historic Sports Car Club race meeting
  www.hscc.org.uk

- **OCT 20/21 SPA (B)**
  Orwell Supersports Cup
  www.orwell-supersports.com

- **OCT 27 GOODWOOD**
  Vintage Sports Car Club sprint
  www.vscc.co.uk

- **NOV 1-4 SCARBOROUGH**
  Rally of the Tests
  www.classicrally.org.uk

- **NOV 2-4 MONTEBLANCO (E)**
  Masters race meeting
  www.themastersseries.com

- **NOV 16-18 YORKSHIRE/ SCOTLAND**
  Roger Albert Clark Rally
  www.rogeralbertclarkrally.co.uk



- **NOV 25/DEC 3 NAIROBI (KEN)**
  East African Safari Classic
  www.eastafricansafarirally.com

Obituaries

Hans Ruesch (1913-2007)

Hans Ruesch, the last remaining pre-war grand prix winner, died at his home in Massagno, near Lugano, Switzerland, on August 27. He was 94.

Though a Swiss citizen, Ruesch was born in Naples on May 17, 1913. Brought up in a multi-lingual environment, Ruesch went on to study law but quit in 1932 to go racing aboard an MG. Later that year he drove an Alfa Romeo to third in the 1.5-litre class in the Brno Grand Prix (Masaryk-Ring) and took wins in Switzerland in hillclimbs at Jaunpass, Klausen and Rheineck-Walzenhausen. In 1934 he acquired the ex-Guy Moll Maserati 8CM and, with the addition of a 6C/34 engine for the following season, enjoyed considerable success.



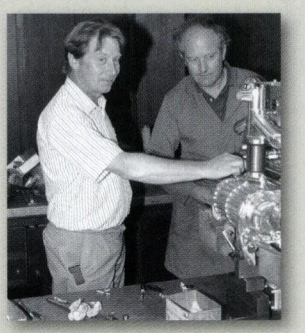
In 1936 Ruesch began the most successful period of his racing. Equipped with the ex-Nuvolari Alfa Romeo 8C-35, he entered the Donington Grand Prix, sharing the drive with Dick Seaman. Ruesch took the lead on lap three and held it until handing over to Seaman on lap 60. The Englishman proceeded to cruise to victory.

In the 1937 grand prix season he had a particularly good May, taking wins in the Finnish GP and the Grand Prix des Frontières at Chimay, rounding out the month with another win at the Bucharest GP. Ruesch came third in the Circuit de Milan and in October returned to England to win the Mountain Championship at Brooklands track by over 22 seconds.

Ruesch sold the 8C-35 in 1939 and moved to Paris, where he began writing professionally. With the Germans one day away from the French capital and the borders closed, he headed for Spain armed only with a transit visa. He was arrested in Madrid, but with the help of a friend managed to get released and continued on to Lisbon before travelling to America. He settled in New York and took up writing full time. Ruesch returned to Europe in 1946, landing in Naples and wrote a number of books including *The Racer* in 1953 that became a film of the same name starring Kirk Douglas.

In 1953 he made a return to driving in a Ferrari 340 MM Spider in the Gran Premio Supercortemaggiore but spun out and killed a policeman. Another *carabiniere* and two spectators were seriously injured but survived. Ruesch did not race again.

An animal lover since childhood, he subsequently became a noted campaigner against animal experiments and vivisection, writing several texts decrying such activities.



John Gardiner (1943-2007)

John Gardiner, of Crosthwaite & Gardiner and Auto Union replication fame, died on September 1. He had been suffering from prostate cancer.

He was the classic car world's best-respected restoration engineer. Gardiner spoke little, but when he did the wise paid rapt attention. He was ferociously bright, immensely gifted.

Born in Guildford in 1943, he studied engineering at Dartford Tech before emerging from apprenticeship as a highly skilled toolmaker. He loved Bugattis from his youth, and in 1963 met fellow enthusiast Dick Crosthwaite (above, right). They founded Crosland Engineering from which in 1969 grew their now-legendary restoration company Crosthwaite & Gardiner. They prepared the 24-litre Napier-Railton and a Maserati 250F for the Hon Patrick Lindsay, and de Cadenet Le Mans cars.

John's technical prowess worked wonders with Bugattis, Ferraris, Maseratis, Jaguars, Aston Martins, Climax engines, and projects up to and including the Mercedes-Benz and Auto Union 'Silver Arrow' GP cars, which he restored, repaired and replicated.

He was a born engineer, confiding to friends, wide-eyed: "I don't know how people can live without a lathe..." He is survived by his Scottish barrister wife of 29 years, Shiona – and he will be sorely missed.



Colin McRae
(1968-2007)

Obituary

When a legend dies, it's always hard to find words adequate to mourn his passing. It is doubly so in the case of Colin McRae, killed in a helicopter accident near his home in Scotland.

McRae was no ordinary man but someone whose charisma and enthusiasm extended beyond the world of international rallying, to genuinely enthuse a whole generation with excitement and ambition.

It would be simple to imagine that his career was mapped out by virtue of being the eldest son of five-times British Rally Champion Jimmy McRae, but the truth is that his father never particularly encouraged him to take up motorsport, while his mother Margaret worried when he started to move up the ranks of motorcycle scrambling and trials. While Jimmy was in the ascendant in British rallying in Vauxhalls and Opels, Colin – still too young to have a licence – switched to cars, and autotests. After winning the 1985 West of Scotland Championship at age 16, as soon as he was 17 Colin acquired a Group A Talbot Sunbeam Ti and started rallying. He shared the spanner work on his cars with Barry Lockhead and thus quickly learned how the machines functioned... and how he could get the best out of them.

With the Sunbeam, he often led Group A, but the old car was fragile and retirements were frequent. In 1987 and 1988 he drove a Vauxhall Nova and began to get results. He won his class twice on the BRC and, crucially, got the backing of the British Junior Team to compete in two WRC rallies. During 1989, he drove a Group N Sierra RS Cosworth, finishing second in the group to Pentti Airikkala. Moving up to a Group A Sierra for 1990, he took second place in the BRC with this two-wheel-drive car to David Llewellyn's all-conquering Toyota Celica GT-4.

But it was on the RAC Rally of that year when the Colin McRae legend really got going. With the help of Shell Oils, he got a drive in a Sierra 4x4, and, while Lancia and Toyota battled it out for the World Championship, all British eyes were on the progress of the McRae Ford. It did not come through the rally in pristine condition, but it did finish sixth overall and well ahead of the factory Sierras. It was a performance that finally attracted a works drive – from David Richards at Prodrive.

In a Subaru Legacy, McRae won the BRC in 1991 and 1992. In that second year he had a memorable run on the 1000 Lakes Rally where he added to his own legend by having three major accidents and yet still finishing eighth



Above: McRae's hard-driving style left spectators agog. Left: with dad Jimmy (left) and brother Alister (right)



in a car that looked as if it had been rescued from a scrapyard. There was no doubting his speed and tenacity and for 1993 he moved up to drive alongside Ari Vatanen in the WRC.

It was just six months before he won his first event, in New Zealand, a feat he repeated in 1994 with the new Impreza before going on to win his home event, the RAC Rally. He was fourth in the WRC and hungry for more. In 1995, his season started slowly and it wasn't until he won New Zealand for the third year running that his championship charge took off. In Spain, only extreme action by his Prodrive bosses forced him to suppress his natural desire to win, and he ceded victory to Carlos Sainz. This left them equal on points at the head of the WRC table. To be champion, he had to beat Sainz on the RAC Rally, which he proceeded to do in great style, setting fastest time on 18 of the 28 stages and eventually leading home a Subaru 1-2-3 with himself firmly at the front – as Britain's first World Rally Champion.

In 1996 it was the year of Mitsubishi and Tommi Mäkinen. Despite winning three rallies outright, McRae could only finish second in the WRC, but the following year he very nearly took a second title after another epic drive on the RAC Rally. He came back after losing a wheel to drive through the field and win, finishing the year a single point behind Mäkinen. After eight years with Subaru, McRae decided to accept an offer from Ford, joining it for the 1999 season to drive the then-new Focus WRC. Although McRae won Safari and Portugal, it was obvious the Focus was not immediately ready to win a title. The 2001 season was his best with Ford, during which he won three WRC events – Argentina, Cyprus and Greece – but he could only manage to come second again in the Championship, this time behind his old team-mate from Subaru days, Richard Burns. The following year, he won Acropolis and Safari but there were too many retirements. So, with just fourth place in the WRC and Ford steam-rollered by Peugeot in the Manufacturer's title, there were suggestions of financial cutbacks for 2003, which were manifested chiefly by hiring cheaper drivers.

> "He came back after losing a wheel to drive through the field and win"

Still convinced of his value, McRae found a berth with Citröen for 2003 alongside Sainz and a new boy, Sebastian Loeb. On the Monte Carlo Rally, Loeb won, with McRae close behind in a car that was entirely new to him. The young Frenchman kept that advantage over the two most successful drivers the WRC had ever seen – 25 wins apiece at that point – but, despite that, everything might have been well for 2004 had not the FIA decided, from then on, that each team could only register two drivers to score points. Someone had to go at Citröen, and it turned out to be Colin McRae. At that point, his WRC career was virtually at an end. He did Rallye Raids with Nissan and, in 2005 when Skoda looked as if it might have a sudden renaissance, he drove two events for the Czech marque, finishing seventh on his beloved RAC Rally, and retiring close to the finish in Australia with third place virtually guaranteed. His last outing in the WRC was a one-off in Turkey 2006, when the weather and road conditions saw him retire.

In recent weeks there had been speculation that Colin McRae was on the point of signing a new contract to go world rallying. The buzz generated was indicative of the immense following he still had worldwide, despite not having been in a full works team for four years. His fame was spread by his involvement with Xbox and Playstation, but his heroic status within the sport was entirely due to his uncompromising approach, his desire to be fastest and, above all, his honesty. Colin McRae was a worthy hero to young and old; he'll be sorely missed

Motor Sport extends its condolences to his family in their double loss, to wife Alison and daughter Hollie, to brother Alister, and to Colin's parents Margaret and Jimmy.

John Davenport

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

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

ITALY
MONZA - SEPTEMBER 9

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

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

BELGIUM
SPA - SEPTEMBER 16

1	Kimi Räikkönen	*Ferrari*
2	Felipe Massa	*Ferrari*
3	Fernando Alonso	*McLaren-Mercedes*
4	Lewis Hamilton	*McLaren-Mercedes*
5	Nick Heidfeld	*BMW*
6	Nico Rosberg	*Williams-Toyota*
7	Mark Webber	*Red Bull-Renault*
8	Heikki Kovalainen	*Renault*

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

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	*97*
2	Fernando Alonso	*95*
3	Kimi Räikkönen	*84*
4	Felipe Massa	*77*
5	Nick Heidfeld	*56*
6	Robert Kubica	*33*
7	Heikki Kovalainen	*22*
8	Giancarlo Fisichella	*17*
9	Nico Rosberg	*15*
10	Alexander Wurz	*13*

MANUFACTURER STANDINGS

1	Ferrari	*161*
2	BMW	*90*
3	Renault	*39*
4	Williams-Toyota	*28*
5	Red Bull-Renault	*18*
6	Toyota	*12*

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	Yvan Muller	*Seat*
2	Gabriele Tarquini	*Seat*
3	James Thompson	*Alfa Romeo*

Race 2

1	Augusto Farfus	*BMW*
2	Andy Priaulx	*BMW*
3	Jordi Gene	*Seat*

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	Augusto Farfus	*69*
2	Andy Priaulx	*68*
3	Jörg Müller	*63*

TEAM STANDINGS

1	BMW	*204*
2	Seat	*175*
3	Chevrolet	*150*

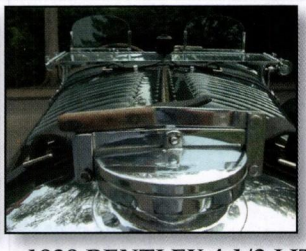
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Race Results

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	Casey Stoner	*Ducati*
2	Chris Vermeulen	*Suzuki*
3	John Hopkins	*Suzuki*
4	Marco Melandri	*Honda*
5	Loris Capirossi	*Ducati*
6	Carlos Checa	*Honda*

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

PORTUGAL
ESTORIL - SEPTEMBER 16

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

Fastest lap: *Nicky Hayden*
Pole: *Nicky Hayden*

JAPAN
MOTEGI - SEPTEMBER 23

1		
2		
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Fastest lap:
Pole:

AUSTRALIA
PHILLIP ISLAND - OCTOBER 14

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Fastest lap:
Pole:

MALAYSIA
SEPANG - OCTOBER 21

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Fastest lap:
Pole:

SPAIN
VALENCIA - NOVEMBER 4

1		
2		
3		
4		
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6		

Fastest lap:
Pole:

RIDER STANDINGS

1	Casey Stoner	*287*
2	Valentino Rossi	*211*
3	Daniel Pedrosa	*188*
4	John Hopkins	*150*
5	Chris Vermeulen	*147*
6	Marco Melandri	*137*

TEAM STANDINGS

1	Ducati Marlboro	*392*
2	Fiat Yamaha	*317*
3	Rizla Suzuki	*297*
4	Repsol Honda	*293*
5	Honda Gresini	*214*
6	Pramac D'Antin	*148*

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 Gardemeister	*Citroën*
8	Jari-Matti Latvala	*Ford*

NEW ZEALAND
AUG 30-SEPTEMBER 2

1	Marcus Grönholm	*Ford*
2	Sébastien Loeb	*Citroën*
3	Mikko Hirvonen	*Ford*
4	Chris Atkinson	*Subaru*
5	Jari-Matti Latvala	*Ford*
6	Dani Sordo	*Citroën*
7	Petter Solberg	*Subaru*
8	Urmo Aava	*Mitsubishi*

SPAIN
OCTOBER 5-7

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FRANCE
OCTOBER 12-14

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JAPAN
OCTOBER 25-28

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IRELAND
NOVEMBER 16-18

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GREAT BRITAIN
NOV 30-DECEMBER 2

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DRIVER STANDINGS

1	Marcus Grönholm	*90*
2	Sébastien Loeb	*80*
3	Mikko Hirvonen	*69*
4	Daniel Sordo	*31*
=	Petter Solberg	*31*
6	Henning Solberg	*28*

MANUFACTURER STANDINGS

1	BP-Ford	*159*
2	Citroën Total	*113*
3	Subaru	*60*
4	Stobart M-Sport Ford	*55*
5	Kronos Citroën	*35*
6	Munchi's Ford	*6*

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This rare classic, another fine example of the landmark cars offered at H&H Auctions is included in the Duxford auction on 9th-10th October.

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1951 Cooper MK5 F3 Single-Seater ex-Ecurie Richmond - Luxemburg GP winner

1959 Lotus Elite ex-Richard 'Dickie' Stoop

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Delage portion

A veteran of the 1929 Indy 500 is one of those under the hammer

Along with a packed race programme at the Goodwood Revival, more than 2.5 million pounds worth of cars changed hands at the Bonhams sale on the Friday. Included in this was a rare Isotta-Fraschini that went for £98,500 above its £200,000 estimate.

On the other side of the Atlantic, an ex-Steve McQueen Ferrari 250 GT/L Lusso Berlinetta was sold for £1,160,000 by Christie's in Monterey, while a Shelby 427 Cobra went for £682,000 through RM Auctions.

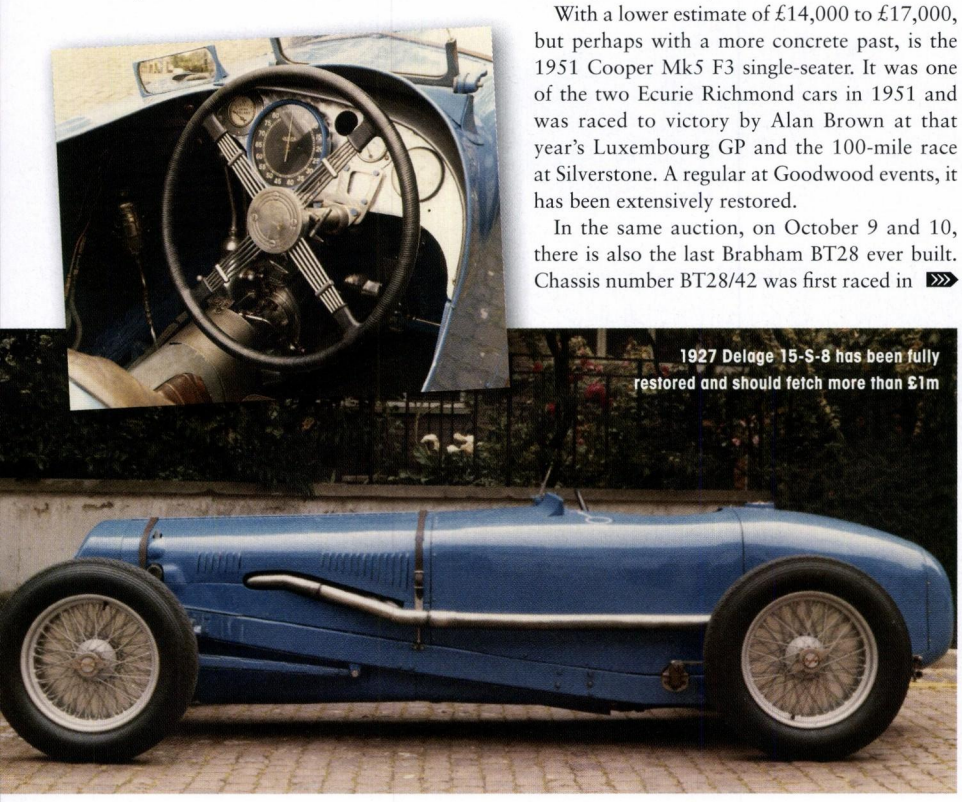
A car to look forward to at RM Auctions in association with Sothebys on October 31 is a very rare 1927 Delage 15-S-8 grand prix single-seater. The car finished seventh at Indianapolis in 1929 driven by Louis Chiron and was later raced by Robert Senéchal and Earl Howe. The now fully restored Delage is expected to fetch between £950,000 and £1,150,000. In the same auction, Giuseppe Prevosti has put his 1956 Porsche 356 'Pan Americana' and 1965 Porsche 911 2000 up for sale.

At the H&H auction at Duxford on October 9, an interesting 1930s Austin Seven EA Sports Ulster is for sale, estimated at £16,000 to £18,000. Although it doesn't have any competition history as such, the car, registered UT 7778, is listed by the Austin Seven Clubs' Association as a genuine Ulster.

Also in this sale is a 1956 Cooper T39 'Bobtail' which is reputedly one of the three cars campaigned by the Works during 1956. It is currently fitted with a 1500cc Coventry-Climax FWB engine and is ready to race. It is estimated at £90,000 to £100,000.

With a lower estimate of £14,000 to £17,000, but perhaps with a more concrete past, is the 1951 Cooper Mk5 F3 single-seater. It was one of the two Ecurie Richmond cars in 1951 and was raced to victory by Alan Brown at that year's Luxembourg GP and the 100-mile race at Silverstone. A regular at Goodwood events, it has been extensively restored.

In the same auction, on October 9 and 10, there is also the last Brabham BT28 ever built. Chassis number BT28/42 was first raced in ➤➤➤



1927 Delage 15-S-8 has been fully restored and should fetch more than £1m



1951 Cooper Mk5 won that year's Luxembourg GP



Porsche 356 'Pan Americana' will feature at RM Auctions



Last Brabham BT28 ever built is race-ready and up for sale



Rare Lombard AL3 set to fetch £80,000 at Brightwells



Bid for this Cooper T39 'Bobtail' from 1956 at H&H

an F3 race at Thruxton on August 23, 1970, finishing 11th, and has an extensive history since then, taking it as far as Kenya. The car has HSCC and FIA papers, a refreshed engine, a recently rebuilt FT200 gearbox and is ready for the track. Estimate: £28,000-£32,000.

Other cars of note going under the hammer over the next month are: a works recreation Mini from Coys, on October 20, estimated at £30,000 to £40,000; an extremely fast Ferrari 308 Carma FF which was developed for the 1979 World Manufacturers Championship (also from Coys but on October 27 in Padova); and one of only a dozen Lombard AL3 racers, estimated at £75,000-£80,000 (Brightwells Classic Car Auction on October 31).

With a particularly vague estimate of 80,000 to 220,000 euros (£54,000-£149,000), the Sports Car Auction Company is selling an MG A Twin Cam Le Mans 'Works car'. This was used as a reserve car at Le Mans in 1959 before being packed off to Johannesburg, South Africa. The machine has a complete history file and current FIA papers.

Aficionados of 1950s motor racing should make a note of an interesting sale on November 11. Various items from the Aintree Circuit and Aintree Automobile Racing Company Limited are going on sale at the next Graham Budd Sporting Memorabilia Sale at Sotheby's Olympia. Lots include the Lap Record Trophy (presented to Peter Collins, Stirling Moss, Bruce McLaren and Jim Clark), a set of unused complimentary tickets to the 1955 British Grand Prix and various other priceless Aintree artefacts. Even the 'five-minutes-to-go' timing clock and the company flag that once flew above the first pit are being auctioned.

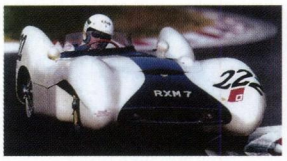
AROUND THE DEALERS

Competition cars currently for sale here and abroad

1968 HEALEY SR LE MANS

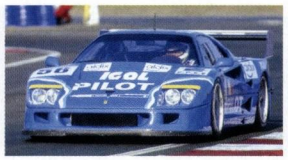


With fears that the Healey name was going to disappear from the Le Mans 24 Hours time sheets, the SR was secretly built in-house specifically for the famous la Sarthe circuit. Clive Baker and Andrew Hedges raced the car at Le Mans in 1968 but sadly came 50th out of 54 cars, retiring after only 20 laps; not quite the success they were hoping for. Recently restored, the SR comes with a photo file, works drawings, original pictures of construction and testing, plus correspondence and information from people who worked on and drove this unique car. Available from www.vdvgrant.be, tel: +32 (0)2 770 72 92, POA.



LOTUS MK9 SPORT

This car was owned by Anthony Page and campaigned by him in 1955. It raced at many circuits that year, including Silverstone, Aintree and the Goodwood nine-hour race, where it was the highest-placed Lotus in 11th place. Comes with full FIA papers and in race-ready spec. Available from www.luzzago.com, tel: 0039 030 241 1531, 118,000 euros ($80,000).



BPR FERRARI F40 LM

This car was originally one of Ferrari's F40 prototypes. In 1995 it was entered into the GT1 class at Le Mans, and with Michel Ferté, Olivier Thevenin and Carlos Palau behind the wheel the car came in 12th overall and sixth in its very competitive GT1 Class. Fully rebuilt and race-ready. Available from www.racecar.com, tel: 020 7591 0127, POA.



LOTUS 18

Chassis number 373, this ex-Clark, Surtees and Wolfgang Seidel Lotus was raced throughout 1960. Clark took fifth in it at the French GP and Surtees second at the British GP. The car's 2.5-litre Climax engine was rebuilt at the beginning of this year, and the race-ready Lotus has won every race it has entered since then. Tel: 01306 711292 or 07785 231254, $220,000.

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AUCTION DIARY

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, Imperial War Museum, Duxford. *Tel: 01925 730630*

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

OCTOBER 14 Musée de la Belle Epoque Automobile, Collection Dubec, Pont-L'Evêque. France. *Tel: +33 (0) 1 42 99 20 20*

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

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

OCTOBER 27 Coys, Asta Coys, Padova motor show, Italy. *Tel: 020 8614 7888*

OCTOBER 31 RM Auctions in association with Sothebys, premiere London Classic cars and 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 cars and automobilia, London to Brighton Veteran Car Run, 101 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*

NOVEMBER 19 Bonhams, collectors' cars, commercial vehicles and automobilia, Harrogate, Yorkshire. *Tel: 020 70468 5801*

NOVEMBER 21 H&H, cars, The Pavillion Gardens, Buxton. *Tel: 01925 730630*

NOVEMBER 27 BCA, motor vehicles, Blackbushe. *Tel: 01252 878555*

DECEMBER 3 Bonhams, collectors' cars and automobilia, Olympia, London. *Tel: 020 7468 5801*

DECEMBER 10/11 Barons, classic and historic cars, Sandown Park, Surrey. *Tel: 0238 066 8413*

Automobiles of LONDON



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CHASSIS 169363

II 1966 Ford GT40 MKI
CHASSIS 1065

III 1957 BMW 507 Roadster
CHASSIS 70015

IV 1953 Ferrari 212 Inter
CHASSIS 0275EU

V 1937 Mercedes-Benz 540K Special Roadster
CHASSIS 154086

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Letters

PROJECT ADDITIONS

Sir,

As an elderly 'anorak' whose specialist subject is 'Aston Martin Racing 1962 to 1964', I would like to comment on Andrew Frankel's feature about Project cars. The factory only ever entered Project 212 once, and as we all still remember how it led the opening laps of the 1962 Le Mans it clearly achieved its aim. Shortly after it was the subject of aerodynamic experiments in the MIRA windtunnel which benefited the 214 and 215 cars of 1963. Project 212 was ineligible for the 1962 TT, as was 215 for the 1963 TT. In that race Innes Ireland raced 214 in less than ideal specification!

Andrew missed (as I did) the three-car factory entry in the 1963 Guards Trophy race at Brands Hatch on August Bank Holiday Monday. At a late stage Project 215 was withdrawn, as racing it in the UK would make purchase tax payable.In the 1½-hour race Innes Ireland's 214 came sixth, and second in class; Bill Kimberley's 214 spun out.

By 1964 all the Project Astons except 215 were sold to private teams, and the Dawnay Racing Team had to enter Project 212 for the Nürburgring 1000Km as their 214 was at home being prepared for Le Mans. As soon as Brian Hetreed was killed in practice the 212 was withdrawn and the remains of the Hetreed 214 cut up, on the orders of his widow.

Brian Joscelyne, Aston Martin Heritage Trust, Essex

GUEST OF HONOUR

Sir,

The Dennis Carter Guest Column in October must rank as one of the most accurate and perceptive articles ever to be published in any motoring magazine. It is such articles that ensure my subscription renewal to your excellent publication. More of the same, please.

Peter Dring, Codnor, Ripley, Derbyshire

MONKEY SEE, MONKEY DO

Sir,

As a marshal of some 24 years experience I agree with much of what Dennis Carter has said. I do, however, disagree with his conclusion that young drivers are influenced only by what they see on television in Formula 1 races.

I think that they are far more likely to be copying the televised antics in the British Touring Car Championship and its supporting races. If the club is concerned about driving standards it needs to insist on far heavier penalties – say one-, two- or three-race bans – for the more blatant incidents.

He also states there are "hundreds of marshals and observers at every race". If only this were so – these days most race meetings do not have the number of marshals needed to effectively police driving standards as well as to ensure safety.

I recently marshalled at the Oulton Park Gold Cup meeting where an unprecedented number of damaged cars resulted in 98 recoveries over the three days. It would appear that driving standards in historic meetings are also being eroded.

Bill Turnbull, Gnosall, Stafford

CONTRA CARTER

Sir,

I find Mr Carter's comments about driving standards rather strange. First he blames society and then Formula 1, when I think this stems from the reduction in the age at which drivers can now compete. They are coming straight out of karting, where 'firing people off' is an accepted form of taking a place – a method, I might add, reinforced as acceptable by Touring Cars, and by the very high cost of competing, which means these young drivers are totally disconnected from the funding.

But, hang on – you could turn this all around and say, being a good driver means staying out of trouble and getting those points. So in such a tough environment today's championship winners must be very well qualified to move up the ladder!

Simon Sabel, Orpington, Kent

HERBERT A HERO

Sir,

Many thanks for featuring Herbert Linge in your August issue. His accomplishments have been many during a storied career with Porsche AG, a company now totally out of touch with its history and the individuals who helped create the iconic brand. Mr Linge did it all; talented mechanic *cum* public relations man, superb test driver and factory racer, creator of the race track safety car and Weissach visionary.

I have a copy of his biography, *Herbert Linge: Pionier in Pole-Position* by Frank Wiesner which, as you say, is only available in German. It is chock-full of many previously unpublished photos and the author tells me that he has enough 'stories' for two more books!

Efforts to get the book translated have not been successful, which presents an opportunity for Porsche AG to shine a light on its glorious past by bringing the life work of its first employee to all Porsche enthusiasts.

R Paul Harrison, Ontario, Canada

PURLEY MEMORIES

Sir,

Thank you for remembering David Purley. I was at Zandvoort in 1973 so had cause to admire the guy from Bognor. On that fateful day in July 1977 I was a marshal, standing a little way on from Becketts. As it was the first day of practice there were not many marshals about, so I was all alone. It was a beautiful afternoon – blue sky, flask of tea, birds singing and very relaxed with the 'pre-qualifiers' blasting past every now and then. I had become fascinated by a couple of courting wagtails in front of me, when one of them strayed into the path of an ATS and was killed instantly; its partner carried on flying in circles, twittering madly and clearly in distress. I hardly had time to reflect on this small tragedy when 'Pearls' went straight on at what seemed undiminished speed, through four layers of catch fencing and into the bank.

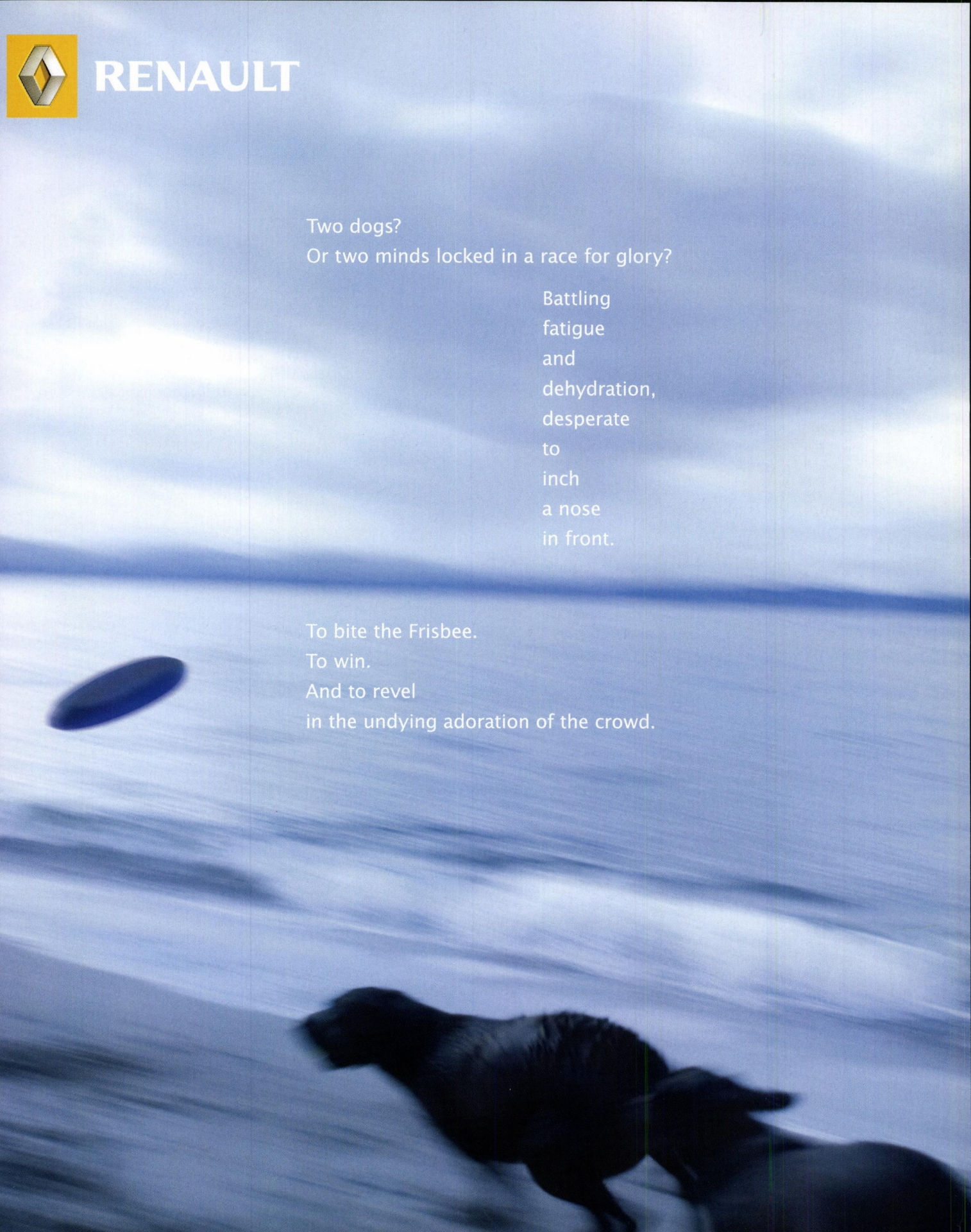
For a split second I couldn't understand what had happened as the car seemed to have disappeared – almost as though David had gone straight through the sleeper wall! I ran to the accident and found David under all this fencing and clearly in a very bad way. I struggled to believe that he could still be alive given the impact and the tiny space he was sitting in. As a fire marshal I backed off and allowed the emergency services guys room to work. I remember him worrying about whether the car would be ready for the race – and talking to everyone despite what must have been horrendous pain.

Once he was in the ambulance and away I remember slumping dejectedly on the bank pondering the unfairness of it. David Purley – a true hero, a George Medal winner – why should it happen to him? Can he possibly survive those dreadful injuries? Happily, survive he did and he later came to a marshals club dinner and talked about the accident and other scrapes he had got into. It was no surprise how he finally died; I guess he was never going to be satisfied selling refrigerators! Perhaps you could throw caution to the winds and print a few of more of Mike Earle's recollections of Brave Dave?

Good to see Ronnie's name kept alive, too. That '78 pole lap from a vantage point at Westfield: Ronnie approaching like a low-flying jet aircraft – all heat haze and blurred – not in touch with the ground – visibly faster than the others – he can't possibly get round... We all hold our breath and step back, expecting carnage – and then he's gone, unbelievably still on the road...

Ian Jackson, Hayling Island, Hampshire

Write to: Motor Sport, 26-30 Old Church Street, Chelsea, London SW3 5BY, UK or e-mail editorial@motorsportmagazine.co.uk *(please include your full name and postal area)*


RENAULT
Two dogs?
Or two minds locked in a race for glory?
Battling
fatigue
and
dehydration,
desperate
to
inch
a nose
in front.
To bite the Frisbee.
To win.
And to revel
in the undying adoration of the crowd.

Letters

HAMILTON HYPE HATER

Sir,

I am, I'm afraid, falling out of love with Formula 1. I stuck with it through the technical scandals, the hideous past qualifying formats, the – apparent – lack of on-track action, I gritted my teeth to watch the outrageous 2005 Indianapolis GP, and even tried to defend it. However, the camel's back is now broken – and the straw comes in the form of gappy-grinning cheeky-chappy Lewis Hamilton.

It isn't Hamilton himself that brings problems. He is, of course, hugely talented, gracious in his winning and a credit to British sport, etc, etc. The problem is with the British press and TV.

The main offender is ITV which, before the season had begun, dubbed him a superstar by doing a TV special on his really rather short career. This made no sense to me; he might have been rubbish in F1 for all they knew back then. I still maintain, however, that Anthony Davidson is better considering he is in the worst car and still fetching decent results.

It seems now that a race won't go by without the public being reminded by Mark Blundell about what a brilliant race "wot was won by 'amilton". Also, how come we always end up being asked his dad's view on everything? Why can't we hear from Felipe Massa's dad for a change? Why has Fernando Alonso's mum not discussed tyre strategy with us yet? And why won't Kimi Räikkönen's gran come on air for a short explanation of why he can't open his mouth properly?

I think this year ITV must have spent more airtime on Lewis Hamilton than they ever did on Michael Schumacher. They might as well call the pre-race programme 'The Lewis Hamilton Show'. I must admit, however, that it isn't just ITV that has packed the schedule with Hamilton fever. Not only is he now in countless adverts, but he was also letting the satellite viewers of the country know what music he likes.

Of course, this could be normal when a decent British racing driver comes along. Having been only two at the height of Mansell-mania, I am a little ill-prepared for such things.

Maybe I should just ride it out and see. You never know, perhaps James Allen will one day get bored of screaming "Hamilton wiiiiiiins!" Well, one can hope. I suppose I could always start following historic racing. It always seems more interesting to watch, and at least in that most people will be happy even if an American wins in a Ferrari!

Alex Michaelides, Bromley, Kent

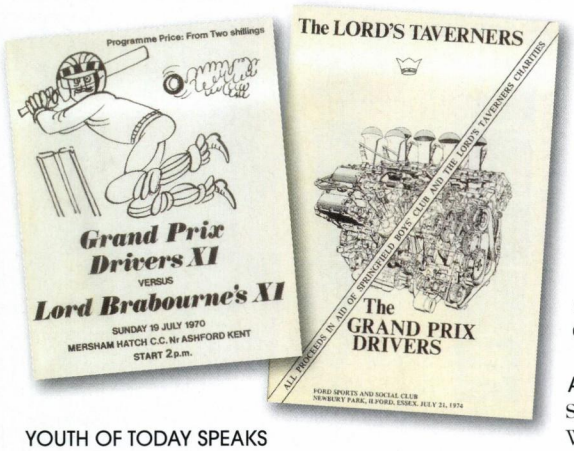
PROGRAMME PRODUCED

Sir,

Further to the recent correspondence regarding the 1972 post-British Grand Prix cricket match between Lord Brabourne's XI and Grand Prix Drivers XI (although I think they were renamed 'XV' on the day) I have attached a scan of the programme cover which I hope will be of interest.

As a teenager at the time, I also persuaded my Dad to take me to see the 1970 and 1974 matches and have attached scans of the programmes from those games too.

Graham Lee, London E18



YOUTH OF TODAY SPEAKS

Sir,

Contrary to Martin Moore's letter (September), I left the Chaparral pit at the Goodwood Festival of Speed feeling slightly disenchanted. Agreed, I had not the fortune to meet Mr Jim Hall but the gentleman I spoke to on the Friday seemed uninterested in talking to a spikey-haired youth that afternoon.

I am not the archetypal historic motorsport fan, I admit. I am only 19 years old and probably look even younger. But I have a passion for motorsport, and especially historic racing. To begin a conversation about my fascination with the white cars, only to be shrugged off and told to 'pop over to Texas' and visit the Chaparral museum was a little disappointing.

However, the purpose of this letter is not to complain about the man at Goodwood. I'm sure he was very busy. My point is that I think young people should become more involved with historic racing, and for this to happen a little encouragement would not go amiss. I understand there are many conceptions surrounding today's vulgar youth culture but I must not be the only person who doesn't care about Citroën Saxos and would rather plan a long weekend at the Nürburgring Nordschleife than on Ibiza.

The future of motor racing looks decidedly bleak; eco-friendly prototypes and production racers based on the clone-platform road cars don't promise much excitement. The tracks are uninspiring and show no sign of becoming any better – take the recent Valencia F1 proposal, for example. While it is true that one cannot live in the past, is this really what we want the next few generations growing up thinking what motorsport is about?

If younger people take no interest in historic racing, once the current 40-plus generation has given way to mine, then it may well fade away for good. It is all very well to have manufacturers encouraging the 'engineers of tomorrow' – I am myself a motorsport engineering student. But it may well be worth considering who will engineer the cars of yesterday, too. And who will turn up to watch them race – if anyone cares enough to drive them.

It won't be too long before you hear someone ask what a carburettor is.

Gary Skipp, Solihull

ALASTAIR CALLED ILL

Sir,

While enjoying the October 2007 issue and reflecting upon yet another superb set of articles, I was suddenly horrified by the comments of Alastair Caldwell on James Hunt's performance in the 1976 Japanese Grand Prix. In one short piece he had called Hunt a "stupid bastard," an "idiot" and a "fool".

James was far from perfect, but he was the World Champion that year after claiming pole position and leading almost all of the race in commanding style in extremely difficult conditions. The fact is he tried to make his tyres last as long as possible but had to make a late pit stop. Having resumed in eighth place, he fought back and took the third place he needed for the title with only a few laps to spare.

A few years ago I saw a television programme about the life of James Hunt in which Alastair Caldwell made other derogatory remarks; he clearly nurtures an ongoing dislike of James and uses every opportunity to put the boot in. I find his comments to be particularly offensive; especially when the recipient is no longer here to defend himself. I would strongly suggest that he keeps his bitter and twisted opinions to himself.

Gary Spaven, Cottingham, East Yorkshire


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GUEST COLUMN

SUNDAYS OFF AT LAST

What a great grand prix season. I can't recall a better one in all the years I have been watching and commentating. We have had four drivers capable of winning the title, and a tremendous battle between McLaren and Ferrari. Plus, of course, the arrival of Lewis Hamilton.

On the subject of Lewis, let me say that what we have here is the right bloke in the right place, in the right car at the right time, and my God he's exploited this situation quite brilliantly. He has comported himself with absolute dignity and friendliness: this young man is a credit to Formula 1 and I cannot imagine any other driver having had such a perfect CV for coming into F1. The bloke is a phenomenon, the like of which we have never seen before.

As for the season, much of the interest has been around those round black things called tyres. I see the downfall of Renault as being primarily caused by the team having to adjust to the Bridgestones but, having said that, neither McLaren nor BMW have suffered to the same degree. Certainly they miss Alonso, and his departure has adversely affected the team, particularly as Fisichella has again failed to come good. I think Giancarlo has reached the end of the road while Heikki Kovalainen has taken time to get up to speed in his first season.

While speaking of rookies, I have been very impressed by Anthony Davidson, a bloke I have got to know well since being a global ambassador for Honda and watching him as their test driver last year. I feel sorry for Anthony in that he hasn't had the breaks that some others have had. I mean, he was beating Jenson Button in karting on occasion, and his qualifying in Turkey was an exceptional performance. But, like Jenson, he is a grand prix driver and that's more than can be said for 99 per cent of racing drivers. There's probably a bloke in Central Patagonia, or in the depths of China, who's just as quick if only he had the chance to prove it.

It's been a dreadful season for Jenson but I've been impressed by his commitment to the team: he's a team player and he's got years ahead of him. He's won a grand prix – he knows how to do that – and if nothing else that will be a great memory for the rest of his life. Sadly, and it hurts me to have to say this, he is in a pretty bad car and going nowhere until next season. But he's a bloody good driver, a great guy, and he has shown great fortitude and cheerfulness in the face of adversity this season.

"I feel sorry for Anthony. He hasn't had the breaks but his qualifying in Turkey was exceptional"

It's interesting that, so far, we have had Hamilton ahead of Alonso and Massa ahead of Räikkönen. I'm not sure if it will stay this way but Kimi has not looked happy at Ferrari this year, has he? But then where would he be happy? You have to ask yourself whether Räikkönen would fit well into any team. He wasn't the flavour of the month at McLaren, I gather, and you have to say that, while blindingly quick in the car, Kimi has something of a problem with his attitude. Also, he is denying Ferrari something they've had for many years – Michael Schumacher, a man who applied himself totally. It seems to me that Räikkönen simply doesn't have this attitude. But it doesn't stop him winning!

On the team front I have been very impressed with BMW. They clearly have the quickest car behind McLaren and Ferrari and I think Mario Theissen has delivered brilliantly on the promises he made to the BMW board when they took over at Sauber. They have thrown money at it and made improvements to an already excellent facility which includes a first-rate wind tunnel.

So who will win the 2007 World Championship? My gut feeling is that it will be Alonso. But anything can happen: a mechanic can drop a wheel nut in a pitstop and decide the result of the championship, it's that close. But I think Alonso will pull ahead of Hamilton because of his experience. Because he has won two championships already, he knows how to get this done and experience will count as the season draws to an end. More importantly, his blood must be up. When he goes to bed at night he must, metaphorically, have a picture of Lewis Hamilton at the end of his bed and he must throw darts at it before he goes to sleep. We've seen it before with Prost and Senna, Mansell and Piquet. But anything can happen.

On Sunday afternoons I will be watching, of course. People always ask me if I shout and throw things at the telly when things go wrong. No, I don't. I like to sit in the room alone because I don't like people asking me questions. But I watch it just like everybody else. I regard myself as an ordinary viewer these days. I did the German Grand Prix for Radio 5 LIVE as a one-off while David Croft's wife was having a baby, and of course I was on a hiding to nothing really. I mean, if it went well they'd say the bloke's still got it, hasn't he? And if it went badly they'd say well, the old fool is clearly past it and it's a good thing he stopped. But I wanted to prove to myself that I could still do it, and it went very well. The BBC was pleased, and I had some nice comments from the public. But I won't do it again – that's it now. I've got away with it once and I'm not chancing my arm again.

LAT

Andrew Frankel



ROAD CARS

IS THE WEIGHT OVER?

It may seem an odd way to start a column about road cars in a magazine called *Motor Sport* but I've spent a sizeable proportion of the last month driving a tractor, a form of transport hitherto omitted from my automotive education. I bought it because I have recently moved house and find myself with a small amount of land to manage. I'd like to tell you it's a 1940s Fergie of unimpeachable provenance, but in fact it's a small and entirely unremarkable Kubota. And in terms of how difficult it has been to learn how to use properly, it's up there with my Alvis Silver Eagle and its merciless crash 'box and centre throttle.

But learning it has been a revelation: in an era when even the cheapest road cars are filled with gimmicks and gadgets and do all they can to distance you from their engineering, driving something so mechanical and tactile is a joy. It has no switches, just levers that operate with heavy precision. It makes you work all the time, adjusting the height of this, the ratio of that and the speed of something else. If you get stuck, you stamp your heel on a bar that instantly locks the diff solid, propelling you out of the muddiest bog like a cork from a bottle. It is more involving to drive at 4mph than any number of sports cars at 40 times that speed. It has an honesty rarely seen in any car these days: it knows what the job is and everything about it is designed not to make that job easier, but to do it better. It is supremely, almost definitively, fit for purpose.

'Fit for purpose' is not a phrase we see much in the car magazines these days, largely because most of us responsible for making up their content know that very few cars are any more. We live in such a risk-averse society we need our cars to cater for every foreseeable outcome and are quite happy to have their fundamental designs compromised in the hope that on just one of the thousand days we'll own any given one, it will assist us in or even rescue us from some situation that we can neither predict nor, in our hearts, even believe is going to happen. But for that slight possibility, we'll happily drive a car that's nowhere near as good as it could or should be the rest of the time.

We buy cars with sixth and seventh seats that rarely, if ever, get used. We buy cars with four-wheel drive ignoring the fact that it harms economy and emissions, will not improve a tyre's limit of lateral adhesion, increases braking distances because of its extra weight, instils a largely false sense of security in adverse conditions and, in many cases, serves only to raise the speed at which cars fly off the road. We buy SUVs because we believe we will suffer fewer injuries if we crash them while forgetting that they do even more damage to other vehicles – and pedestrians – and are easier to crash in the first place. Through our demands for passive safety systems that will likely never be used, we let cars gain ever more weight, compromising factors we need every day of our lives like fuel consumption, exhaust emissions, performance, handling and braking. This is not sensible.



Take the new Bentley Continental GT Speed I have just been driving. It is a magnificent car with a thundering new 600bhp version of the twin-turbo W12 motor and is the first Bentley officially to top 200mph – even if, unofficially, all Continental-based Bentleys have been capable of as much for years. It has so much torque developed so low down – 553lb ft at 1750rpm – that when it's all expertly deployed to all four wheels as you cannon off the line and past 60mph in just 4.3sec, it feels as if there's enough energy being fed into the tarmac to reverse the rotation of the earth.

And that's all fine up to a point. But as I drove, I could not help wondering how much better it would have felt and driven had it not weighed 2350kg. If, by removing the four-wheel drive hardware, using aluminium rather than steel bodywork and fitting the smaller, lighter engine that would suffice to maintain the same power to weight ratio, perhaps half a tonne could be shed without making the result any slower, nor any less of a Bentley. It would no longer need the largest brakes fitted to any production car because there would be less of it to slow. Nor would the suspension need to be so substantial.

It would accelerate just as quickly, but feel dramatically more agile and alive in your hands in the corners. Its top speed might drop a few meaningless mph but it would go further between filling stations and pump less CO_2 into the atmosphere. It would be no less luxurious or comfortable, and arguably safer still. It would be more fit for purpose.

Clearly there is nothing that can be done for this generation of Continental, but Bentley will in all likelihood be looking at its replacement even now and I hope that the marque will in future make its cars quicker and better to drive not by piling on the power, but, instead by shedding substantial quantities of kilos.

I'm making the point because last month I had something close to an automotive epiphany. I was at Jonathan Palmer's Bedford Autodrome to spend two days on road and track in wet and dry conditions with a wide range of very high-performance machinery. There were a couple of Porsches and Mercedes, a BMW, a Lamborghini and even Audi's new R8. But the car that entranced me most was a Lotus Elise S that a Lotus chassis engineer had used simply as transport from Hethel to Bedford. Costing just

£23,995 and powered by an off-the-shelf 140bhp Toyota engine driving a simple five-speed gearbox, it was a car I drove only because I'd always wanted to and because he said I could.

In conditions as horrible as I've ever encountered while driving a two-wheel drive, mid-engined car as fast as I could, it was scintillating. Its little 175-section front tyres cut through water that had sent the supercars wiggling and squiggling across the track. It would drift at any angle you liked, talk constantly and eloquently to you through the steering and generally make you feel like a hero at even fairly modest speeds. In a straight line it felt more than quick enough, while in the corners enchanting is not too strong a word. Was it any less of a Lotus because it was cheap and didn't have much power? On the contrary, it was the most authentic Lotus product I'd driven since the original Elan. When the purpose is the provision of affordable fun in a usable package, I know none more fit than this.

Which is why the forthcoming Eagle and Esprit worry me. These are the bigger, quicker, more comfortable and expensive Lotuses the company – now returned to profitability – is working on. While Lotus is the biggest builder of Elise-type cars in the market, these new products are going to have to take on the might of Porsche, and with the best will in the world that's a contest from which I struggle to see Lotus emerging on top.

I understand the imperative for low-volume manufacturers to build more expensive cars with their greater profit margins but I understand too that other small British sports car companies, even Lotus itself, have become unstuck by this process in the past. I'd like to see Lotus continue to build the Elise in all its many guises and hire out its renowned expertise in building lightweight cars to an industry which will soon come to regard weight reduction with no loss of structural integrity as perhaps its most important challenge of the short to medium term.

I welcome it. If the imperative to reduce fuel consumption and CO_2 emissions results in us all driving cars made lighter through the clever use of modern materials and the deletion of needless gimmickry, we all win. These cars will be less wasteful, more fun and safer, too. I cannot wait for them to arrive. So don't fear that the days of the enjoyable sporting motor car are about to end. On the contrary, I expect they're about to make a long overdue return.



FERRARI F430 SCUDERIA

All things being equal, by this time next month I'll have driven Ferrari's new F430 Scuderia. Limited edition specials like the F40, F50 and Enzo aside, this is Ferrari's most extreme production car, and while the idea of its naturally aspirated 4.3-litre, 510bhp engine allied to a paddle-shift box that'll change gear in just 60 milliseconds seems almost impossibly thrilling, the most exciting thing about the Scuderia is that it has also had 100kg shaved off its kerbweight. The standard F430 is already an extremely light, capable and captivating machine, so the Scuderia has every opportunity to be a landmark of supercar design. Even if it's not, it should be fun finding out.

JAGUAR XF

Jaguar has finally shown us what its new XF saloon, the replacement for the well engineered but unloved S-type, will look like. 'Bold' barely does it justice. To me the back and sides look great but the nose rather odd and surprisingly un-Jaguar. Then again, I was faintly disappointed when I saw the new XK both in the photographs and on the motor show stand. It was only when I saw it moving on the road that it all started to make sense, so I'm reserving judgement until I can see the XF in action. One thing seems certain, however: if the XF strikes a chord with the public, Jaguar could yet have a gleaming future ahead of it. If not, it's hard to see any future at all.



CHAPTER XI

PENALTIES

151. Breach of rules

Any of the following offences in addition to any offences specifically referred to previously, shall be deemed to be a breach of these rules :

a) All bribery or attempt, directly or indirectly, to bribe any person having official duties in relation to a competition or being employed in any manner in connection with a competition and the acceptance of, or offer to accept, any bribe by such an official or employee.

b) Any action having as its object the entry or participation in a competition of an automobile known to be ineligible therefor.

c) Any fraudulent conduct or any act prejudicial to the interests of any competition or to the interests of motor sport generally.

152. Penalties

Any breach of this Code or the Appendices thereto, of the national rules or their appendices, or of any Supplementary ... any organiser, official, competitor, ... fined.

Also, the stewards ... following penalties applicable to the ... suspension for one or more ... Championship points. Points shoul... from drivers and competitors, save... These penalties may, where appli... with suspension of sentence.

153. Scale of penalties

Penalties may be inflicted as... severity :

- reprimand (blame);
- fines;
- time penalty;
- exclusion;
- suspension;
- disqualification.

Time penalty means a p... seconds.

Any one of the above p... enquiry has been held and... concerned party must be ... of presenting their defence...

For the FIA Formu... Rally...

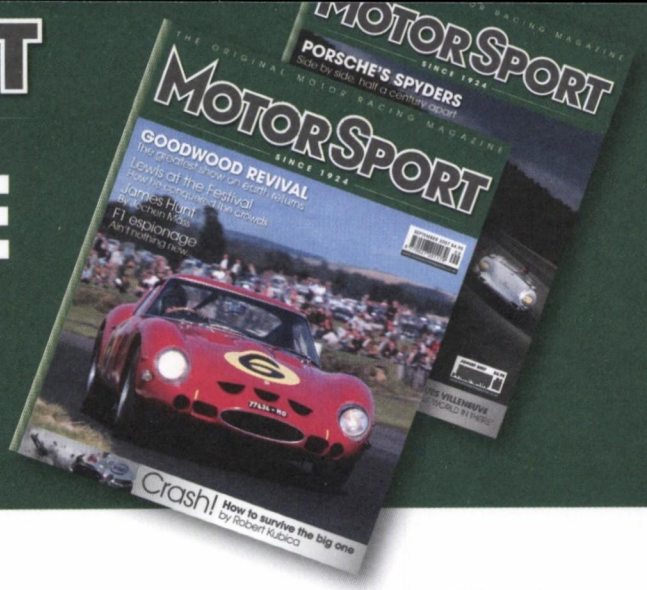
CLAUSE FOR

The paragraphs highlighted in the FIA document above are at the core of Formula 1's biggest scandal. McLaren has been fined 100 million dollars and stripped of its Constructor points, not for stealing designs, not for offering bribes, but for possibly gaining, through the actions of a disgruntled Ferrari employee, a theoretical intellectual advantage – an advantage which the FIA itself says would be impossible to quantify. With an invisible crime to punish, and the eyes of the sport and the media upon it, the FIA decided McLaren had transgressed against clause C of paragraph 151, Breach of Rules – a clause containing no concrete definitions of illegal behaviour. In this section, Nigel Roebuck assesses the outcome, and F1 luminaries comment on the judgement, which we print in full

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U711

CONCERN

It began as the story of two dishonest and greedy men, both unreasonably dissatisfied with their lot. When Ross Brawn, after countless years on the road, decided to step down – at least temporarily – as Ferrari Technical Director, at the end of last year, Nigel Stepney, another Brit at Maranello, harboured high hopes of promotion. Over in Woking, meantime, Chief Designer Mike Coughlan was less than content at McLaren.

Stepney, the Race Technical Manager at Ferrari, had previously been the team's chief mechanic, and some say there has never been a better mechanic in Formula 1. During Stepney's watch, Ferrari achieved a level of reliability unequalled in the sport's history, as Michael Schumacher can gratefully attest. Stepney's salary, said to be well over a million dollars, was substantially more than he could have earned in that capacity with any other team.

During their years at Ferrari, Stepney worked closely with Brawn, but clearly he had a higher opinion of himself than did the powers-that-be at Maranello. When Brawn decided to go fishing for a year, Mario Almondo was brought in to replace him and Stepney, while perhaps not aspiring to the top job, was angered by the decision. Last December he said as much to journalists – the Ferrari hierarchy was furious.

In the spring Stepney contacted Coughlan, with whom he had previously worked at Benetton, and suggested that they offer themselves as a 'rescue package' to Honda, whose calamitous form this season has been well documented. In the meantime, he discussed aspects of Ferrari with Coughlan, and it was as the result of information gleaned from these talks that at the first race of the season, in Melbourne, McLaren asked for clarification from the FIA as to the legality of the 'floor' of the new Ferrari F2007. After the Australian Grand Prix, the FIA's Charlie Whiting announced that it was not in conformity with the rules – but by then Kimi Räikkönen had already won the race, and his victory stands.

Subsequently, a 780-page Ferrari dossier found its way to Coughlan's house, and his wife Trudie duly took it to a print shop in nearby Horsham where it was transferred on to two CDs, the bill being paid with a personal cheque. The original dossier was shredded and burned in Coughlan's garden. Had not an employee at the print shop, concerned about the job he had been asked to do, contacted Maranello, the affair might never have come to light.

At the end of May Stepney and Coughlan had a meeting with Honda's Nick Fry at Heathrow Airport, where the possibility of their working for the company was discussed, but any question of documents or dossiers, Fry insisted, was never discussed. Coughlan, apparently, was of greater interest to him than Stepney, but no deal was concluded with either.

It was on Monday, July 2, the day after the French Grand Prix, that the news broke that 'a Ferrari employee was suspected of handing confidential material to a McLaren employee', and the fact this was also only four days ahead of the start of practice for the British Grand Prix immediately raised suspicions that the leak had been timed, by Ferrari, to cause maximum disruption to McLaren at a crucial moment in the season. (There would be a similar incident later in the year, at Monza, when Italian legal authorities arrived at the McLaren motorhome – immediately before qualifying – simply to inform certain personnel that they were 'under investigation'.)

The FIA announced that the matter would be discussed by the World Motor Sport Council at a meeting in Paris on July 26, by which time a McLaren-Mercedes had been dismantled, and minutely examined. No evidence could be found that any aspect of the design of Ferrari's F2007 had been incorporated into McLaren's MP4-22 – and no surprise there, as the cars differ widely in concept, and had anyway been 'signed off' many months earlier. Ferrari's contention, though, was that details of its car, and of its working practices, had inevitably benefited McLaren in various ways.

Eventually the 26-man council unanimously concluded that there was no clear evidence that McLaren, as a team, had benefited from the confidential Ferrari information in ▶▶▶



Ron Dennis came clean to the FIA, but Jean Todt of Ferrari has reacted with self-righteous outrage

Paul-Henri Cahier

Coughlan's possession. That being so, it was felt there was no justification for punishment.

Unanimous the decision may have been, but it did not keep one Italian member of the council, Luigi Macaluso, from afterwards declaring that he had tried to persuade his fellow members to vote otherwise: "For me, McLaren are guilty, and that's that."

On the heels of Macaluso's comments came a torrent of fury from his homeland, Ferrari's Jean Todt in particular responding with that brand of self-righteous outrage he has made his own.

"I wonder what would have happened with the roles reversed," Todt said. "I wonder if they had found in the house of a Ferrari chief designer 780 classified documents of another team...

"There would have been cries of a scandal, and an exemplary punishment would have been demanded. And it would have been granted, I have no doubt.

"There is not even a sign of logic in this verdict. Either they are guilty or they are not. McLaren were found responsible of having violated the regulations of F1, of having behaved in a fraudulent manner, but they haven't been punished.

"One thing is certain: we at Ferrari can calmly look at ourselves in the mirror. I think others can't do the same thing."

> "Ferrari lost no time in appealing against the decision not to punish McLaren"

These last remarks provoked a good deal of mirth in the paddock, where the general response was that Ferrari was somewhat poorly placed to complain about decisions taken over time in Paris. When, for example, Michael Schumacher blatantly attempted to barge Jacques Villeneuve off the road in their championship-deciding race at Jerez in 1997, it was confidently expected – not least because he had done the same to Damon Hill at Adelaide three years earlier – that he would be hammered by the powers-that-be.

In the end, though, the FIA came down on Schumacher like a ton of feathers. His second place in the World Championship was struck from the records – but he was allowed to 'keep' his five wins from the season. Other than that, the FIA required him to do some road safety work on its behalf, and that was all she wrote.

FIA President Max Mosley earnestly attempted to persuade the press that really Schumacher had been *very* seriously punished. To be stripped of the title of 'Vice World Champion' was no little matter, he said. In vain, one tried to think of a driver to whom second place meant less than Michael Schumacher.

Mosley also said that the governing body's conclusion was that Schumacher's action, while deliberate (as proved beyond doubt by in-cockpit footage at the moment of the controversy), had been spontaneous, rather than preconceived. So that was all right, then.

A couple of years later, in the latter stages of the 1999 season, the Ferraris of Eddie Irvine and Schumacher finished first and second in the Malaysian Grand Prix, only to be disqualified when their bargeboards were found not to conform to the rules. Their removal from the results promoted McLaren's Mika Hakkinen into first place, and that in turn confirmed him as World Champion.

While there was no suggestion that Ferrari had acted illegally – the bargeboard infringement was insufficient to have created any performance advantage – Ross Brawn afterwards admitted to Williams's Patrick Head that the team was indeed 'bang to rights'. It was unfortunate, but there it was.

Thus there was some surprise when Ferrari later appealed against its disqualification – and even more when, at a meeting in Paris the

following weekend, it was decided that the bargeboards *were* in conformity, after all. Irvine and Schumacher were reinstated in the Sepang results, and the World Championship, with the Japanese Grand Prix still to come, was not dead after all, for now Irvine could still beat Hakkinen to the title.

In the event, this did not transpire, Ferrari proving surprisingly less competitive than in Malaysia, but still the team narrowly beat McLaren to the constructors' title – which would have been impossible without the 16 points from Sepang.

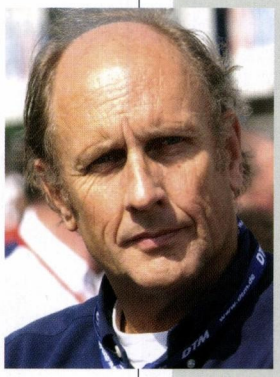
Back to the present. Following the first WMSC hearing, Ferrari lost no time in appealing against the decision not to punish McLaren, and a date – September 13 – was set, this falling in the four-day break between the Italian and Belgian Grands Prix. Later, the FIA announced, new evidence to be presented was such that it would no longer be heard in the FIA Court of Appeal, but before the World Motor Sport Council once again. A whole new 'trial', in effect.

The FIA became aware of much of the 'new evidence', remarkably, through none other than Ron Dennis. It will be remembered that his drivers, Fernando Alonso and Lewis Hamilton, became embroiled in the qualifying session at the Hungarian Grand Prix, during which each, in different ways, appeared deliberately to impede the other. No other competitor was affected, and it should have been an intra-team problem, to be resolved by McLaren. As it was, though, the FIA stewards decided to become involved, and Alonso, who had taken pole position, was punished with the arbitrary loss of five grid positions.

Given that Hamilton appeared to have started the whole thing, Alonso was particularly incensed, and on race morning had a face-to-face confrontation with Dennis. For some little time he had been unhappy with his lot at McLaren, feeling he was not getting the 'number one' treatment he felt was his due, and undoubtedly he was thoroughly unsettled by the pace and performance of his rookie team-mate, which not even Hamilton's keenest supporters could quite have anticipated.

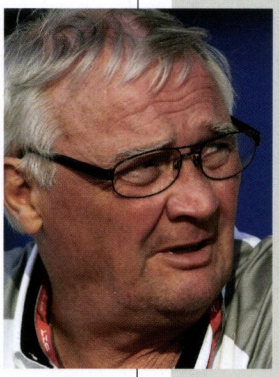
Neither man has revealed the detail of what was said that morning, but the belief is that Alonso effectively threatened Dennis that if he did not 'slow Hamilton down' (and perhaps get rid of him at the end of the season), he, Alonso, would go to the FIA with 'new evidence' on the Stepney/Coughlan affair.

If the facts are true, it was not only ill-advised for Alonso to behave in this fashion, but also remarkably stupid. In Formula 1 circles Dennis has a long-established reputation for integrity, and throughout the investigations into this disreputable affair McLaren had done ➤➤➤



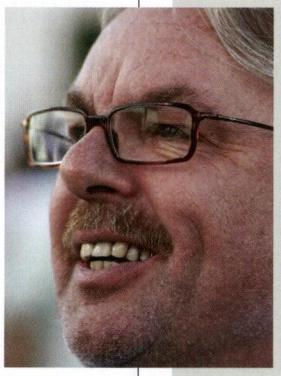
HANS STUCK

"From what I've heard, there is some guilt. I would say the points penalty is fine, the money is too much. It doesn't fit into the system. The punishment should be a warning for other people not to do like this, but the money is too high. Ferrari had this problem with Toyota a few years ago, with people taking stuff there. I think maybe they should check what is going on there. Why are people doing it? Are they doing it for the money, or because they don't like Ferrari any more? How is this possible? It's not good for the sport. I have all my guests in the Paddock Club, who are mainly high-value sponsors, they all say what about all this shit going on? What kind of business is this? Do we want to come here any more? The worst damage is for McLaren-Mercedes, and for the fans."



OVE ANDERSSON

"I think it is outrageous, what has happened, the way the FIA has gone about it. This is typical – money. There is no common sense. You can't exclude McLaren from F1, so it's completely different to what happened to us. (Toyota's Corolla WRC cars were excluded for a year after turbocharger infringements in 1995.) That wasn't so important. People are always moving around in F1, and when Benetton people went to Ferrari I don't think they went empty-handed. This is always happening. Maybe not in such a vulgar way as this has been done. However, people say any publicity, whether bad or good, is always positive, because it creates a lot of interest."

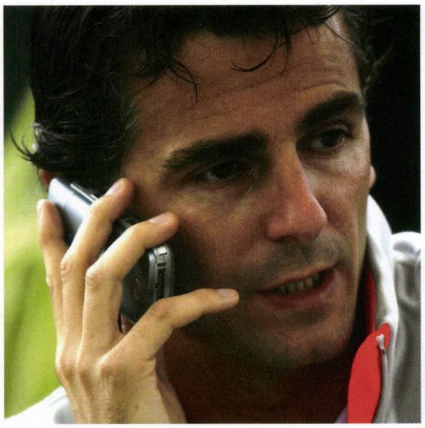


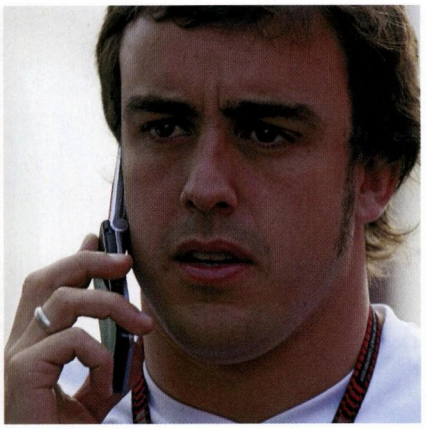
KEKE ROSBERG

"I hear from inside of McLaren that they still don't understand why they have been penalised. They don't think there was anything in it, and they must know. Of course $100m is a lot of money. I would have wished that for one instance if a penalty had to be imposed, it was a loss of points. We know it would have been a financial penalty, but it would not have been announced to the public as a so-many-millions fine. I don't like to talk about money like telephone numbers, and I wish we could have talked about it in a sophisticated manner. Information has been moving for years, although they didn't have computers in my day. A good designer or engineer moving knows most of the stuff. You can't copy directly anyway, so you can only say, 'Well our philosophy was this'. A good aerodynamicist will know numbers, knows all the numbers to aim for, but then another team's wind tunnel gives different numbers, so even those can't be compared directly."

everything possible to co-operate with the FIA. Not only did Dennis refuse to be coerced by Alonso, he said that if he had any new evidence he should impart it to the FIA as soon as possible. A few hours later Alonso's manager came to Dennis to say that Fernando had acted in haste and anger, and wished to retract what he said, but in fact, as soon as the stormy conversation had concluded, Dennis had immediately telephoned FIA President Max Mosley.

After the race Alonso came to see Dennis, offered apologies for his behaviour earlier on, and the two men shook hands. By now, though, the genie was out of the bottle: not only had Dennis learned that day of new evidence linking Stepney and Coughlan, but so also had the FIA.





At no stage of the entire affair has there been any suggestion that McLaren incorporated information from the Ferrari dossier into its car. Rather, the basis of the case against McLaren has been that it benefited from knowledge of Ferrari work practices.

Once in receipt of the Ferrari documentation, Coughlan imparted some details to McLaren's test driver, Pedro de la Rosa, with whom he had worked previously, and with whom he had a good relationship. De la Rosa, in turn, communicated it to his good friend, and fellow Spaniard, Alonso. A sizeable number of text messages and e-mails leave no doubt about this.

That said, there is considerable doubt that it was actually 'cutting edge' information. There were, for example, details of the weight distribution of the Ferrari F2007, but this car, as previously said, is quite radically different in concept from McLaren's MP4-22. Stepney had also furnished Coughlan with information about Ferrari pit stops: at Melbourne, he said, Kimi Räikkönen would be stopping on lap 18. In point of fact Räikkönenn pitted on lap 19, but, as Dennis and others have pointed out, this is hardly classified information. Given that an extra 10 kilos of fuel costs about three-tenths of a second per lap, it is relatively simple to calculate – by comparing a car's lap time in the first and second segments of qualifying (when it is very light on fuel) and the third segment (when it has 'fuel for the race' on board – when it will make its first stop.

This e-mail correspondence between Coughlan and de la Rosa (and de la Rosa and Alonso) apparently ceased after the Bahrain Grand Prix, the third round of the World Championship, on April 15. By then, Stepney had been useful to McLaren in other ways, suggesting, for example, that the team seek clarification from the FIA as to the legality of the 'floor' of this season's Ferrari F2007.

The revelation of 'new evidence' came as a body blow to Dennis, who had previously questioned his employees as to whether or not they knew of the collusion between Stepney and Coughlan, and had believed that Coughlan alone was involved. It was in this belief that

> "De la Rosa communicated details from Coughlan to his good friend Alonso"

Dennis attended the first WMSC hearing in July, at which McLaren escaped punishment. The second one, on September 13, promised to be very much serious, and so it proved.

Once Mosley knew of 'new evidence' (as revealed to him by Dennis following the row with Alonso in Hungary), the FIA required statements from all the McLaren drivers, revealing *everything* they knew. If they were to comply, Mosley promised, they would be guaranteed personal immunity from proceedings under the International Sporting Code and the Formula 1 regulations. "However," his letter concluded, "in the event that it later comes to light that you have withheld any potentially relevant information, serious consequences could follow."

At no stage has there been any suggestion that Hamilton was involved, but Alonso and de la Rosa submitted very full reports of what they knew. The WMSC debated the matter at length in Paris, and after many hours announced that McLaren would be stripped of all constructors' championship points for 2007 (which automatically handed the title to Ferrari) – and would also be fined $100,000,000. Numbing.

The reaction throughout the paddock – save in the Ferrari area, anyway – was that the punishment was absurdly disproportionate to the offence, an impression which gained further strength when the FIA produced a document on the judgement.

Item 5.3, for example: "The WMSC does not have evidence that any complete Ferrari design was copied and subsequently wholly incorporated into the McLaren car as a result of Coughlan passing information from Stepney to McLaren. However, it is difficult to accept that the secret Ferrari information that was within Coughlan's knowledge never influenced his judgment in the performance of his duties. It is not necessary for McLaren to have copied a complete Ferrari design for it to have benefited from Coughlan's knowledge. For example, the secret Ferrari information cannot but have informed the views Coughlan expressed to others in the McLaren design department, for example regarding which design projects to prioritise or which research to pursue. The advantage gained may have been as subtle as Coughlan being in a position to suggest alternative ways of approaching different design challenges."

Or item 7.1: "The WMSC believes the nature of the information illicitly held by McLaren was information of a nature which, if used or in any way taken into account, could confer a significant sporting advantage upon McLaren.

"The WMSC does not have evidence that..." "It is difficult to accept that..." "The advantage gained *may* have been..." "*Could* confer a significant sporting advantage..." Phraseology of that kind hardly sits easily with a fine of draconian proportions.

At Spa, the day after the Paris hearing, Mosley said that, in his opinion, McLaren had got off lightly. "They were very nearly out of business – very nearly. I think what we did was arguably less than we should have done – that $100m is less than the difference between his [Dennis's] budget and those of Williams or Renault or several other teams, so it's a very minor punishment, as such. The other teams clearly understand that nobody should do this – and in

fact I think they're actually relieved to know that we will stamp it out. Once you get this culture of cheating in a sport, it's a complete disaster, and you've got to cut it out as soon as you find it. I'm just trying to run a fair, proper sport, as far as I'm able, and the World Council is the same.

"McLaren was extremely lucky that we didn't simply say, 'You have polluted the World Championship in 2007 – and you've probably polluted it in 2008, as well, because we've no way of knowing what information you're using in your 2007 or 2008 cars, so you'd better stay out of the World Championship until 2009 – if you're still around – because that way we know it's completely fair'. We didn't do that, and I think when history gets to be written about this, that may be what we will be reproached for – doing too little, not too much."

Ferrari apart, that is not a viewpoint much in evidence among the other teams – indeed, their feeling was that Ferrari were ill-placed to assume the moral high ground, to gloat.

Mosley also said that the drivers, as well as their team, could have been stripped of their championship points, "on the grounds that there is a suspicion that they had an advantage they should not have had". A *suspicion*?

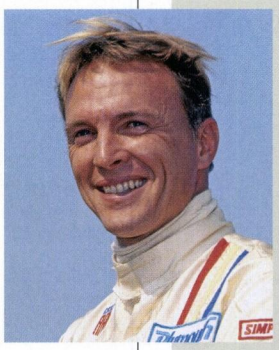
Jackie Stewart was one of many to suggest that it was insane for the sport to wash its dirty linen in public this way, pointing out that, in varying ways, this sort of thing had *always* gone on. "When I started Stewart Grand Prix," he said, "we hired people from Ferrari, McLaren, Williams, Arrows, Jordan and God knows who else. Every single one of them brought with them intellectual property secrets – and some of them, I dare say, had pieces of paper that they'd kept because they thought they were valuable to them. I certainly wasn't aware of that – and I didn't have anyone into the office saying, 'Oh, by the way, I'm going to bring this with me...' I mean, I *knew* they were going to bring that with them! That's what has *always* happened.

Adrian Newey left Williams, and went to McLaren – he left a world championship-winning team, and is anyone going to suggest he did that without taking any knowledge of Williams with him? I mean, for God's sake, that was one of the reasons why McLaren recruited him! Then he left McLaren, and went to Red Bull – did he do that without taking *extraordinarily* important knowledge with him? Of course not!"

Two years ago, a couple of Ferrari engineers, recruited by Toyota, took Maranello software with them. They were duly dealt with under the processes of civil law, but on that occasion the FIA did not become involved.

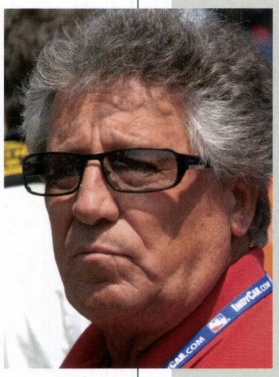
At Spa, Renault's Pat Symonds was asked if he considered McLaren guilty. "Mmm, yes, I suppose so," he said. Guilty of what? "Not very much," said Symonds. "Not very much..." Ⓜ

On the following pages we re-print the World Motor Sport Council's decision regarding McLaren. Have your say at editorial@motorsportmagazine.co.uk, or by post to 26-30 Old Church Street, Chelsea, London SW3 5BY



DAN GURNEY

"I don't know if this sort of thing went on in my day, but it's probably safe to say the current era doesn't have a monopoly on sinister characters. Of course, in my day there weren't millions and millions of dollars at stake, and now with computers everything is so much more sophisticated. And back in the so-called golden era of racing, there were waaaay fewer rules. All the design breakthroughs came from people who were trying to show they were smarter than their competitors, instead of getting a half per cent gain here and a one per cent gain there."



MARIO ANDRETTI

"How do you quantify $100 million? How do you react to that? I don't know. Why not $50 million? Why not $200 million? Is this an arbitrary figure or is it something in the FIA by-laws? We can compare this to the National Football League in the US which just imposed its 'maximum allowable fine' of $500,000 on New England Patriots head coach Bill Belichick for their infraction (illegally tape-recording opposing teams' signals), but at least that's the maximum fine allowed.

Does the FIA have a free hand to do whatever it wants? Because McLaren can afford $100 million, do you charge them $100 million, and if Spyker did the same thing they would fine them $10,000? Those are the questions it raises and who am I to say what is right or wrong? What I can say is that, whatever transpired, I don't think it made any difference in the performance of the team. With or without that information, I think McLaren probably would have had the same success, because I don't think one single individual can have that much influence in making the car – all of a sudden – that much better. And unfortunately it negates all the efforts of the whole team to get to the level of performance they are now enjoying. That's the real tragedy in my opinion.

This sort of stuff has been going on from the beginning of time. I remember at Lotus when we had something nobody else had with the ground effects. I'm not going to mention names, but I remember when a very prominent designer was pulled out from under our car in Belgium. They didn't fine him, they didn't throw him in jail. The following year the team he worked for had a better car than we did, so draw your own conclusion. So this has been going on forever; it's more sophisticated today because they give it the name of espionage."



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FEDERATION INTERNATIONALE DE L' AUTOMOBILE

World Motor Sport Council

Decision

Re: Article 151(c) International Sporting Code – Vodafone McLaren Mercedes

13 September 2007

The World Motor Sport Council ("WMSC") met on 13th September 2007 to consider a charge that Vodafone McLaren Mercedes ("McLaren") had breached Article 151(c) of the International Sporting Code.

1 **Background**

1.1 Scuderia Ferrari Marlboro ("Ferrari") has submitted that it received information on 24 June 2007 suggesting that unauthorised use may have been made of certain of its confidential information. Ferrari has submitted that it subsequently learned that certain of its confidential information had come into possession of Mr. Michael Coughlan ("Coughlan"), the then Chief Designer of McLaren.

1.2 On 3 July 2007, in the context of litigation in the High Court of England and Wales ("High Court Proceedings") between Ferrari and Coughlan, a search was undertaken at the private residence of Coughlan under the authority of that Court. According to the evidence before the WMSC, during that search, a dossier of some 780 pages of confidential information belonging to Ferrari was recovered.

1.3 In light of the results of the search, Ferrari wrote to the FIA late on 3 July 2007 inviting it to consider whether the FIA should launch an investigation into the matter.

1.4 After preliminary investigations, on 12 July 2007 the FIA wrote to McLaren requesting it to appear at an extraordinary meeting of the WMSC in Paris on 26 July 2007 ("the 26 July WMSC meeting"). McLaren was informed that, at the 26 July WMSC meeting, it would be asked to answer the charge that between March and July 2007, in breach of Article 151(c) of the International Sporting Code, it had unauthorised possession of documents and confidential information belonging to Ferrari. In particular, McLaren was charged with the unauthorised possession of one or more of the following technical documents that could be used for one or

more of the following purposes: designing, engineering, building, checking, testing, developing and running a 2007 Ferrari Formula One car, including drawings, lay-out and digital mock-up schemes, technical documents and reports and procedures relating, amongst other things, to weight distribution, aerodynamics, component designs, suspension, gearbox, hydraulic, water, oil and fuel system designs, assembly and building technology designs.

1.5 In response to the charge, McLaren made extensive written submissions in advance of the 26 July WMSC meeting and made detailed oral argument at the meeting itself. McLaren did not dispute that Coughlan had come into possession of Ferrari confidential information but argued, inter alia:

(i) that the Ferrari confidential information in question had not been circulated within McLaren;

(ii) that McLaren had neither used nor benefited from the receipt by Coughlan of the Ferrari confidential information; and

(iii) that the actions of Coughlan in receiving and dealing with the Ferrari confidential information were those of a "rogue employee" for which McLaren should not be held responsible.

1.6 The WMSC considered the arguments and evidence presented by McLaren at the 26 July WMSC meeting and came to the conclusion that McLaren had been in possession of Ferrari confidential information and was therefore in breach of Article 151(c) of the International Sporting Code.

1.7 Although a number of unsatisfactory elements were noted during the deliberations, in assessing the gravity of the breach, the WMSC concluded that there was insufficient evidence that the information was used in such a way as to interfere with the running of the FIA Formula One World Championship ("the Championship").

1.8 However, conscious of, inter alia, the fact that several related procedures were ongoing (including, notably, the High Court Proceedings, a criminal investigation in Italy and various internal forensic investigations at McLaren and Ferrari), the WMSC explicitly reserved the right to revisit its conclusions if further information came to light, in particular information showing that Ferrari confidential information had been used by McLaren to the detriment of the Championship.

1.9 The following Decision was therefore reached:

"The WMSC is satisfied that Vodafone McLaren Mercedes was in possession of confidential Ferrari information and is therefore in breach of article 151c of the International Sporting Code. However, there is insufficient evidence that this information was used in such a way as to interfere improperly with the FIA Formula One World Championship. We therefore impose no penalty.

But if it is found in the future that the Ferrari information has been used to the detriment of the championship, we reserve the right to invite Vodafone McLaren Mercedes back in front of the WMSC where it will face the possibility of exclusion from not only the 2007 championship but also the 2008 championship.

The WMSC will also invite Mr Stepney and Mr Coughlan to show reason why they should not be banned from international motor sport for a lengthy period and the WMSC has delegated authority to deal with this matter to the legal department of the FIA."

2 Re-convening of WMSC

2.1 Subsequent to the WMSC Decision of 26 July 2007 (the "26 July Decision"), new evidence came to light which, in the FIA's assessment merited consideration by the WMSC.

2.2 A new meeting of the WMSC was therefore convened for 13 September 2007 ("the 13 September WMSC meeting").

2.3 All relevant parties (including McLaren and Ferrari) were informed of the new meeting and were given copies of the new evidence put before the WMSC (in some limited cases, after redaction of confidential information). McLaren and Ferrari were invited to make written submissions which have been duly received by the WMSC.

2.4 Oral submissions and explanations have also been made on behalf of McLaren and Ferrari and at the 13 September WMSC meeting, the WMSC has put questions to those concerned. Opportunities were also offered and taken up for McLaren and Ferrari to cross-examine each others' witnesses.

2.5 Some of the key elements that the WMSC has considered are set out below. In light of the strong imperative in the interests of the sport to issue a swift ruling, the following does not constitute an exhaustive list of the elements considered nor does it purport to be a summary of all of the evidence put before the WMSC.

3 New Evidence – E-mails between McLaren Drivers

3.1 In the period after the 26 July Decision, the FIA was made aware of a specific allegation that e-mails relevant to the FIA's investigation had been exchanged between certain McLaren drivers.

3.2 The FIA therefore wrote to three McLaren drivers (Mr. Alonso, Mr. Hamilton and Mr. de la Rosa) to establish whether or not this allegation had any basis in fact and requested that they produce copies of any relevant documents, including any electronic communications (howsoever conveyed or stored) which may be relevant to this case and which make reference to Ferrari, Ferrari's employee Nigel Stepney ("Stepney") or any technical or other information coming from or

connected with either Ferrari or Stepney.

3.3 The McLaren drivers were reminded of their duty as competitors and Super Licence holders to ensure the fairness and legitimacy of the Formula One World Championship. Given the importance of establishing the facts and that the information might not come out any other way, the FIA offered the assurance that any information made available in response to the letter would not result in any proceedings against the drivers personally under the International Sporting Code or the Formula One Regulations. However, the drivers were notified that if it later came to light that they had withheld any potentially relevant information, serious consequences could follow.

3.4 All three drivers responded. Mr. Hamilton responded that he had no information responsive to the FIA's request. Mr. Alonso and Mr. de la Rosa both submitted e-mails to the FIA which the WMSC finds highly relevant. Subsequently (at McLaren's request) both Mr. Alonso and Mr. de la Rosa made written statements to the WMSC verifying that these e-mails were sent and received and offering context and explanations regarding the e-mails. The e-mails show unequivocally that both Mr. Alonso and Mr. de la Rosa received confidential Ferrari information via Coughlan; that both drivers knew that this information was confidential Ferrari information and that both knew that the information was being received by Coughlan from Stepney.

weight distribution

3.5 On 21 March 2007 at 09.57 Mr. de la Rosa wrote to Coughlan in the following terms:

"Hi Mike, do you know the Red Car's Weight Distribution? It would be important for us to know so that we could try it in the simulator. Thanks in advance, Pedro.

p.s. I will be in the simulator tomorrow."

3.6 In his evidence given to the WMSC, Mr. de la Rosa confirmed that Coughlan replied by text message with precise details of Ferrari's weight distribution.

3.7 On 25 March 2007 at 01.43 Mr. de la Rosa sent an e-mail to Fernando Alonso which sets out Ferrari's weight distribution to two decimal places on each of Ferrari's two cars as set up for the Australian Grand Prix.

3.8 Mr. Alonso replied to this e-mail on 25 March 2007 at 12.31 (they were in different time zones). His e-mail includes a section headed "*Ferrari*" in which he says "*its weight distribution surprises me; I don't know either if it's 100% reliable, but at least it draws attention*". The e-mail continues with a discussion of how McLaren's weight distribution compares with Ferrari's.

3.9 Mr. de la Rosa replied on 25 March 2007 13.02 stating the following:

"All the information from Ferrari is very reliable. It comes from Nigel Stepney, their former chief mechanic – I don't know what post he holds now. He's the same person who told us in Australia that Kimi was stopping in lap 18. He's very friendly with Mike Coughlan, our Chief Designer, and he told him that."

3.10 Mr. de la Rosa's e-mail to Coughlan specifically stated that he wished to receive Ferrari's weight distribution for the purposes of testing it in the simulator the following day (*"It would be important for us to know so that we could try it in the simulator")*. Mr. de la Rosa explained to the WMSC at the meeting of 13 September 2007 that when Coughlan responded with the precise details in question, he (de la Rosa) decided that the weight distribution was so different to the McLaren car set up that it would not, in fact, be tested in the simulator. Mr de la Rosa says that thereafter he regarded the information as unimportant. It seems highly unlikely to the WMSC that a test driver would take a decision of this sort on his own. It also is not clear why, if Mr. de la Rosa regarded this information as unimportant, he would still convey and discuss it with Mr. Alonso some days later in his e-mail exchange of 25th March. Mr. de la Rosa's evidence also makes clear that there was no reluctance or hesitation about testing the Ferrari information for potential benefit, but only that on this occasion he says that there was a technical reason not to do so.

3.11 McLaren's Chief Engineer Mr. Lowe gave clear evidence that decisions relating to simulator testing would normally involve a number of engineering and other staff (as would running the tests themselves). It seems highly unlikely that decisions about what would be run in the simulator would by taken by a test driver on his own.

flexible wing and aero balance

3.12 In the same e-mail exchange of 25 March 2007, Mr. de la Rosa states that tests had been carried out on a flexible rear wing which Mr. de la Rosa says is "*a copy of the system we think Ferrari uses*". The Ferrari car's precise aero balance at 250 kph is also identified. While it is conceivable that the former item could have been copied from observation of the Ferrari car, it is clear from the context of the exchange (it being part of the information that Mr. de la Rosa describes as being "very reliable" because it comes from Stepney) that the latter item is confidential to Ferrari and that it was passed to Mr. de la Rosa by Coughlan, who got it from Stepney.

tyre gas

3.13 Mr de la Rosa's e-mail to Mr. Alonso on 25 March 2007 at 01.43 identified a gas that Ferrari uses to inflate its tyres to reduce the internal temperature and blistering. The e-mail concludes with a statement (in relation to the gas) that "*we'll have to try it, it's easy!*".

3.14 Mr Alonso replied at 12.31 that it is "*very important*" that McLaren test the gas

that Ferrari uses in its tyres as "*they have something different from the rest*", and "*not only this year. there is something else and this may be the key; let's hope we can test it during this test, and that we can make it a priority!*".

3.15 Mr. de la Rosa replied on 25 March 2007 13.02 stating the following: *I agree 100% that we must test the [tyre gas] thing very soon.*

3.16 Although the e-mail exchange between Mr. Alonso and Mr. de la Rosa makes clear that they both were enthusiastic about trying the gas apparently used by Ferrari in its tyres, Mr de la Rosa's evidence to the WMSC was that he, on his own, decided to explore with a Bridgestone engineer whether the McLaren team should try this gas. He states that he had no other conversations with any other specialist staff within McLaren. His evidence is that the Bridgestone engineer in question doubted whether the gas would confer an advantage upon McLaren. According to Mr de la Rosa, without further consultation with anyone else at McLaren, and despite the fact that this had apparently been successfully used at Ferrari, the idea was dropped and no actual attempt was made to test the gas in the tyres used by McLaren.

3.17 It seems unlikely to the WMSC that a test driver would engage in such consultations on his own without discussing it any further with anyone else at the team. It also seems unlikely that a decision on whether to pursue the matter further would be taken by a test driver on his own. Finally, Mr de la Rosa's evidence makes clear that there was no reluctance or hesitation about using the Ferrari information, but only that on this occasion it was concluded that there would be no advantage in doing so.

braking system

3.18 On 12 April 2007 at 12.25 Mr. de la Rosa wrote to Mr. Coughlan and asked " *can you explain me as much as you can, Ferrari's braking system with the* [reference to detailed technical information]? *Are they adjusting from inside the cockpit…*?"

3.19 After a number of exchanges about whether a description would be too complicated to articulate by e-mail, Mr. Coughlan replies on 14 April 2007 at 14.40 with a technical description which purports to be a description of the principles underpinning the Ferrari braking system. Ferrari have confirmed that the description given is an accurate (though incomplete) description of the principles of its braking system. Coughlan concludes with a statement that "*we are looking at something similar*". This latter statement strongly suggests that the McLaren system was being worked on from a position of knowledge of the details of the Ferrari system, which, even if the Ferrari system not being directly copied, must be more advantageous to McLaren than designing a system without such knowledge.

3.20 The e-mail exchange between Mr. de la Rosa and Mr. Alonso dated 25 March 2007 at 01.43 also describes some aspects of the McLaren braking system and

states that "*with the information that we have, we believe Ferrari has a similar system*" and goes on to describe highly specific elements of the Ferrari system (which cannot be set out here for confidentiality reasons but which clearly demonstrate knowledge of Ferrari's confidential information).

stopping strategy

3.21 *As mentioned above, Mr. de la Rosa's e-mail on 25 March 2007 13.02 stated "all the information from Ferrari is very reliable. It comes from Nigel Stepney, their former chief mechanic – I don't know what post he holds now. He's the same person who told us in Australia that Kimi was stopping in lap 18. He's very friendly with Mike Coughlan, our Chief Designer, and he told him that.*

3.22 The evidence before the WMSC is that Mr. Räikkönen (Kimi) actually stopped at lap 19 at the Australian GP. However, the fact remains that Mr de la Rosa cited this information as a reason to believe that Stepney was a reliable source of information. This strongly suggests that McLaren had at least taken account of this information in determining its own strategy.

3.23 The evidence before the WMSC also demonstrates that Stepney had fed information through Coughlan regarding which lap one or more of the Ferrari drivers would stop at during the Bahrain Grand Prix. McLaren has sought to discredit the significance of this information as it proved in the end to be inaccurate. However, the evidence before the WMSC was that the safety car had been deployed early in the race making it likely that stopping strategies would be adjusted. This deployment of the safety car could not have been known in advance of the race and the fact that the stoppage predictions proved inaccurate does not mean that McLaren had not considered and taken account of the information that had been received in determining its own strategy before the race.

3.24 In any case, as there is no legitimate context in which another teams' stopping strategy would be revealed to McLaren in advance, there is very clear evidence that both drivers knew that they were receiving unauthorised and confidential Ferrari information. To the WMSC's knowledge, no effort was taken to report or stem this flow.

4 New Evidence – Communications between Coughlan and Stepney

4.1 The evidence put before the 26 July WMSC meeting indicated that a limited number of contacts had occurred between Coughlan and Stepney. Coughlan's affidavit (submitted in the context of the High Court Proceedings) identified a number of such contacts and described incidents where specific Ferrari confidential information was transferred to him. The WMSC considered these contacts but had no specific evidence of further or other contacts. The focus at the 26 July WMSC meeting was on the circumstances surrounding the transmission of the 780 page Ferrari dossier discovered at Coughlan's home.

4.2 New evidence has come to light which strongly indicates that the transmission of confidential Ferrari information from Stepney to Coughlan was not limited to the 780 page dossier. This evidence demonstrates that a far greater level of communication existed between Coughlan and Stepney than was appreciated at the 26 July WMSC meeting. This evidence was submitted by Ferrari and is deemed credible as it originates from the Italian police and is the result of an official analysis of records of telephone, SMS and e-mail contacts between Coughlan and Stepney. The evidence included the following.

4.3 In its report "Allegato 18", the Italian Police demonstrated that in the period 21 March to 3 July 2007, Coughlan received 23 calls from Stepney's personal mobile phone and made four calls to that phone. In the same period, Coughlan received 124 SMS messages from Stepney and sent 66 SMS messages to Stepney.

4.4 In its report "Allegato 9" the Italian Police have identified logs which show 23 e-mails passed between Coughlan and Stepney between 1 March and 14 April 2007.

4.5 In its report "Allegato 10" the Italian police have identified a further 98 SMS messages and a further eight telephone calls (on different phones) between Coughlan and Stepney between 11 March and 14 April 2007.

4.6 In total, at least 288 SMS messages and 35 telephone calls appear to have passed between Coughlan and Stepney between 11 March 2007 and 3 July 2007.

4.7 The number of contacts increased considerably during private tests carried out by Ferrari in Malaysia at the end of March 2007 and in the run up to and during the days of the Grands Prix in Australia on 18 March 2007, Malaysia on 8 April 2007, Bahrain on 15 April 2007 and Spain on 13 May 2007.

4.8 The evidence of the Italian police that has been produced also states that Stepney sought technical details from Ferrari's chief mechanic, Mr Uguzzoni, about tests carried out by Ferrari in Malaysia in a way that drew attention within Ferrari at the time.

4.9 In addition, e-mails between McLaren drivers were produced to the 13 September WMSC meeting (see above) stating clearly that Coughlan had received information from Stepney regarding the Ferrari car and had passed this information to others within the McLaren team.

4.10 Neither Ferrari nor McLaren have ever disputed (whether at the 26 July WMSC meeting or since) that confidential Ferrari information was passed from Stepney to Coughlan during the period in question. However, the new evidence regarding the number and timing of the contacts makes it far more likely that there was a systematic flow of Ferrari confidential information to Coughlan leading to the conclusion that the illicit communication of information was very likely not limited to the transmission of the Ferrari dossier discovered at Coughlan's home on 3 July 2007. This conclusion is corroborated in the e-mails exchanged

between McLaren's drivers (see above).

4.11 McLaren stated in its submissions for the 13 September WMSC meeting that this new evidence on the number and timing of the communications merely confirmed what was already known: that Coughlan and Stepney were illicitly sharing Ferrari confidential information. It has also been suggested by McLaren that Coughlan and Stepney were acting on their own account and that possibly they were planning to seek new employment together elsewhere.

4.12 Without drawing a definitive conclusion on this point, the WMSC considered that it was difficult to reconcile this version of events with the number and timing of the contacts described above as if Coughlan and Stepney had simply been sharing information to facilitate a plan to search for new employment there would appear to be no particular reason for the contacts to have intensified around the tests and the Grands Prix and no reason for Coughlan to share information with McLaren's drivers. Rather, it appeared more likely that the information being exchanged related to those tests and the Grands Prix.

4.13 Further, in light of Coughlan's role within the McLaren team, it had seemed unlikely to the WMSC at the meeting on 26 July 2007 that Coughlan himself would have been able to make any direct or immediate use (whether personal or within his role at McLaren) of up to date information relating to the Ferrari car at the site of different Grands Prix. However, as detailed above, at the 13 September WMSC meeting, the WMSC heard new evidence to suggest that this was not the case and that Coughlan had, in fact, communicated to at least one McLaren driver statements from Stepney of which lap the Ferrari drivers would stop at during both the Australian Grand Prix and the Bahrain Grand Prix. These communications between Coughlan and at least one of the McLaren drivers coincided exactly in time with some of the most intense period of contact between Coughlan and Stepney described above.

4.14 In the absence of another explanation, in light of the number and timing of the communications between Coughlan and Stepney and the e-mail exchanges between the McLaren drivers (see above), the WMSC regards it as reasonable to infer that Coughlan was in receipt of a flow of confidential Ferrari information from Stepney and that at least some of that information was communicated to others within McLaren (e.g. Mr. de la Rosa and Mr. Alonso).

4.15 In sum, the new information on the number and timing of the contacts between Coughlan and Stepney inevitably had an impact on the WMSC's appreciation of the nature of the contacts between Coughlan and Stepney, on its appreciation of the emails between the drivers and on the likelihood of Ferrari confidential information received by Coughlan having an influence on his work with McLaren.

5 Coughlan's Role at McLaren

5.1 McLaren's submission made for and at the 26 July WMSC meeting indicated that Coughlan had a relatively limited managerial role and that it would not be possible for him to propose ideas without having to explain their provenance. In McLaren's submission, this demonstrated that, despite having detailed Ferrari technical information, Coughlan could not have used any of this information to benefit McLaren without a significant number of people at McLaren knowing. McLaren submitted statements from a number of its engineers that those engineers were not aware of changes made to the McLaren car using confidential Ferrari information.

5.2 The submissions made for the 13 September WMSC meeting show that that Coughlan may have had a more active role in the design of the McLaren car than previously appreciated by the WMSC.

5.3 The WMSC does not have evidence that any complete Ferrari design was copied and subsequently wholly incorporated into the McLaren car as a result of Coughlan passing confidential from Stepney to McLaren. However, it is difficult to accept that the secret Ferrari information that was within Coughlan's knowledge never influenced his judgement in the performance of his duties. It is not necessary for McLaren to have copied a complete Ferrari design for it to have benefited from Coughlan's knowledge. For example, the secret Ferrari information cannot but have informed the views Coughlan expressed to others in the McLaren design department, for example regarding which design projects to prioritise or which research to pursue. The advantage gained may have been as subtle as Coughlan being in a position to suggest alternative ways of approaching different design challenges.

6 Evidence of Mr. Neale

6.1 At the 26 July WMSC meeting (and the evidence was repeated at the hearing of 13 September) it was noted that Coughlan had revealed to his superior at McLaren, Mr. Neale, that Stepney had attempted to pass secret Ferrari information to Coughlan. A firewall was set up at the instigation of Mr. Neale to prevent further contacts from Stepney and Coughlan was directed to cease contact with Stepney. Within a matter of weeks thereafter, Coughlan attempted to show some photographs to Mr. Neale which, according to Mr. Neale himself, because of the manner in which they were produced, suggested to Mr. Neale that they should not have been in Coughlan's possession. Rather than establish the facts and take appropriate action as his superior at McLaren, Mr. Neale advised Coughlan to destroy the photographs. Coming as soon as it did after McLaren had been required to install a firewall and had directed this same employee to cease contact with a known source of Ferrari confidential information, the WMSC notes that it is very unsatisfactory that no further action was taken to investigate this matter further and make appropriate disclosures to the FIA as regulator.

7 Nature of the information held by McLaren

7.1 The WMSC believes that the nature of the information illicitly held by McLaren was information of a nature which, if used or in any way taken into account, could confer a significant sporting advantage upon McLaren.

7.2 Evidence was submitted at the 13 September WMSC meeting by McLaren's Engineering Director, Mr. Lowe, that the dossier of Ferrari information found in Coughlan's possession did not contain information of particular use or interest to McLaren on the basis that the McLaren car was significantly different to the Ferrari car. This submission was apparently made on the basis of the review of the index to the dossier of Ferrari documents (Mr. Lowe having stated that he had not seen the dossier itself).

7.3 The WMSC does not accept this account. In both WMSC hearings and in written submissions, and from the direct knowledge of the WMSC Members, Formula One teams have great interest in each others' technology and go to considerable lengths (within the rules) to study each other's designs and innovations through direct observation, photographic evidence and other means. In addition the technical information in Coughlan's possession was, in the WMSC's appreciation, highly significant and could certainly confer a sporting advantage, if used or taken into account.

8 WMSC's Assessment

8.1 The WMSC has carefully considered the evidence and submissions of all parties.

8.2 It has concluded (and intends to re-affirm) that a breach of Article 151(c) has occurred.

8.3 In the 26 July Decision, the WMSC found a breach of Article 151(c). In assessing the gravity of that breach, it took account of a number of factors including any evidence (or, at the time, lack of it) to suggest that the Ferrari information improperly held had actually been used and actually conferred a sporting advantage. Other factors that it took into account included the argument that there was little evidence of the information in question being disseminated to others at McLaren, what the WMSC then understood to be Coughlan's more limited role and the argument that Coughlan was a single rogue employee.

8.4 McLaren has made detailed submissions indicating that none of the information received enhanced the McLaren car. McLaren has suggested to the WMSC that unless "actual use" and a demonstrated and itemised performance advantage can be proven beyond a reasonable doubt (i.e. to a criminal law standard of proof), the WMSC is not permitted at law to impose a penalty.

8.5 The WMSC rejects this suggestion. The WMSC has full jurisdiction to apply Article 151(c) and stresses that it is not necessary for it to demonstrate that any confidential Ferrari information was directly copied by McLaren or put to direct use in the McLaren car to justify a finding that Article 151(c) was breached and/or

that a penalty is merited. Nor does the WMSC need to show that any information improperly held led to any specifically identified sporting advantage, or indeed any advantage at all. Rather, the WMSC is entitled to treat possession of another team's information as an offence meriting a penalty on its own if it so chooses.

8.6 The fact that in its 26 July Decision, based on more limited evidence, the Council had a different appreciation of the gravity of McLaren's breach does not lead to the creation of a legal test regarding the WMSC's burden of proof. The WMSC could have imposed a penalty with the 26 July Decision based on the evidence therein, but chose not to (based in part on McLaren's submissions that there had been no dissemination of Ferrari information beyond Mr Coughlan).

8.7 The WMSC has taken note of McLaren's position that an injustice would occur if a penalty were imposed without the FIA having accepted McLaren's offer to inspect the McLaren premises and designs for evidence of Ferrari technology having been copied. However, as noted above, neither the finding of a breach nor the imposition of a penalty require evidence of McLaren having directly incorporated Ferrari technology. Nonetheless, the WMSC have noted and taken account of the open and co-operative nature of this offer and taken this into account in reaching this Decision.

8.8 In light of the evidence now before it, the WMSC does not accept that the only actions of McLaren deserving censure were those of Coughlan. While this situation might have originated with the actions of a single rogue McLaren employee acting on his own and without McLaren's knowledge or consent, evidence is now available which, when taken in its full context, makes clear that:

- Coughlan had more information than previously appreciated and was receiving information in a systematic manner over a period of months;
- the information has been disseminated, at least to some degree (e.g. to Mr. de la Rosa and Mr. Alonso), within the McLaren team;
- the information being disseminated within the McLaren team included not only highly sensitive technical information but also secret information regarding Ferrari's sporting strategy;
- Mr de la Rosa, in the performance of his functions at McLaren, requested and received secret Ferrari information from a source which he knew to be illegitimate and expressly stated that the purpose of his request was to run tests in the simulator;
- the secret information in question was shared with Mr. Alonso;
- there was a clear intention on the part of a number of McLaren personnel to use some of the Ferrari confidential information in its own testing. If this was not in fact carried into effect it was only because there were technical reasons not to do so;
- Coughlan's role within McLaren (as now understood by the WMSC) put him in a position in which his knowledge of the secret Ferrari information would have influenced him in the performance of his duties.

8.9 It seems to the WMSC clear that Coughlan's actions were intended by him to give McLaren a sporting advantage. He fed information about Ferrari's stopping strategy, braking system, weight distribution and other matters to McLaren's test driver. Furthermore, in light of Coughlan's undoubted experience, he is likely to have known a great deal about how to confer an advantage and the roles of different personnel within the team. It seems most unlikely that he confined his activities to sharing Ferrari's information with Mr. de la Rosa. It also seems most unlikely that his own work was not influenced in some way by the knowledge regarding the Ferrari car that he is known to have possessed.

8.10 Furthermore, it seems entirely unlikely to the WMSC that any Formula One driver would bear the sole responsibility for handling or processing sensitive Ferrari information (e.g. on substances used to inflate tyres or weight distribution) or deciding how or whether such information would be used or tested. In light of his experience, Coughlan would have known this and if he intended to reveal this information to McLaren, he is unlikely to have done so only to Mr. de la Rosa .

8.11 The WMSC therefore finds that a number of McLaren employees or agents were in unauthorised possession of, or knew or should have known that other McLaren employees or agents were in unauthorised possession of, highly confidential Ferrari technical information. In addition, the WMSC finds that there was an intention on the part of a number of McLaren personnel to use some of the Ferrari confidential information in its own testing.

8.12 The evidence leads the WMSC to conclude that some degree of sporting advantage was obtained, though it may forever be impossible to quantify that advantage in concrete terms.

8.13 These factors lead the WMSC to an appreciation of the gravity of McLaren's breach which is materially different to the appreciation in the 26 July Decision. On this occasion the WMSC believes that a penalty is merited.

8.14 Having indicated to McLaren that a penalty was likely to be imposed, the WMSC heard submissions regarding the appropriateness of penalties from McLaren and from counsel for Mr. Hamilton. The WMSC has reached its decision having taken due account of those submissions.

9 Decision

9.1 For the foregoing reasons, the WMSC finds McLaren in breach of Article 151(c) of the International Sporting Code.

9.2 The WMSC therefore, in accordance with the provisions of the International Sporting Code, imposes the following sanctions relation to the 2007 FIA Formula One World Championship:

- a penalty consisting of exclusion from and withdrawal of all points awarded to

McLaren in all rounds of the 2007 Constructors' Championship. For the avoidance of doubt, McLaren will be permitted to race in the remaining rounds of the 2007 Championship but will not be permitted to score points in the Constructors Championship or attend the podium in the event of a top three finish in any of the remaining races in the 2007 season. Points scored by other competitors in the Championship to date will not be affected further to the withdrawal of McLaren's points;

- a fine of USD100 million (less any sum that would have been payable by Formula One Management Limited on account of McLaren's results in the 2007 Constructors Championship had it not been excluded). This fine shall be payable within three months from the date of this Decision.

9.3 Exceptionally, because primary responsibility must rest with McLaren, in the interests of the sport and also because McLaren's drivers were offered immunity from individual sanction by the President of the FIA in his letter dated 30 August 2007, the WMSC does not consider that it is appropriate to impose any sanction on them individually or impose sanctions on McLaren which would affect these drivers' individual Championship standings. As such, both McLaren drivers will retain all the drivers' Championship points they have won so far in the 2007 season and will be permitted to win drivers' Championship points and attend the podium in the remaining races of the 2007 season.

9.4 In addition, in the interest of ensuring that McLaren is not unfairly advantaged as against any of its competitors in the 2008 Championship, the WMSC instructs the FIA technical department to conduct an investigation of McLaren's preparatory work on its 2008 car with a view to determining whether that car incorporates any Ferrari confidential information and report back before the WMSC meeting of December 2007. Once the WMSC has considered this report, a separate Decision will be taken regarding McLaren's participation in the 2008 Championship, including whether any penalty should be imposed. This present Decision does not in any way affect McLaren's entitlement to participate in the 2008 Championship if the entry conditions are fulfilled.

9.5 McLaren is reminded of its right of appeal. In the event that an appeal is lodged with the FIA International Court of Appeal, the effect of this Decision will not be suspended pending the outcome of that appeal.

Signed:

_____

Max Mosley
FIA President

Paris, 13 September 2007

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Conspicuous consumption

With a turnover of £2.2bn in 2007 alone, Formula 1 is among the richest sports on the planet. Even more remarkably, it's still growing

BY CHRISTIAN SYLT & CAROLINE REID

LAT

Formula 1 has been at the peak of motor racing for more than half a century. But what was once a sport renowned for its privateer teams and gentleman drivers is now synonymous with the world's biggest blue-chip companies and team owners with multi-million pound budgets. Just over 20 years ago, motorhomes were more akin to caravans than today's towering paddock palaces, there was no corporate hospitality programme, and few national television stations broadcast every round of the world championship. Now, more car manufacturers than ever own F1 teams, and nothing comes cheap.

The 22 racing cars making up the F1 grid are the world's most expensive. Each has a material value of about £1.3m, with the 750bhp-plus V8 engines among the core costs. The chassis are crammed with 1.25km of wiring and more than 100 on-board sensors. They are the fruits of hundreds of hours of wind tunnel and track testing, which costs each team about £25m per year. Even the steering wheel is far from average, costing a crisp £13,000. With such costs, it's perhaps no surprise that there's only one truly privately backed outfit – Williams, which, after Ferrari and McLaren, is the longest continuously participating team in the sport.

Six major car manufacturers (Ferrari, BMW, Mercedes, Renault, Honda and Toyota) own an F1 team and spend between £30m and £150m each on the sport. The bulk of their contribution comes in the form of up to 80 engines and technical support to their teams. Few of the teams backed by car-makers are actually given cash by their parents, but the price those makers pay for the pursuit of victory is huge.

Even with engine expenses covered, a typical manufacturer-backed team has costs of about £100m. The biggest burden is paying a workforce of about 500, as well as the multi-million-pound salaries of their superstar drivers. In total, a top team's payroll comes to about £30m, and this expense is almost equalled by their operating and marketing costs. The balance is comprised of travel, catering and R&D costs, with most teams running their huge wind tunnels 365 days per year for aerodynamic analysis. At £750 per hour, it soon adds up.

The teams' incomes are dominated by sponsorship which, on average, yields £75m to a manufacturer-backed outfit, while trade support and tyre supply bring in another £12.5m. But despite F1's global popularity, it has an extremely under-developed merchandising outfit, with teams getting only about £5m per year from the sale of branded goods.

However, perhaps the biggest surprise is that the champion constructor only receives £15m in prize money from the sport's commercial rights each year, the remainder receiving reducing payments on a sliding scale. This sum varies according to the teams' positions in the standings, but overall it equates to 47 per cent of the previous year's F1 television revenues. Until recently, the teams received no other share of the sport's revenues, but this has now changed.

The contract known as the Concorde Agreement, which commits the teams to race in F1, expires at the end of this year and is in the process of being renewed. However, last year the car manufacturers participating in the sport signed a Memorandum of Understanding (MOU) with F1's new majority owners, private equity firm CVC – and it was well worthwhile.

Under the MOU, the teams expect to share, from the end of this year, an annual payment amounting to 50 per cent of the underlying profits from all revenue sources, including around £80m from trackside advertising, £165m from race hosting fees, and £70m from corporate hospitality.

By cutting this new deal, CVC also averted a potentially ruinous split in F1, as for the previous five years the car manufacturers had threatened to quit the sport if their share of the spoils didn't increase, and if didn't become more transparent. After buying F1's rights holder SLEC in 2005, CVC also acquired Formula 1's trackside advertising and corporate hospitality divisions which are both run through the Swiss company Allsport Management and previously had obscure ownership. Bringing all F1's departments under one roof gave the car-makers peace of mind, and now all of F1's key revenue streams flow into one company, based in Jersey, called Delta Topco.

CVC's investment fund owns the majority of Delta Topco, with the remainder in the hands of the family trust of F1's supremo Bernie Ecclestone and several smaller shareholders such as investment banks as well as Ecclestone himself.

Although the new company structure has also made it simpler to divide revenue to the teams, their new-found fortune has not yet started flowing into their coffers. Since payments under the MOU are due to begin at the end of this season the teams have to date rarely made a profit, and when they have it's been a drop in the ocean. Last year's World Championship winner Renault reported a profit of £3.6m in 2005, and although this was up 31 per cent on the previous year, it still gives a minuscule margin on turnover of £120m. This profit was largely down to performance-related bonuses as the team drove to its first drivers' title with Spanish superstar Fernando Alonso at the wheel.

Alonso brought new sponsor signings to Renault in 2005 including Spanish insurance company Mutua Madrileña, which was believed to be spending about £1.5m in cash on the team. However, unlike many other sports, most F1 sponsors can have a real impact on the team's success by providing products at the cutting edge of their fields.

"In total, a top team's wage bill comes to about £30 million"

BIGGEST SPENDERS BY SECTOR

£30m	SECTOR	AUTOMOTIVE/ENGINEERING
	SPONSOR	HONDA
	TEAM	SUPER AGURI
£7.4m	SECTOR	BEVERAGES
	SPONSOR	JOHNNIE WALKER
	TEAM	McLAREN
£2.5m	SECTOR	FASHION/GROOMING
	SPONSOR	PUMA
	TEAM	FERRARI, RENAULT, WILLIAMS
£32m	SECTOR	FINANCIAL SERVICES
	SPONSOR	ING
	TEAM	RENAULT
£20m	SECTOR	OIL
	SPONSOR	PETRONAS
	TEAM	BMW-SAUBER
£32m	SECTOR	TELECOMS/TECHNOLOGY
	SPONSOR	VODAFONE
	TEAM	McLAREN
£25m	SECTOR	TOBACCO
	SPONSOR	MARLBORO
	TEAM	FERRARI
£5m	SECTOR	TRAVEL
	SPONSOR	ETIHAD AIRWAYS
	TEAM	SPYKER
£7.5m	SECTOR	BANKING
	SPONSOR	CREDIT SUISSE
	TEAM	BMW

It's not just clever jargon that makes most F1 teams refer to 'partners' rather than to 'sponsors', because their involvement with the team can extend a long way beyond slapping a sticker on a racing car. And accordingly, the four sectors which contribute the top three of the largest sponsorship sums to the sport are financial services, technology, oil production and telecoms – all of which are absolutely crucial to the running of a modern F1 team.

As Scott Garrett, Williams' head of marketing, explains: "F1 presents a great opportunity to test and develop new products in the ultimate torture-test environment." With F1 being such a high-tech arena, it's easy to see how ▶▶▶



When a driver's in the running, the sun's out for sponsors, but if there's an early crash their logos vanish from TV screens...

Renault

companies directly related to it could use the sport as a proving ground. However, this unique appeal even stretches to sponsors which are far from core to the sport.

TAG Heuer, for example, which has been a partner of McLaren for more than 20 years, gives prototype watches to the team's drivers to wear during races, thus submitting them to extreme G-forces and vibrations.

"Nobody is more demanding than a top driver for the benefit of the final consumer," says Jean-Christophe Babin, TAG Heuer's chief executive. It is a tried and tested theory. "Ever since we started in F1, TAG Heuer has been sourcing-in its high technologies and demanding drivers," adds Babin. "Of course we have many privileged accesses and usages, but the foremost are the new-product development collaboration and advertising." It is a strategy that bears fruit.

The case of TAG's Kirium models is made from grade five titanium, which is much lighter than steel but more scratch-resistant, and shines like white gold. It is a material borrowed from F1 cars, where it is used in accelerator pedals, gearboxes and other parts of the transmission. In return, Babin says, TAG provides "timing systems for some private testings, and obviously watches and chronographs to all McLaren team members".



LAT

Garrett explains that while this "industry fit" may bring sponsors to F1, collaboration is key to getting the greatest results once they are there. "At Williams, our commercial proposition is founded on the principle of community and the clear expectation that our partners will enjoy being with each other and working together for their mutual benefit as well as ours. Partners that embrace these principles make the best partners because they are likely to be in it for the long haul and for the same or similar reasons."

There is no doubt that the overall draw of association with F1, and particularly a top team, is the sheer scale of the global audience. According to figures from the sport's rights holder, the F1 Group, it is followed by 588m unique viewers, making F1 the world's most-watched annual sporting event. Nonetheless, awareness can be erratic.

"On the right team and in the right circumstances, a client's brand registration may far outweigh [in terms of the number of seconds his logo is on-screen] any paid-for media," says Garrett. However, a car crashing can be the worst-case scenario for sponsors since their logos disappear from the track for the rest of that day. Exposure therefore greatly depends on the performance of the team.

Having a home superstar as the driver is also a huge draw for sponsors, as shown by Alonso's move this year from Renault to McLaren. In the wake of his joining the team, McLaren announced a new title sponsorship with Vodafone, which it lured from arch-rival Ferrari. This deal alone is said to be worth £32.5m, and the telecoms giant was the first of many new sponsors which have headed McLaren's way.

"A home superstar as the driver is also a huge draw for sponsors"

Alonso made McLaren a magnet for Spanish sponsors, including Santander, which is spending about £10m on the team, and Mutua Madrileña, another loss to Renault. In turn, McLaren's strengthened financial position undoubtedly played a part in the sale earlier this year of 30 per cent of its parent McLaren Group to the Mumtalakat Holding Company, which is owned by the Kingdom of Bahrain.

It may be tough to measure, but the real returns for sponsors are often visible. "Although it is always hard to precisely define the return on the invested finance, Mutua Madrileña has exponentially increased its brand recognition in Spain," says Jose Maria Ramirez Pomatta, president of Mutua Madrileña.

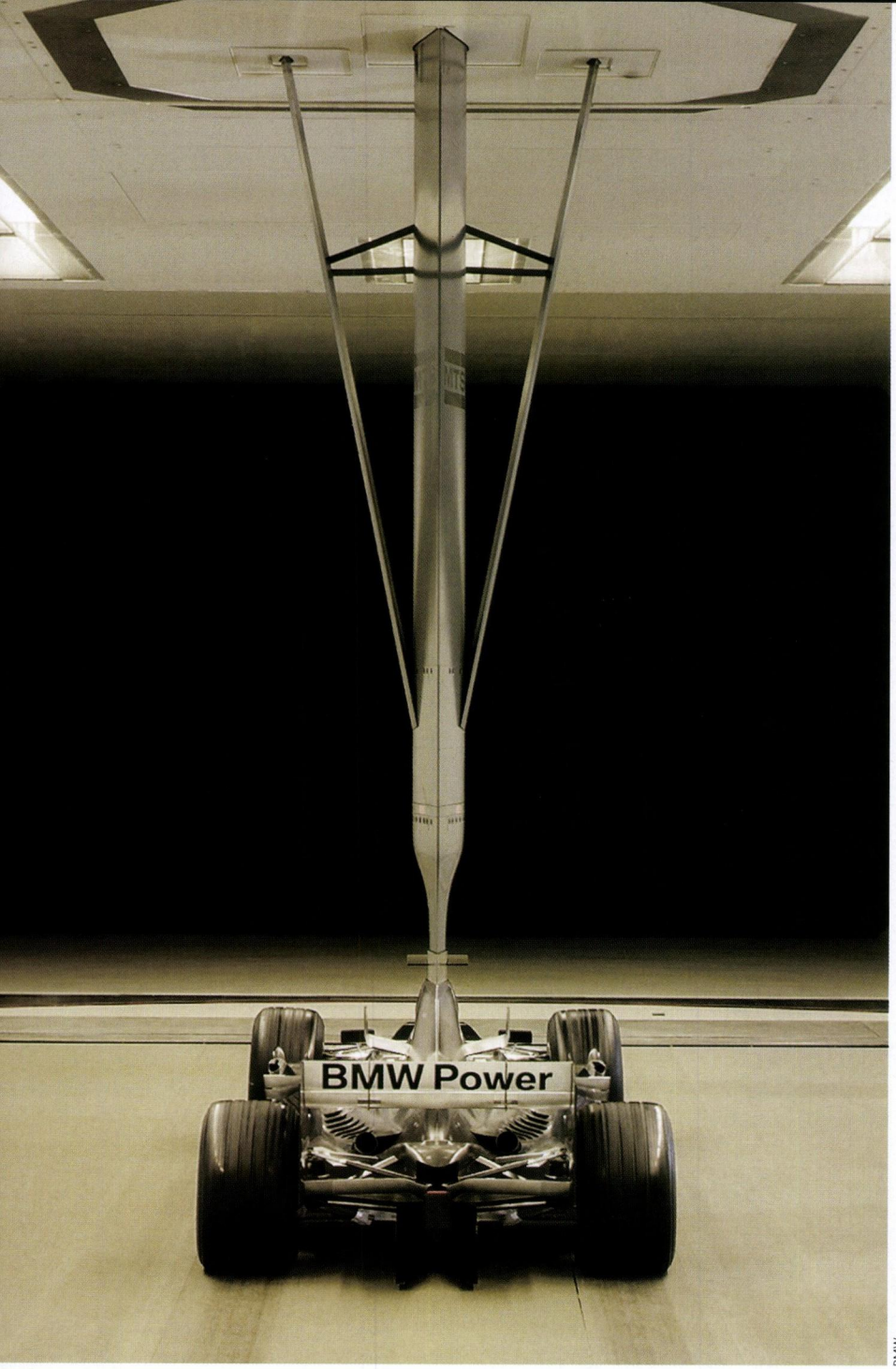
"Our alliance with Vodafone McLaren Mercedes is one of the best ways to demonstrate the changes within our company in the last four years, making us the number one Spanish insurer in profitability and reputation," he adds. According to a recent survey of the Spanish public by market research firm Carat, Mutua Madrileña is the sixth most recognised company in F1. Indeed, F1's global exposure is so great, it has even been used as a platform to promote rapid corporate re-brandings of more than one multi-billion-pound business.

When IT titan HP merged with Compaq in May 2002, HP was chosen to be the master brand for the combined company, but its biggest worldwide sponsorship was the F1 deal Compaq had with Williams. This was used as a platform to globally communicate the rebranding and, within 60 days of the merger, all traces of the Compaq logo on the team were replaced with HP's brand. It was no mean feat.

Aside from the obvious items such as the cars and motorhomes, a huge number of other areas of the Williams team required adjustment, ranging from more than 2400 items of team apparel, internal websites, the team website, promotional brochures and press packs to seemingly insignificant material such as shuttle buses, reception desks and autograph cards.

This year, Santander has used F1 to similar effect. The Spanish bank acquired Abbey in 2004 and is rebranding it with its new parent's name, to align it with its other 40 global markets. By sponsoring the leading British team, with the leading British driver in the form of rising superstar Lewis Hamilton, as well as being title sponsor of this year's British Grand Prix, Santander has made a big impression in the UK in a short period; as it hoped to do.

There has been an added attraction to getting involved with F1 this year as the FIA recommended tobacco sponsors pull out. Having been part of F1 sponsorship since 1968, cigarette advertisers had become some of the biggest-spending sponsors. McLaren's former



BMW

Opposite: Williams spent 60 hectic days switching branding from Compaq to HP. Left: running a wind tunnel 365 days a year is costly, but then so is the typical team payroll of 500

title sponsor West is believed to have spent about £175m over its nine years with the team. Losing such big cash cows hasn't sent teams spinning off-track. Quite the opposite.

Simon Points, McLaren's head of partner management, says that several of the team's recently-signed sponsors' consideration of the team "was accelerated by the withdrawal of tobacco sponsorship".

Ferrari is the only team in F1 which still receives money from tobacco sponsorship, through a massive £50m annual payment from Marlboro. However, the teams which have stubbed out cigarette advertising entirely have fared better overall, with banks and telecoms companies taking over. Biggest of the bunch is Renault's replacement of its deal with Japan Tobacco with an estimated £32.5m annual sponsorship from Dutch bank ING.

Money talks in F1. The higher the cost, the greater the exposure. Generally, the rear wing, airbox and sidepods are prime logo positions on a car, and a sponsorship deal with a top team involving any one of these locations is likely to cost about £12.5m (see next page). At the lower end of the spectrum, small logos on the bottom of the sidepods, cockpit sides or on the nose can usually be bought for under £1.5m with a high-ranking team. But, of course, these are annual figures; the total deal cost can be much greater.

Three years is considered the minimum time-frame to make a sponsorship viable, but even then companies can't just place their marketing money and expect the return on investment (ROI) to roll in automatically. An F1 sponsorship is effectively a vehicle for the company and the harder it drives it, the greater the return.

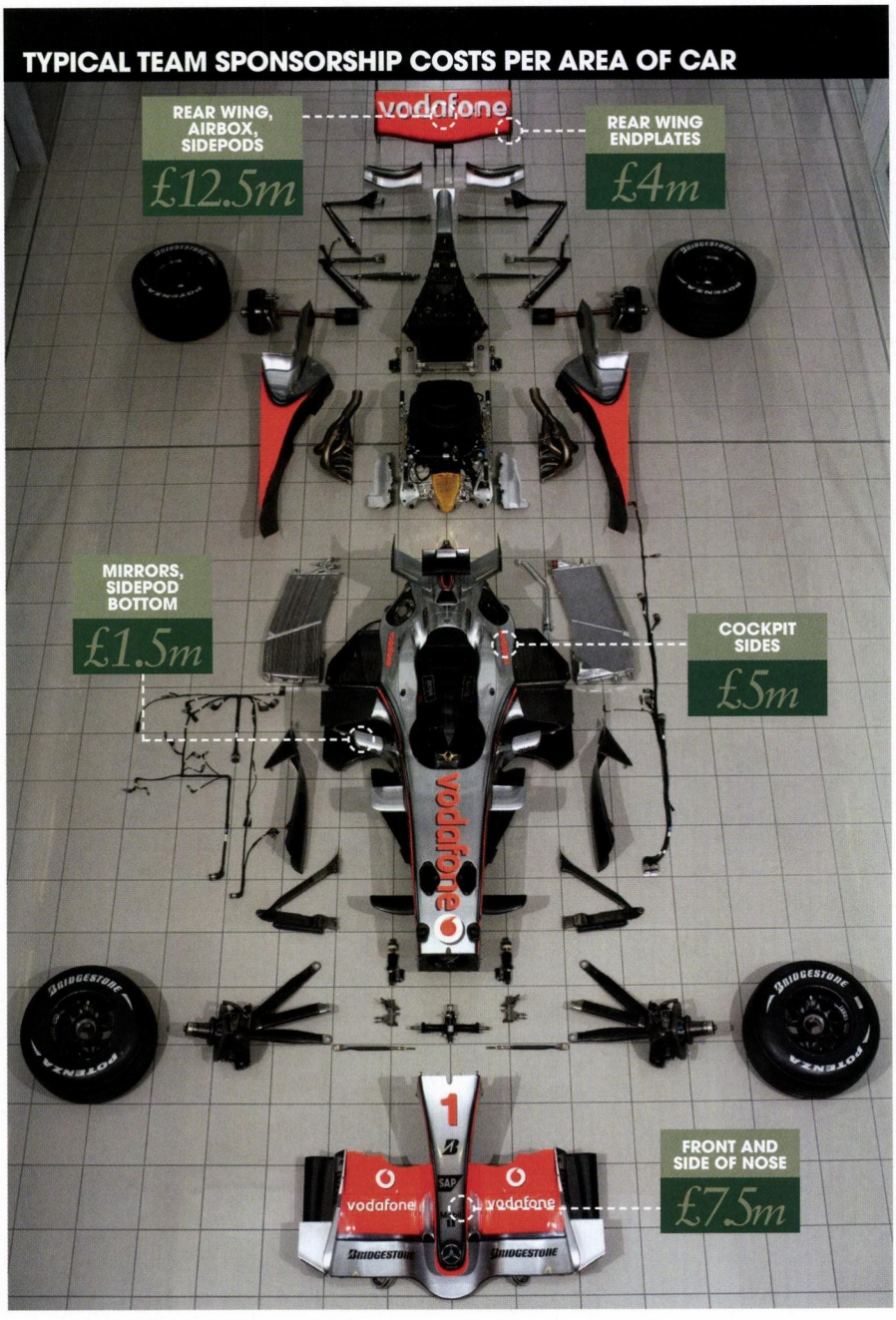
Leverage can be as simple as borrowing a show car (an engine-less, glassfibre F1 car shell decked out in full livery) for corporate events right through to getting the team's driver to appear. The aim is the same – promoting awareness of the company's involvement with F1. Renault advises sponsors to spend about 25 per cent of their sporting budget on marketing and public relations in order to maximise ROI.

Ultimately, money still talks loudest when it comes to sealing a sponsorship deal, and teams need to pitch for business as well as being approached. F1 is also full of agents who broker deals, but not many are favoured by the teams.

For example, Renault reportedly only uses one agency which represents only one of its partners and suppliers and it was inherited when the team was bought from Benetton in 2000. This may simply illustrate the inherent difficulty for an individual or agency in selling a property that is not their own, since F1 sponsorship is all about fitting and buying into an experience. This is a key part of a team's pitch.

Insiders say sponsorship proposals generally start with an explanation of what Formula 1 is, the principal facts about its audience, and its benefits and suitability as a global marketing platform. They then focus on the competing teams and, specifically, on the target team and why it (and its owner) is involved in F1 and how it exploits the sport. This is then applied specifically to the target brand, and closes with a bespoke proposal to meet needs and expectations. It can take a long time.

Some F1 sponsorship deals have been signed in a negotiation cycle of mere weeks. At the other extreme, it can take years from the point of a first meeting to the closure of the partnership agreement. While Vodafone became McLaren's title partner this season, the brand was reportedly speaking to the team back in 2001. With global companies behind most F1 teams, they can afford to wait. The manufacturers can write off their massive F1 investment to their marketing



Daimler Chrysler

budget if they are successful – but, if not, it makes the expenditure tougher to justify.

Renault, for example, has been milking its victories for all they're worth. Engineers from the car company rotate through the F1 team to keep their skills at the cutting edge, but the marketing department feels the biggest impact. Following its 2005 victory, Renault rolled out a series of advertisements bearing the winning car, and these have appeared in the global media as well as in the company's 10,000 dealerships worldwide. Renault has even made a limited-edition Mégane to emphasise its F1 success. As Renault Group chief executive Carlos Ghosn has said: "Formula 1 is a cost if you don't have good results, but an investment if you have good results." The cost of winning remains massive, despite the increased team payments. F1 is fast becoming a playground for billionaires only.

Data provided by Formula Money, an annual guide to F1's financial performance, by Christian Sylt and Caroline Reid and published in partnership with CNC, a consultancy which has represented all the car manufacturers taking part in F1 (www.formulamoney.com).



LAT

COMMENT

RISING SUMS

How modern budgets compare to John Surtees' F1 team of the 1970s

John Surtees knows a thing or two about the ups and downs of corporate sponsorship in motor racing; the former world champion ran his own grand prix team between 1970 and 1978.

Thirty years ago, blue-chip sponsorship deals were few and far between. Cash from the tobacco industry had arrived in the paddock but the smaller teams relied mainly on support from industry suppliers such as fuel, oil and tyre companies. Surtees recalls his first year at the highest level.

"We were never a big-budget team. We designed and built the majority of our first car, the TS7, at our factory in Edenbridge and our budget for building that first car was just £24,000.

"To go racing, we had some help from Brooke Bond Oxo, but even by 1972 our total annual budget was still only about £180,000 – and that was the year we won the European F2 championship, came second at Monza with the TS9B, and finished fifth in the Constructors' championship," he explains. "By 1974, teams like Lotus were probably running on over £750,000 while we were still budgeting £300,000 maximum."

Surtees was forced to pull out just before the Ecclestone era and the influx of funds that came with that watershed in grand prix racing. "People say that budgets are excessive," says Surtees, "and, in some ways, they may be. But Formula One is now a huge travelling circus, far, far bigger than ever it was, and sponsors demand certain standards – I mean, none of them want to sit in huts in the paddock. Also, there have been enormous improvements in driver safety, in the use of new materials and in the technology of construction. The safety has been the single greatest and most impressive improvement in Formula 1 over the years.

"When Bernie came in, the timing was right, but we just missed out – by a year – on the benefits of that..."



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Front to back

Arriving just before the mid-engined British upstarts took centre-stage, Ferrari's Dino 246 was the last front-engined GP winner

BY DOUG NYE

It all began – and in essence it all ended – thanks to the influence of Formula 2. It all goes back to the governing CSI's decision to institute a new 1500cc unsupercharged Formula 2 class to take effect 50 years ago, in 1957. The new category was intended to form an adequate stepping stone in single-seater racing between contemporary 500cc Formula 3 at the bottom, and 2½-litre Formula 1 at the top.

Forward-thinking Mr Ferrari had already briefed his ailing son Alfredo – 'Dino' – and his senior engineers late in 1955 to prepare a new Formula 2 engine under the direction of veteran consultant *Ing* Vittorio Jano, freshly inherited from the collapsed Lancia empire.

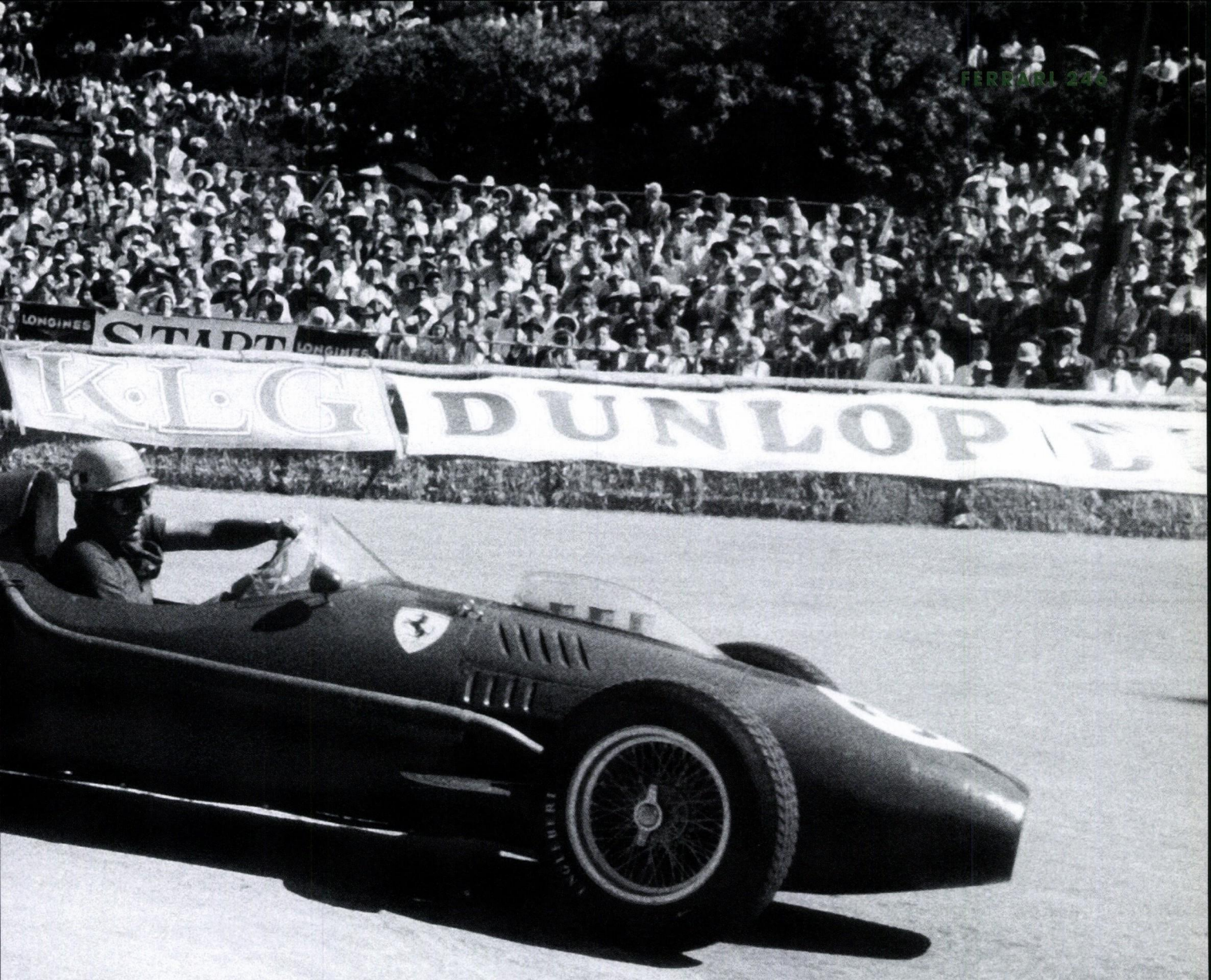
In his agonised memoirs *My Terrible Joys*, Mr Ferrari told how he and Jano spent long hours at the ailing Dino's bedside during the deep winter of 1955-56 discussing potential engine configurations. The grieving father in Mr Ferrari recalled '...for reasons of mechanical efficiency, he (Dino) came to the conclusion that the engine should be a V6, and we accepted this decision.' In view of Jano's towering technical stature The Old Man's account is hard to believe. Poor Dino was a very pleasant and popular boy, but he was losing his battle against muscular dystrophy, and when he went into renal failure and died on June 30, 1956, the entire Ferrari team grieved. The long line of Ferrari V6 engines which subsequently carried Dino's signature cast into their cam covers became his epitaph.

Jano designed an unusual 1.5-litre V6 four-cam engine with a 65-degree included angle between the cylinder banks. Five months after Dino's death the first such V6 ran on a testbed at Maranello. Where the British F2 cars then being developed by Cooper and Lotus used the in-line four-cylinder Coventry Climax engine, producing about 140bhp at 7000rpm, Ferrari's new baby V6 gave nearly 180bhp at 9000rpm. Or at least that's what Ferrari claimed: where horsepower was concerned the theatrical Italians always liked to win the schoolboy measurement contest – either in fact, or in fiction.

They also produced a new car to use the 'Dino' V6 engine. In effect it was a scaled–down version of their 1957 Lancia-Ferrari 801 V8. Its tubular chassis comprised two large-diameter bottom main tubes braced by a welded-on superstructure of thinner tubing – not by any means a true 'spaceframe'.

At the front, the V6 engine was angled across this frame, to pass its propshaft low to the left of the driver's seat, then into a four-speed and reverse rear-mounted gearbox-cum-final drive. Front suspension was by wishbones and coil-springs, and rear suspension by de Dion tube and transverse leaf-spring. Drum brakes and Houdaille lever-arm friction dampers were used all round. Scaglietti fashioned a lovely slipper

LAT



body in aluminium alloy, sprayed in Ferrari *Chiaro Rosso*. Ferrari named the new car the Dino 156 – for '1.5-litre 6-cylinder'.

This new Formula 2 Ferrari Dino – chassis '0011' – made its racing debut on April 28, 1957 in the Naples GP in which Luigi Musso flogged it home third behind team-mates Peter Collins and Mike Hawthorn in F1 Lancia-Ferrari V8s. On July 14, Maurice Trintignant drove the Dino to a dominant first victory in the Reims F2 *Coupe de Vitesse*.

In Formula 1 that season the Lancia-Ferrari V8s played second fiddle to the dominant Maserati 250Fs. Meanwhile, the power of the sponsoring fuel companies led to special-brew methanol fuels being banned for 1958, to be replaced by AvGas aviation spirit. Formula 2 was already a petrol-only class and, in the Dino V6, Ferrari had the makings of an AvGas-burning 1958 F1 engine ready-developed.

Late in 1957, therefore, Ferrari enlarged two V6 engines to a claimed 1877cc for Dino 'Formula 2' chassis '0011' and '0012' and entered them in the non-championship Modena GP to face full 2½-litre F1 competition. Ferrari records show internal dimensions of 77x71mm, displacing 1983.72cc and an output of around 220bhp at 8500rpm. In Monza testing against a Lancia-Ferrari, this V6 'F1' hybrid proved both slightly quicker and much easier to drive.

At Modena on September 22, Musso finished second in '0011' and Collins fourth in '0012'. On October 27 the non-championship Moroccan GP at Casablanca saw Hawthorn drive '0011' with an 81x71mm, 2195cc V6 while Collins ran '0012' with an even larger 85x71mm unit, of 2417cc. The 'Dino 246' had been born. These engines gave around 240 and 270bhp respectively. Collins led briefly before spinning while Hawthorn retired, both men suffering from Asian 'flu.

Musso leads team-mate Hawthorn at Monaco, 1958. The Italian went on to finish second while Hawthorn retired. At season's end, Mike was F1 champion and Musso was dead

Mr Ferrari's far-sightedness now began to pay off. For 1958 the CSI not only replaced rapidly burned alcohol fuel with economical AvGas, but also slashed GP minimum distances from 500km or three hours to just 300km or two hours. Shorter races permitted smaller fuel tanks and smaller cars. The fuel change enabled them to shrink further still. British F2 constructors like Cooper and Lotus saw that F1 now lay within their reach. The writing was on the wall for the traditional front-engined configuration.

But first Ferrari revised its Dino chassis design, with more nearly same-size tubing used throughout the basic ladder-frame and superstructure. This 'small-tube' frame »»

saved a claimed 25lb. To start the season in Argentina a third 'big-tube' frame was built for Hawthorn, with new short-nose 1958 bodywork. It was numbered '0001'.

The prototype small-tube frame '0002' was shipped out for Wolfgang von Trips but it proved too flexible. Meanwhile the engines had been standardised around Collins' 2417cc Casablanca spec. In Argentina, Hawthorn's new car featured turbo-vaned brake drums as Ferrari clung to this system despite British disc-brake development, further evidence of The Old Man's fascination for engines, and engines alone...

In Buenos Aires on January 19, 1958 these spanking new Dinos were defeated by Moss, the rear-engined Rob Walker 2-litre Cooper-Climax, and tyre tactics. At Goodwood on Easter Monday, Hawthorn then won the Glover Trophy in '0003', the car rolling excessively and understeering too much on its Englebert tyres which were inferior to the Dunlops used by BRM and Vanwall. On paper, if the 1958 Dinos had run nylon-cased Dunlop R5 tyres, they might have walked the World Championship.

Six days after Goodwood, Luigi Musso won the Syracuse GP from pole position in '0001' and on May 4 Peter Collins won the International Trophy at Silverstone in '0002'. Three wins in a row for Dino's memory. Monaco then saw the Ferraris beaten – unreliability leaving Musso second and Collins third – while Zandvoort and the Dutch GP exposed poor handling through Zandvoort's unsettling back-stretch curves. Hawthorn told team manager Romolo Tavoni the car was useless, and if Ferrari really wanted to win the championship something drastic had to be done.

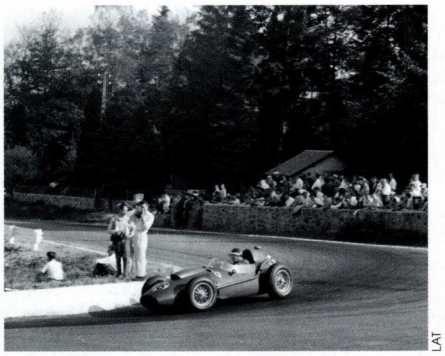
But Spa for the Belgian GP then put the emphasis on sheer top-end speed, something the Dinos could do just fine. Hawthorn qualified '0003' on pole, set fastest lap and finished second, behind Tony Brooks' Vanwall which was almost as powerful, had better tyres (and a better shape) – and won.

At Reims – another power circuit – Hawthorn won in '0003', touching 180mph (290kph), but poor Musso crashed his Dino '0004' and was killed. Collins drove a Dino 156 in the supporting Formula 2 *Coupe de Vitesse* but was beaten into second place by Jean Behra's centre-seat sports Porsche RSK with its wheel-enveloping body. This 156 used the lighter 'small-tube' frame but supposedly carried the old 1957 prototype serial number '0011'.

Silverstone exposed the Dinos' poor handling but Vanwall failed, leaving Collins and Hawthorn to dominate, finishing 1-2. Two weeks later at the Nürburgring Vanwall triumphed, Collins crashed fatally and Hawthorn retired. Three men had now died in Dinos – Musso, Collins and promising young Ferrari chief engineer *Ing* Andrea Fraschetti (testing at Modena on August 29, 1957).

Ferrari sent just two Dinos to the Portuguese GP, Hawthorn second and setting fastest lap – which in those days scored an extra Championship point. Trips was fifth in a special new Dino with coil-spring rear suspension which had raced in the Monzanapolis speedbowl event, re-engined as the Formula 1 '246MI' chassis '0007'.

Now Hawthorn was adamant he must have disc brakes, so Dunlop engineer Harold Hodkinson fitted a set to Dino '0005' for the Italian GP at Monza. A 71x86mm, 2474cc 'Dino 256' V6 engine delivering a claimed 290bhp at 8800rpm was ready. Mike lost the Monza lead with clutch slip, but finished second, with new team-mate Phil Hill dutifully backing off for third. Olivier Gendebien bent the MI's suspension.



LAT

Hawthorn recorded the fastest lap in the 1958 Belgian Grand Prix at Spa en route to second place overall

"Hawthorn said the car was useless and something dramatic had to be done if Ferrari wanted to win"

Five weeks later, the Moroccan GP at Casablanca decided the 1958 World Championship. Moss won the race for Vanwall, but Hawthorn was second in his disc-braked Dino '0005' – to become Britain's first World Champion driver, by just one point. Phil Hill drove his heart out in Hawthorn's cause, finishing third again in '0004' while Trips and Gendebien went out. Vanwall's 1958-season race wins split between Moss and Tony Brooks earned the team the inaugural Formula 1 Constructors' World Championship title – foiling Ferrari.

Hawthorn immediately retired from racing, only to die within weeks on the Guildford Bypass when he crashed his Jaguar saloon. The front-engined Ferrari Dino V6s screamed on through two more seasons of Formula 1, but in constantly developing form. The 1959 variants wore more voluptuous bodyshells by Medardo Fantuzzi, clothing big-tube frames with coil-sprung de Dion rear ends, Dunlop disc brakes and tyres and Armstrong telescopic dampers replacing the unreliable old Houdailles, which some team members blamed as the cause of Collins's accident in Germany.

Tony Brooks, Jean Behra, Cliff Allison and Dan Gurney joined Phil Hill and von Trips in the team and Tony won the French and German GPs – the latter on the high-speed AVUS circuit in Berlin – and only lost a chance of the title in the deciding US GP at Sebring when he was rammed by his team-mate Trips. The season had begun with Behra and Brooks 1-2 in the non-Championship Aintree '200', while little Behra then placed second in the Formula 2 Syracuse GP, driving Dino 156 '0011' rebodied by Fantuzzi. He spun and dinged the front-engined car's nose while Moss won in the fuel-injected, rear-engined Cooper-Borgward.

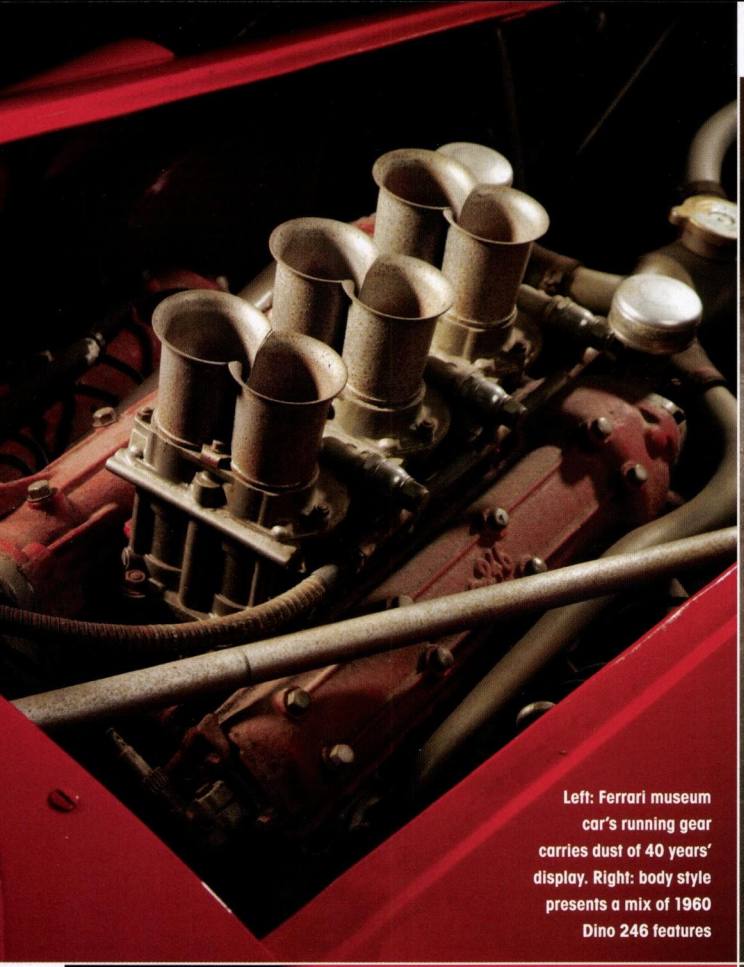
Brooks finished second at Monaco and Phil fourth, the Dinos of Behra, Hill and Allison were outclassed in Holland, finishing 5-6-9, but then Tony Brooks revelled in the Dino 256's horsepower to win at Reims with team-mates Hill and Gendebien second and fourth. The German GP ended with Brooks, Gurney and Hill 1-2-3 for Ferrari, their power and reliability triumphing once more.

In Portugal tall Dan finished third, while Monza saw Phil Hill second – setting fastest lap – and Gurney and Allison 4-5. In the deciding US GP at Sebring Tony finally finished third and Trips sixth, while Hill and Allison both retired. Phil drove a short-wheelbase Dino there powered by a two-cam – not four-cam – V6 engine.

For 1960 lightened Dino 246/60s were built with engines angled across the frame the opposite way to 1959 and with the transaxle gearboxes turned around to match, which confronted the drivers with a reversed gearchange gate – on the other side of the cockpit. The 246/60s also featured pannier fuel tanks without separate covering body panelling, smaller tail tanks and all-independent coil-spring and wishbone suspension – Ferrari's old faith in de Dion systems having finally been filed under 'S' for *Storica* (history).

But by that time both BRM and Lotus had followed Cooper's World Championship-winning lead into rear-engined configuration, and on most circuits the front-engined Ferrari Dinos were out-handled, out-braked and out-accelerated.

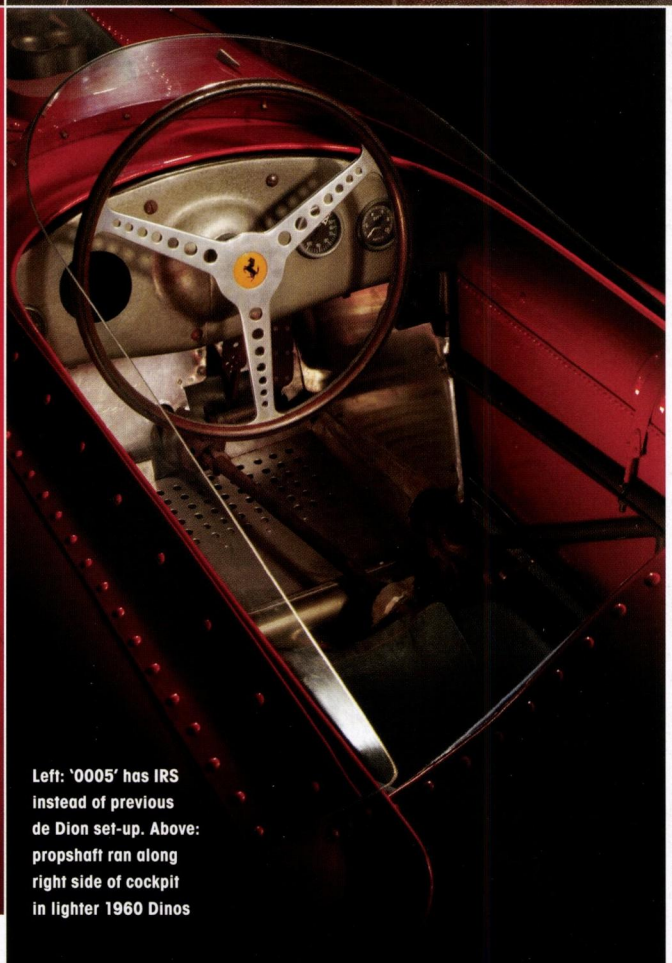
For the opening race of the 1960 season at Buenos Aires, Phil Hill's 2220mm (87.4in) ➤➤➤



Left: Ferrari museum car's running gear carries dust of 40 years' display. Right: body style presents a mix of 1960 Dino 246 features

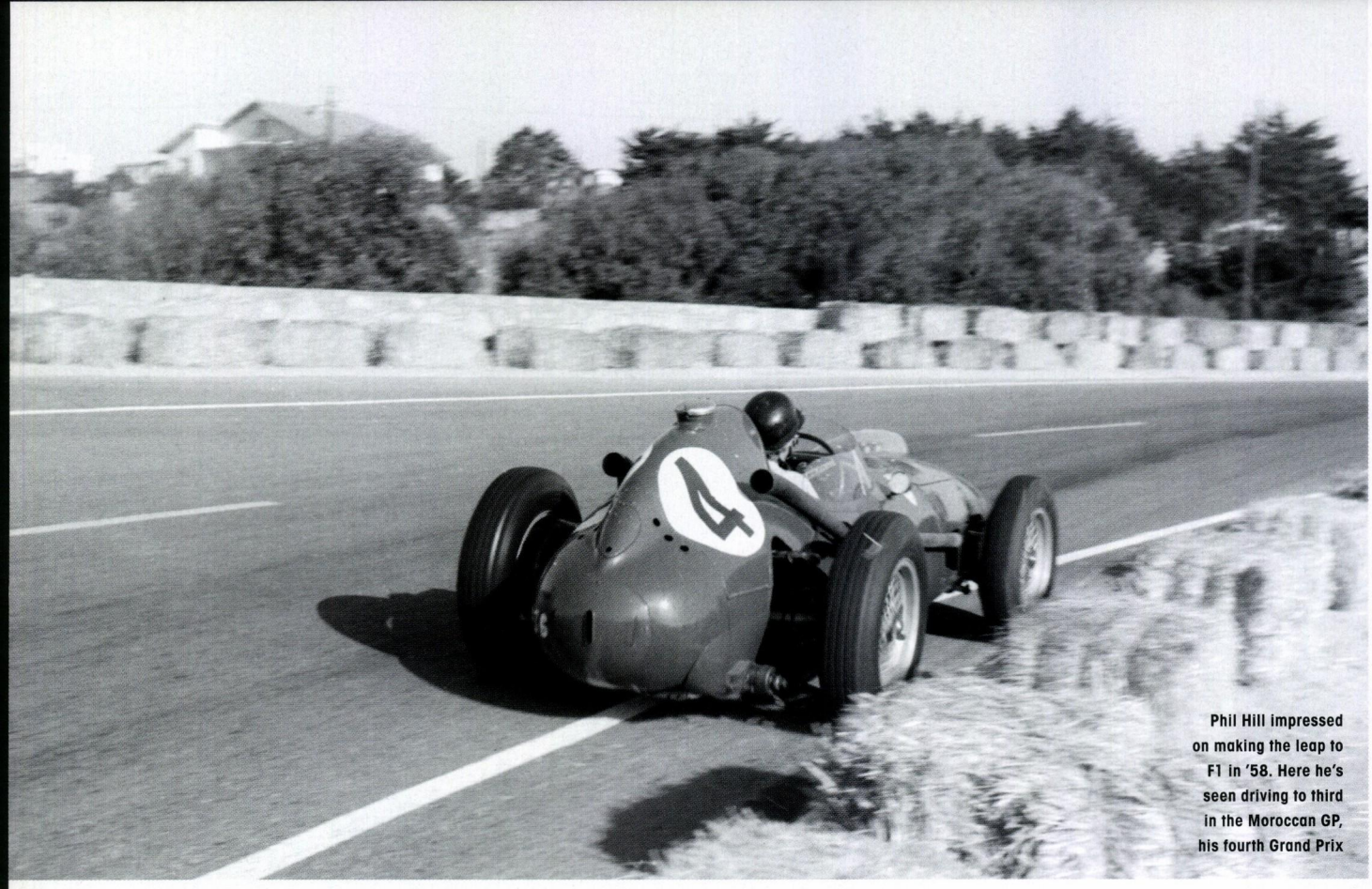






Left: '0005' has IRS instead of previous de Dion set-up. Above: propshaft ran along right side of cockpit in lighter 1960 Dinos

Charlie Magee



Phil Hill impressed on making the leap to F1 in '58. Here he's seen driving to third in the Moroccan GP, his fourth Grand Prix

LAT

short-wheelbase Sebring chassis '0006' had its experimental two-cam V6 engine mounted some 250mm (9.8in) further back from its 1959 position, closer to the centre of the wheelbase.

The long pannier fuel tanks and smaller tail tank – concentrating the changeable load amidships – were adopted to improve handling consistency, and in Argentina the new panniers on '0006' were exposed, without side body panelling to cover them. Trips and Allison both ran four-cam cars, these engines similarly moved back and now angled from left-front towards right-rear, passing the propshaft through steady bearings along the right side of the cockpit. Both these cars shrouded their new pannier tanks within bulged Fantuzzi body panelling very reminiscent of the old 1954-55 *Squalo* Ferrari's. Guest Ferrari driver José Froilán González drove Brooks' Sebring car. Allison inherited second place, Trips fifth.

A gorgeous final front-engined F2 Ferrari Dino 156 was assembled – again numbered '0011' but with an ultra-short, 2160mm wheelbase frame – in which Trips won the Syracuse GP, on March 19.

At Spa, Phil Hill was at last able to use the four-cam V6's surviving horsepower advantage, but he was overwhelmed in the Belgian GP by a Cooper-Climax 1-2 and finally finished fourth. In the absence of British works entries that were boycotting Monza's banked circuit, Phil finally won the 1960 Italian GP for Ferrari.

But the day of the front-engined Grand Prix car had reached its close, and the loyal American's Monza victory – in chassis '0007' which became the V12-engined Pat Hoare/Neil Corner/Tony Smith car so well known today, followed by team-mates Richie Ginther second and Willy Mairesse third in chassis 0003 and 0006 respectively – became the front-engined Formula 1 Ferrari's swansong.

> "No other 1957-60 Grand Prix car was campaigned by so many of motorsport's most charismatic stars"

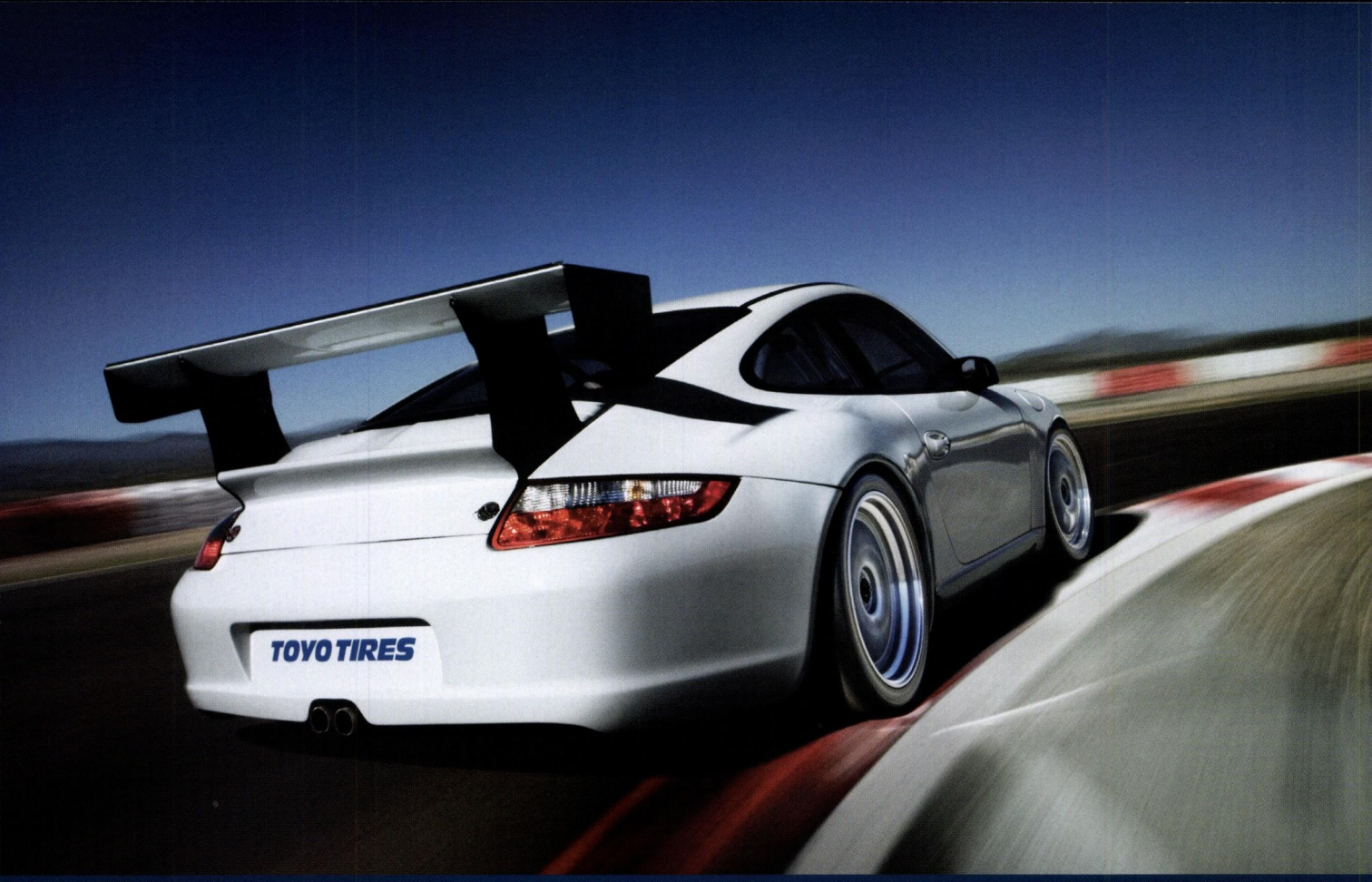
At the end of 1960 the 2½-litre Formula 1 era was superseded by an upgrade of 1½-litre Formula 2 to full premier-formula World Championship status.

Not one of the 1958 nor 1959 Ferrari Dino single-seaters is known to have escaped the scrap-man's torch, but of the 1960 cars the ex-Hill Italian GP-winning '0007' escaped captivity by selling to New Zealand, as mentioned above, while the ex-Ginther second-placed Monza car '0003' went to Luigi Chinetti in America as NART's New York Show car, selling many years later to Anthony Bamford here in England. The third survivor is the 1959-60 side-tanked chassis '0005' donated by Ferrari to the Biscaretti Museum, where it was displayed for 40 years without bodywork but unspoiled beneath a generous layer of protective dust. This is the car displayed in the Maranello museum today, wearing 1960 Argentine-style Fantuzzi 'semi-*Squalo*' bodywork as indeed clad 'Taffy' von Trips' chassis '0005' that long-gone day in Buenos Aires.

The Ferrari Dino V6 family of F1 and F2 cars certainly starred in a dramatic period of Grand Prix racing revolution. And equally certainly no other 1957-60 Grand Prix car was campaigned by so many of major-league motorsport's most charismatic stars: Hawthorn, Collins, Brooks, Musso, Phil Hill, von Trips, Behra, Gurney, Trintignant, Ginther, Gendebien, Mairesse and Allison, not to forget 'The Pampas Bull'.

Study the photographs, sit back and close your eyes. Can you hear the keen-edged wail of that four-cam V6 powering along the Masta or Soissons?

As ever, that sonorous exhaust note was – and remains – entirely distinctive to the memory of The Old Man's number one son, Dino.



Takes you to extremes

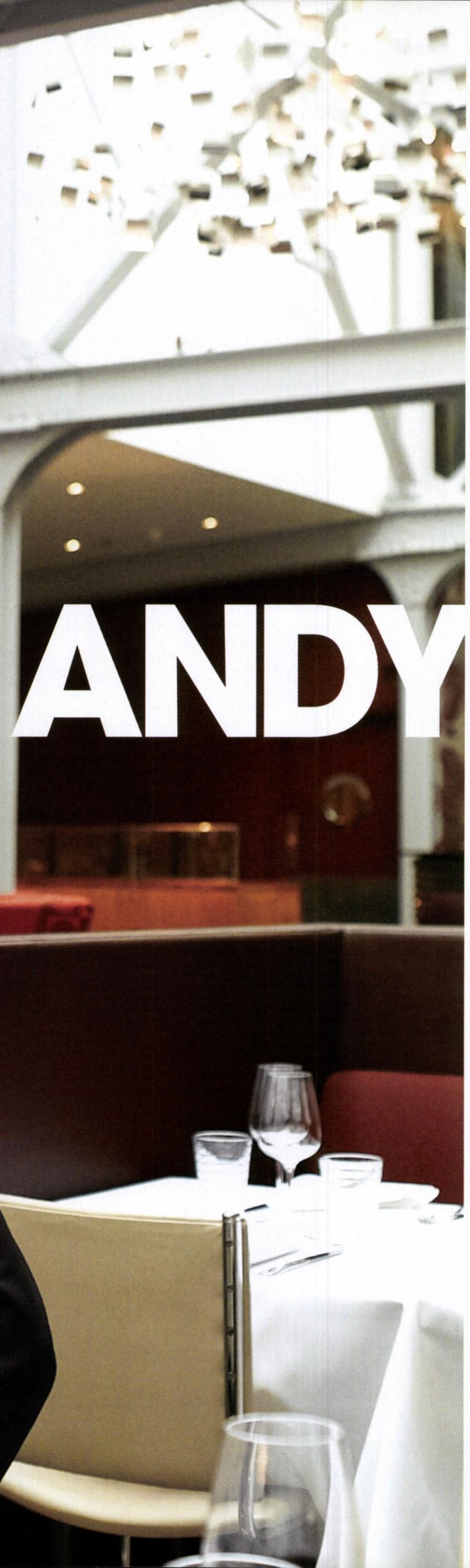
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James Mitchell



Lunch with... ANDY GREEN

The fastest man on earth is a patriot, and drove Thrust SSC for the glory of his country and its engineering skills

BY SIMON TAYLOR

In the 1920s and 1930s, the World's Land Speed Record was all about heroes. Men of courage like Sir Henry Segrave (231mph), Sir Malcolm Campbell (301mph), George Eyston (357mph) and John Cobb (394mph) were feted by their country. More famous than the top circuit racers of their day, their faces smiled down from news-reel screens and their names were familiar to every schoolboy.

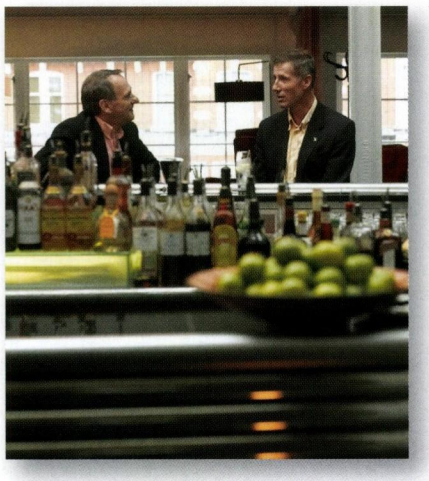
Today, Wing Commander Andrew Green, OBE is not as well known to the general public as were his LSR forbears. In the 21st century it's Formula 1 drivers who are the media heroes, and few can really grasp the concept of a man driving a car across a lonely piece of desert faster than the speed of sound. Fewer still would understand that he risked his life doing this, for no payment. Or that he did it as a matter of nationalistic pride, and to underline the excellence of his country's engineering prowess. Andy Green's heroism is the old-fashioned sort, one that doesn't make a fuss, and doesn't produce good fodder for the tabloids. As a serving RAF officer, he had to use his normal annual leave to take part in the attempt, and he was back at work serving Queen and Country three days after setting the record.

A Phantom and Tornado pilot, he has seen service in East Germany, Bosnia, and more recently Afghanistan and Iraq. He has been part of the Defence Research Agency team at Farnborough, working on future generations of fighter aircraft, as well as RAF Attachment Commander in charge of the Harrier Squadron in Kandahar. Currently his role on the Air Staff Directorate involves crucial high-level strategic planning of on-going military operations. His normal lunch routine is half an hour in the gym in the basement of the Ministry of Defence, or a ➤➤➤

brisk run along the Embankment, followed by a sandwich at his desk. But, 10 years almost to the day since he became the fastest man on earth, I persuaded him to have a proper lunch and to talk about it.

Andy revels in the heritage of the Land Speed Record. So his chosen venue, the Bluebird Restaurant in London's Kings Road, was entirely appropriate: during the 1920s it was a garage, and Malcolm Campbell based his cars here. Tall and clean-cut, with a firm handshake and a steely eye, Andy is visibly very fit. His choice is healthy (scallops and sea bass, with a half-bottle of dry white Bordeaux) and then more indulgent (cheesecake).

His is an unusual mix of talents. He was 15 when he decided he wanted to be a pilot: his father had been in bombers in World War II. But from boyhood he was also a brilliant mathematician. In the same week he was offered a cadetship in the RAF and a place at Oxford. So the RAF sponsored him through University, and he duly got a mathematics first. The year he did, 1983, he was fascinated to read about a fellow called Richard Noble breaking the Land Speed Record.



"A 10-ton car, 54 feet long, with one hundred thousand horsepower"

In the LSR's pre-war heyday, oil and tyre companies were delighted to sponsor record attempts, and bask in the reflected glory of each new mark. But by the 1950s record-breaking on land had gone out of fashion. There was a flurry of mainly American activity in the 1960s, punctuated by Donald Campbell's oft-thwarted but ultimately successful efforts, and then in 1983 the brave Richard Noble brought the record back to Britain with Thrust 2's 633.47mph.

With extraordinary determination and persistence, Noble continued to pursue his dream of a car that would beat the speed of sound, even though he had endless difficulties raising the money to do it. Companies happy to spend huge sums putting their logo on back-of-the-grid Formula 1 cars could not see the attraction of attaching themselves to the world's fastest car. Most didn't believe it would ever happen, or reckoned it would end in tragedy and the worst sort of publicity. Fortunately many members of the public felt differently, and much of the funding that kept Noble's project alive came from donations to the Thrust website.

In 1994 Noble let it be known that he was looking for a driver for his supersonic car, and Andy, now a fully-fledged jet fighter pilot, applied. "I knew that the sound barrier would be the last great challenge in land speed record-breaking, and I believed it was very important for a British driver to be the first to do it. It was irresistible."

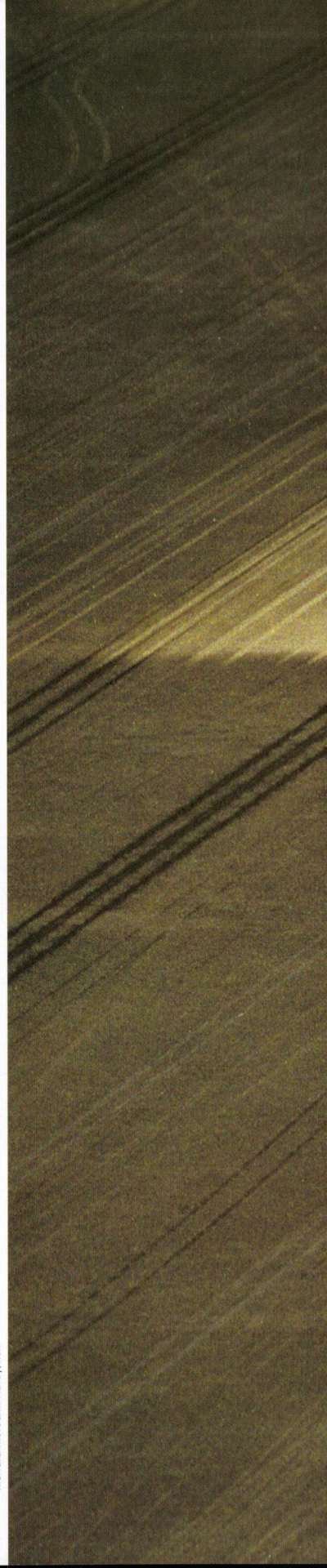
There were 30 serious applicants. A sophisticated series of interviews and tests, including technological and psychological exercises and a day in a rally car on the loose, whittled them down to eight, all pilots of one sort or another. In February 1995 Green, then 32, was chosen.

Thrust SSC used two Rolls-Royce Spey jet engines slung either side of a narrow cockpit, riding on four solid wheels that had no tyres, because no tyre has ever been made that could begin to cope with supersonic speeds and forces. There were two wheels in front, conventionally spaced, and two mounted centrally at the back, in slightly staggered tandem, which steered.

"Think about a car weighing 10 tons. A car 54 feet long. With one hundred thousand horsepower. And with rear-wheel steering. Lots of people said it would never work. Professors of aerodynamics said a supersonic car couldn't be done, and the assumptions they were making meant their reasons were entirely valid. Our task was to explore those assumptions without making something inherently dangerous."

Finance was a constant problem throughout the project. "Everybody is amazed that we achieved what we did on so little money, and so are we. It was a five-year project involving a core team of 30 people, not all of whom were being paid, plus a lot of volunteers. Richard managed to run the whole project for £3 million. The thing was never properly resourced. We bought nothing we could borrow, and we borrowed nothing we could steal.

"Of course I didn't expect to be paid. This was amateur motorsport at its absolute best. If you were driving a friend's hillclimb car at Shelsley Walsh for the weekend, would you expect to ➤➤➤



Richard Meredith-Hardy/Rex



This historic aerial shot clearly shows Thrust SSC creating its supersonic shock wave across the Black Rock Desert



"From 200mph to 700mph takes 20 seconds, and it takes 4.69 seconds to cover the measured mile"



LAT

be paid, or would you do it for fun? The RAF couldn't give me any time off: I'm paid by the taxpayer, after all, and you can't expect the taxpayer to fund a motor racing project. So I saved up my holiday over a year and a half to give me the days to do it."

Richard Noble had started working on the Thrust SSC project in earnest in early 1994. The car first turned a wheel on a British runway in September 1995, but it wasn't until October 1996 that it first ran on a desert.

"For that first test we flew SSC to the Al Jafr Desert in Jordan, 93 tons of kit in a chartered Antonov, and we managed four runs in four weeks. One end of the desert to the other, stop, five days while we re-engineer the car, one more run the other way. An F1 team may do 10,000 miles of testing in a season, to say nothing of wind tunnel work and so on. We needed four weeks to do what an F1 team could do in an hour.

"First off, the rear-wheel steering didn't work. We hadn't got the geometry right. Then we found this huge wheel shimmy problem. We adjusted the geometry, and put dampers on the wheels. We were faxing designs back to England, and new bits were being engineered overnight and flown out to Amman in pilots' hand luggage. We were doing a lot of rapid prototyping, and developing the team skills out there in the desert. We got up to about 300mph, enough to show up the steering weaknesses, and then the rains came. So we loaded up again and flew home. When we got back we cut off the back of the car and re-engineered it completely.

"We went back to Jordan in May 1997. We got everything unloaded, got the desert marked out and cleared, and we managed nine runs in 13 days, which was a huge boost to the team. We were getting into summer temperatures, so we'd start at 5am and stop at 9am: after that it was too hot. The computer bays on the car were getting up to 100deg C. We started to use some quite high-end acceleration, and on the first full afterburner run I'm taking it nice and steady, 200, 250, 300, max burner, and suddenly it's going all over the place. I just cannot keep it in a straight line.

"Driving a normal car, if it diverges, you respond to correct it. But I was getting into what in an aircraft you'd call a pilot-induced oscillation. The vehicle diverges, you put in a response through the steering wheel, it responds, you put in another, but at that point the vehicle is reversing its response, so you get a double input. You and the vehicle are working out of phase. Every time there's the slightest input, say from irregularity in the desert surface or a crosswind, you've got to correct it. But if you start steering at the frequency of the car it gets worse, not better. I got out of the car that day and I said to myself, I think this project has just finished. The car's unstable. I think we're stuffed.

Last year Andy Green broke another record with the JCB Dieselmax. Tyre limitations pegged him to 350mph, but there are plans to return and go for at least 450mph

"I didn't feel I could talk to Richard or anyone else about it, so I spent the night thinking it through. And I came up with the conviction that I was simply going to have to bully the car into being stable, go very high frequency with my steering movements to keep it under control, coupled with lower frequency inputs to steer it. I'd have to steer it at two separate frequencies, simultaneously. So that's what I did, and it worked. I'd found a way to drive the thing. The downside was that I was never going to enjoy it. Imagine taking all the hairiest bits out of a three-hour sortie in a Tornado and doing them all in two minutes. It was the hardest thing I've ever done: like trying to balance the point of a pencil on the end of your finger."

In September 1997 the team arrived at Black Rock Desert, Nevada for the official attempt. Unlike Bonneville, which is a salt surface, Black Rock is made up of a fine alluvial dried mud. If you pick up a chunk of it, you can crumble it into dust as fine as talcum powder. This slightly compliant surface works much better with the solid wheels than Bonneville's salt, which is harsher. Over a five-week period Thrust SSC's speed gradually increased.

"The figure that counts is a mean of two directions, and the rules say you have to do your two runs within an hour. So in real terms you have very little time to get everything turned round, download all the data, refuel, run the checks, get set up and then do it again. Our track was 14 miles long: the measured mile was in the middle, with 6.5 miles to accelerate, 6.5 miles to slow down.

"The acceleration is very slow to start with, because the air intakes are optimised for Mach 1, so at lower speeds they can't get enough air to develop full power. Zero to 100mph takes about 20 seconds, winding the engines up to full power takes another eight seconds, and after that you're putting on another 100mph every four seconds. So 200mph to 700mph takes 20 seconds. That's over 1G: if you dropped a golf ball from the top of a building and jumped after it you'd be overtaking it. So it takes less than a minute to go supersonic from a standing start, and you're supersonic for about four miles.

"At that speed it takes about 4.69 seconds to cover the measured mile. We couldn't have boards marking the start of the mile, because with my narrow field of vision from the cockpit between the two engines there was no way I could see them at that speed. I was steering along a white line painted on the desert, and through the mile we had a second white line running parallel to it to show me I'd got there. A line painted across at the start and finish would have been invisible – we were covering well over 1000 feet per second."

On September 25th Andy did a two-way mean of 714.144mph, breaking Richard Noble's 14-year-old record by over 80mph, much to Richard's delight. Then on October 15th – 50 years and one day after Chuck Yeager's Mach 1 in the Bell X-1 aircraft – Andy's two-way mean was 766.035mph, and Mach 1.02. Ten miles away in the little town of Gerlach, the sonic boom broke plates and took pictures off walls, and set off fire extinguishers in the local school. History had been made.

"It wasn't deafeningly noisy for me. Jet engines make their noise out of the front, which is the high-pitched whine, and out of the back, which is the roar. I was sitting between the two, in an incredibly strong safety cell with a fireproof bulkhead. I was using a flying helmet because I needed the air supply, and it's quite difficult to get a long-duration air supply into a driving helmet. I'd had a lot of input into the design of the cockpit, and instead of a steering wheel I used an aeroplane yoke, with steering geared about one turn from lock to lock. Throttle under my right foot, brake under my left. We could have had a hand throttle like on a jet fighter, but we decided I'd need both hands to steer it. Just as well we did...

"We had active suspension because every time the aerodynamic neutral point moves you have to alter the pitch of the car to compensate. And plus or minus one degree of pitch on the car equals plus or minus 10 tons of load on the front wheels. Running the active fully up through the trans-sonic region increased the load on the front wheels by almost 10 tons. The wheels started to plough into the desert. If you ran the back end one degree from the down position you would create 10 tons of lift, and it's a 10-ton car with 6.5 tons on the front wheels, so that would make the car fly very quickly. You need to find that aerodynamic neutral point incredibly accurately.

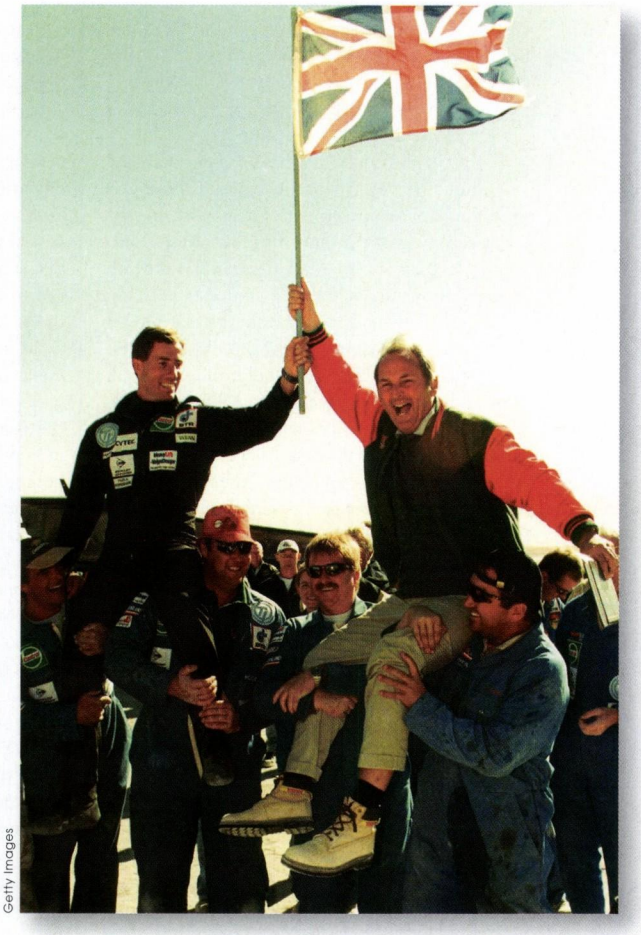
"We were finding a lot of things in the high trans-sonic region which we could not explain. Like the toe-in at the rear wheels was moving from half a degree toe-in to half a degree toe-out. It could have been distortion of the back end, or steering wind-up, but distortion of the structure under the heat and load of high speed wasn't something we'd modelled.

"And we were generating some very powerful shock waves in front of the car. We found the wheels were actually going round less fast than the ground speed: we were ploughing the surface in front of the car. The shock wave was digging up the desert, so the four individual wheel tracks disappeared, and we started to get a single ploughed trace 12 feet wide.

"Things change so much between Mach 0.8 and Mach 1. When the shock waves start to form, depending on the shape of your vehicle, you've got a mixture of sub-sonic and supersonic flow. If you're doing Mach 0.95 and the air accelerates locally by another five per cent, over the ▶▶▶

cockpit or the curve of a wheel arch, it will form its own little shock wave there. In the trans-sonic period it's doing that in various places around and underneath the car. The pressure difference where the air goes from sub-sonic to supersonic is so great that if it happens underneath the car it can lift it off the ground.

"And the car may be fractionally different in shape from one side to the other. It's a hand-built car. We measured it as accurately as we could, but the tiniest difference, the thickness of a few coats of paint, can make the shock waves form earlier on one side. It happens with aircraft when you take them supersonic, but tiny corrections with the controls can fix that. With a car, it's the wheels that have to take the differences in load, and you start to realise the magnitude of the forces involved when a tiny difference can translate to an extra ton of load on one of the front wheels. Once you get well over Mach 1, life gets much easier. It's getting there that's the challenge."



Getty Images

"Richard Noble ran the project on £3 million. We bought nothing we could borrow"

The inevitable question: to what extent did he have to come to terms with the fact that this exercise could kill him? "It's not so much the driver's problem. Everyone else on the team has to sit there living with the knowledge that, if they get their bit wrong, the result could be catastrophic. Once the car starts to roll they have no control over it. The driver can say, that doesn't feel right, and he can throttle back. And if it's something he can't spot, a structural failure which he can't see or an aerodynamic failure he can't respond to, ultimately he won't be living with the consequences. The engineers will. We talked it through as a team, what risks we were willing to accept, and the answer was we wouldn't accept any avoidable risk. But then, all risks are avoidable if you don't run the car..."

The achievement of that record, for Andy, for Richard Noble, for the whole team, was immense. Then it was back to normal life. The team dispersed: Andy put record-breaking behind him and continued to pursue his high-flying RAF career. Then in 2005 JCB decided to go for the Diesel Record, and approached Andy.

"JCB build their own engine, the 4-4-4, which is a four-cylinder, four-valve-per-cylinder, four-litre unit designed for earth-moving work and developing 80bhp. Sir Anthony Bamford is a car nut, and he wanted to know how much power his engine could produce, and how fast it would go in a car. Ricardo, who'd helped develop the engine in the first place, told him they could take it from 80bhp to 750bhp using turbochargers, intercoolers and water injection – an increase of nearly 1000 per cent." Bamford looked up the diesel record and found it was 235mph, and he talked to Richard Noble. But Richard pointed out that a diesel truck had done a one-way pass of 280mph, and to do the thing properly they needed two engines and 1500bhp. The result was Dieselmax.

"JCB went outside their comfort zone with no guarantee of success. If BMW had done it, it wouldn't have been such big news, but this was a digger company setting out to build the world's fastest diesel car. The whole thing was done in a year. John Piper of Visioneering, an ex-F1 guy, built the chassis, and Goodyear developed the tyres, and we went to Bonneville and stayed on after the Speed Weeks last year. We had a tyre limit of 350mph, but I got straight up to 365mph, and I had to throttle back to stop the car accelerating. We took the record at 350.092mph. New tyres are being developed which should be good for 450mph: Goodyear has learned a lot about high-speed tyre behaviour, and it has changed the construction. So we'll go back and find out what Dieselmax can really do."

Naturally, Andy drives a British car – a Jaguar XK8. To relax he flies a Pitts Special aerobatic plane, and he's a keen sky-diver. "Flying your own body, using your own arms and legs, is a very skilled sport and takes a lot of learning. It's good to force your brain to do something different. The Pitts is the same: I can do it safely because I recognise its limits. I've just taken my Yachtmasters, and some time in the future I'd like to be teaching people how to sail. The discipline and team-work in sailing has a valid military application."

If the right team of people, with the right budget, wanted to take the LSR beyond 800mph, would he be interested in being the driver? "It's not worth doing if it's just showing off and trying to get your name in the record book. The reason for doing it would be the same as with Thrust SSC: to demonstrate how great British engineering is. And to do it genuinely for the British public, get them excited, get them involved. That's harder than it sounds, because this area of motorsport is hard to explain. You need to get to a whole generation of 12-year-olds in order to inspire the engineers of tomorrow. I was seven years old when Neil Armstrong walked on the moon, and I remember that day very clearly. It's too big a subject to try to assess the illnesses in our society today, but there's a need for inspirational projects to fire the imagination of the young. I don't know whether something like this would get to a disturbed 13-year-old and give him some interest, but if you only reach one tenth of one per cent of the kids and inspire them in some way, it's worth doing."

Patriotism is thought by many today to be a dated concept. Not by Wing Commander Green. "It's hugely important to me, as a serviceman, and as a Brit. Without patriotism it would be difficult for me to do my job, which is to serve and protect my country. Patriotism was a major motivation for me doing the Land Speed Record. It gave me the chance to stand on a global stage and say, here is a great piece of British endeavour."

A proper hero of the old-fashioned sort, Andy Green: a worthy follower in the wheeltracks of Campbell and Segrave. Britain should feel very proud of the achievements of Messrs Green and Noble. So it's to be regretted that so few of their countrymen seem to know and understand how much they've done for us. Ⓜ



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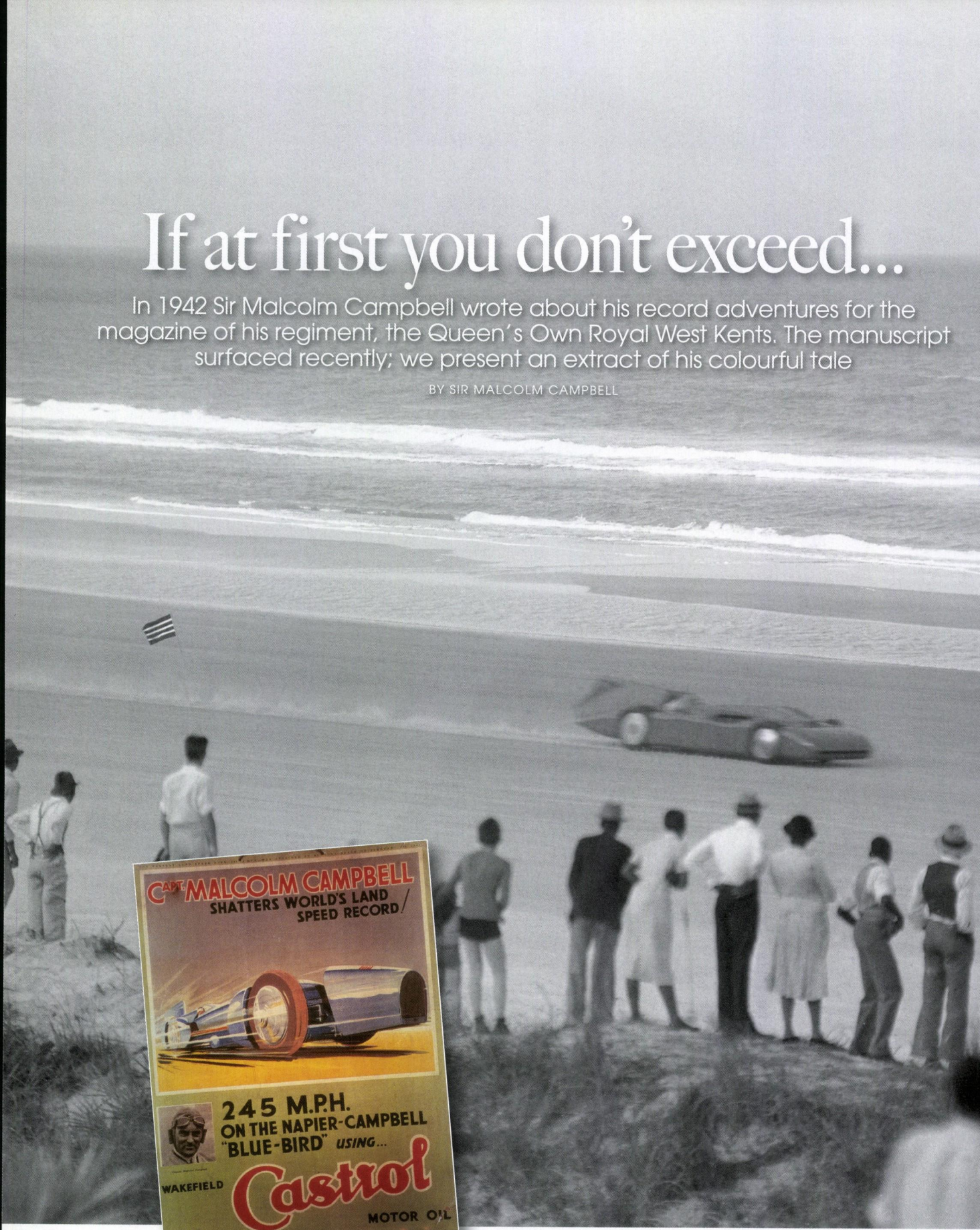
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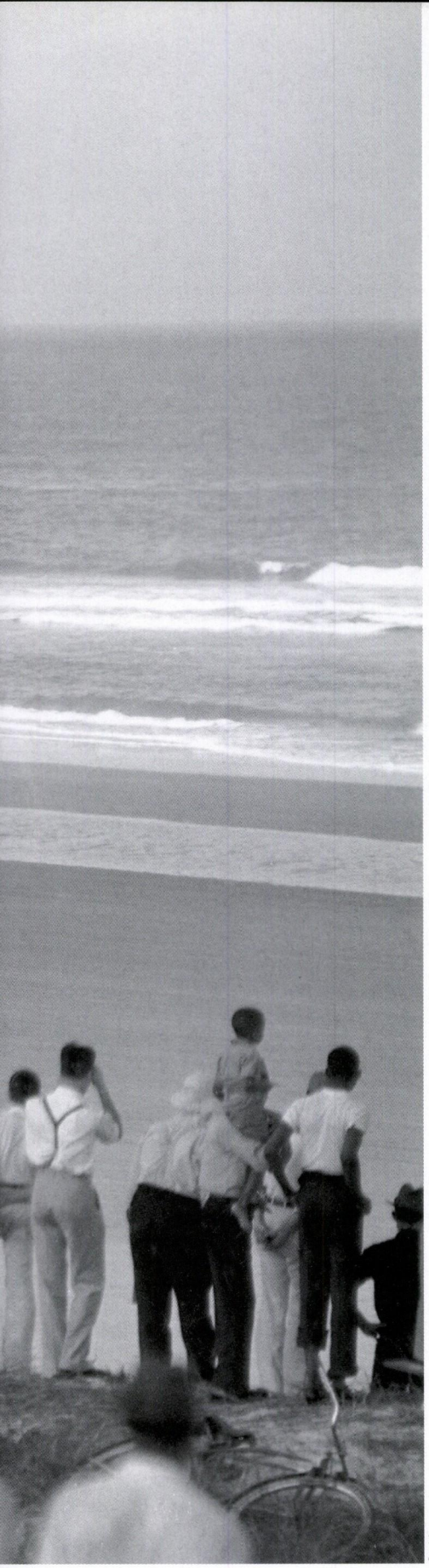
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If at first you don't exceed...

In 1942 Sir Malcolm Campbell wrote about his record adventures for the magazine of his regiment, the Queen's Own Royal West Kents. The manuscript surfaced recently; we present an extract of his colourful tale

BY SIR MALCOLM CAMPBELL





Corbis

In 1928, having taken the Land Speed Record four times but recently lost it once more, Campbell is determined to regain it and is searching for a suitable course to unleash his much rebuilt Bluebird.

Realising that a beach, however good, left much to be desired, I endeavoured to find an inland course, making enquiries all over Europe. I even flew out to the Sahara desert as I had heard of a fine stretch out there. That trip was full of adventure; we found the spot but it was not a practical proposition, and on our way home we had engine failure and made a forced landing in Riffian Territory. We were taken prisoner but subsequently managed to get away and eventually after considerable hardship made our way back to Canta and from there to Gibraltar, and eventually arrived home, little the worse for our experience.

My next trip was to a vast mud pan, about 500 miles NW of Cape Town. Segrave had another new car built in the meantime which he called the Golden Arrow. This was of very modern design and powered with the same engine as I had, viz a 950hp Napier Lion.

He left for Daytona at about the same time as I sailed for South Africa, it resolving more of less in a race between us as to whom should just make the attempt on the record now held by the American Ray Keech. My luck was properly out as the course was not properly cleared and ready. There were literally thousands of pieces of jagged flint, any single one of which was sufficient to cut my tyres to ribbons.

Blue Bird (Campbell makes it two words) at Daytona in 1935. The loose surface held it back, and Campbell moved to Utah to hit 300mph. Car used much of its '31 predecessor, inset

After several weeks of really hard work by gangs of natives, the course was almost completed. I made arrangements to transport the Blue Bird up country by a large six-wheeled lorry, but flying up from Cape Town for a final inspection I was involved in what might have been a fatal accident. The propeller on my own machine had cracked due to the heat, so I borrowed a friend's machine. I purposely did not fly this plane myself since it was not mine, my friend lending me the services of his own pilot at the same time.

The first part of our journey was uneventful but on our way back we ran into the only tree which existed for 100 miles or more. The pilot cracked his skull in a couple of places whilst I had my nose almost severed from my face, as well as other injuries. We were eventually sent down to Cape Town, and whilst lying in hospital, news came through that our track had been ruined by torrential rainstorm. Considering not a drop of rain had fallen in that locality for over 21 years, this was indeed bad luck.

I gave instructions for the work to be commenced all over again and just as I was recovering from my accident, a cable came through from Segrave stating he had successfully raised the record on his new car to 231.3mph.

I had gone out to Africa with the object of beating 207.5mph, and my car was now capable of a speed of at least 220mph, but to exceed 231mph was a very different proposition.

About May 1929 the stage was set, the course had been re-made and the Blue Bird had been sent up to Verneuk Pan, but again our luck was out. Violent dust storms raged continuously and we were more or less marooned for nearly a fortnight, our food and water supplies nearly running out. The weather eventually cleared and one morning at the crack of dawn the attempt was made. The mile was covered at an average speed of 225.3mph which was exactly 6mph under the record set up by Segrave at Daytona a few weeks earlier. My tyres were in a shocking state, torn to ribbons owing to the sharp flints, which we had been unable to remove from the hard-balled mud.

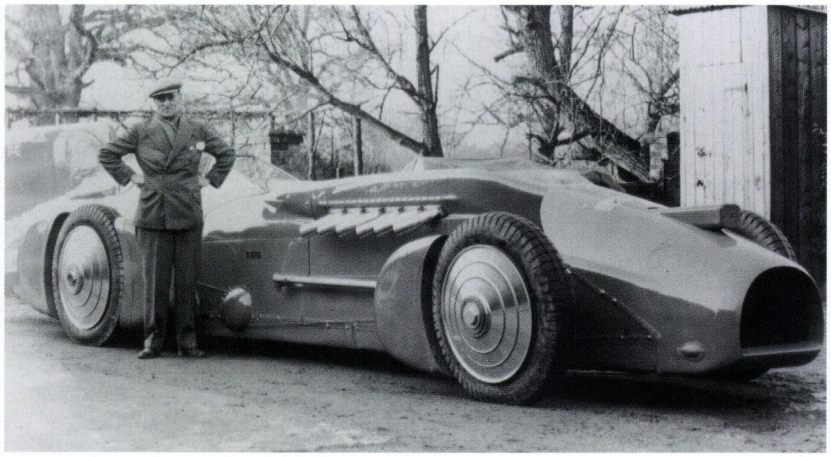
We subsequently made many other attempts but we could never exceed this speed. Eventually we used up all our tyres in these vain attempts and so it was useless continuing. I eventually arrived back home towards the end of June, a sadder, wiser and poorer man.

Work proceeded afresh and by the end of 1930 the car was equipped with a 1450hp Napier Lion supercharged engine, a new streamline body, and many other improvements. February 1931 again saw us at Daytona Beach and this time success crowned our efforts, Segrave's record being handsomely eclipsed with a speed of 246.6mph. Not content with this we went over again to Florida the following year, raising the speed to 253.5mph.

I had now conceived the burning ambition to put the record up to the 300mph mark, but to achieve this I knew we should require at least 2000hp. I eventually persuaded Rolls-Royce to sell me one of their special Schneider Trophy engines. This motor was a masterpiece, »»

giving off 2350bhp, or 2475bhp if alcohol was employed. The car was again modified, being equipped with a new back axle, gearbox, and chassis side members.

In February 1933 we again visited Daytona but the highest speed we could achieve was only 272mph. This was due to the terrific wheel spin when full power was employed. To give some idea how serious this was, when travelling flat out over the measured mile my rev-counter gave a reading of 355mph whereas actually we had only travelled at a speed of 272mph, the difference in the figures being entirely due to lack of wheel adhesion. The tyres were torn to shreds and I soon came to the conclusion that it was folly to persist, and that considerable alterations to the car would have to be carried out.


NMM

I returned home extremely disappointed and although we had beaten the previous record by a margin of 19mph the only thing that mattered was that we had not reached our goal of five miles per minute, and therefore in my view the attempt was a failure. The rest of 1933 and the whole of 1934 was spent in once again re-designing the Blue Bird. To reduce wheel spin we decided to adopt twin rear-wheel drive. This, of course, meant that we should now have double the tyre area in contact with the ground, the disadvantages being additional unsprung weight, and greater frictional losses, but we had an abundance of power.

Other improvements included an entirely new streamline body, designed after exhaustive tests in the wind tunnel, and a new twin rear bevel-drive to the back axle. We also incorporated wind brakes and a new type of radiator with a special shutter which, when closed, cut off the air from passing through it, thus giving us an additional speed of 15mph for a brief period.

March of 1935 saw us once again at Daytona, this time full of confidence. The weather and beach conditions were in bad shape, but we managed to make a number of runs. Every one was unsatisfactory; whereas we had eliminated the wheel spin we were unable to achieve any real speed, the maximum attained being only 276.8mph, an improvement of only 4mph.

We were all very mystified, as on paper the 300mph mark should have been easily reached. After each run my mechanics wanted to know the reading of each of my many instruments. The course itself was less than 50 yards wide with the sea on one side and the soft sand and dunes on the other, and our forward speed was approximately 142 yards per second so the danger incurred in taking one's eyes completely off the course for a couple of seconds or more can be readily realised. In my anxiety to obtain the information required, the inevitable happened: the car partly left the track and we went charging along the soft sand; it was touch and go but I eventually managed to bring Blue Bird back on her course once more. I was very lucky to have got away with it, but this gave me a new idea – to incorporate a small cine camera apparatus on the car, to have a complete record of the reading of the instruments

"A film of oil started to cover the windscreen and deadly fumes commenced to enter the cockpit, and I realised that I might fade out"

We returned home disappointed and puzzled as to why we had fallen short of 300mph We even placed our engine once more on the bench and found that it was still giving off 2375hp. There was, however, one factor which could have prevented us reaching our goal and that was that more power was being absorbed in overcoming resistance than we had allowed for.

I therefore decided to make an attempt on the Salt Flats at Utah. This was somewhat of a gamble as up till then the highest speed recorded in that region had only been about 150mph. I realised only too well that a surface that was safe for these comparative low speeds might well be highly dangerous for 300mph. Pendine and even Daytona had amply proved this in the past.

We left England early in August 1935, arriving at Salt Lake City towards the end of the month. After my first preliminary run I realised at once that we had solved the problem and that with any degree of luck we should now achieve our object. Shortly after dawn on September 2 we made our attempt, and never shall I forget that epoch-making run.

The car was behaving magnificently, and accelerating as she had never done before. One mile before reaching the measured distance, I closed the radiator shutter. Blue Bird was then travelling at 295mph and still increasing speed.

Suddenly a film of oil started to cover the wind screen and deadly fumes from the engine commenced to enter the cockpit, and I realised that at any moment I might fade out. However, we were fast approaching the end of the mile when there was a terrific explosion. The near-side front tyre had burst. By now the screen was opaque. I had a feeling as though dozens of nails were being driven through the top of my head, this being caused through inhaling the exhaust fumes, and in consequence regaining full control of the car was not very easy. However, I eventually came to a standstill five miles down the course where my mechanics changed all the wheels and looked the car over. News came through that we had covered the mile at a speed of 304.8mph.

So far so good, but the remaining tyres were so hot that they could not be touched by the bare hand and I felt that the new ones now being fitted were likely to burst on the return journey when I might not be so lucky the second time. However, the return journey was more or less uneventful and the average mean speed worked out at 301.4mph, so at long last our ambition had been achieved.

I had made up my mind that if and when I reached my goal, I would retire from motor racing and would make an effort to regain the World's Water Speed record which for so long had been held by the American Gar Wood, but this is another story which I hope to relate in future.

Thanks to Rupert Talbot
and to the Princess of Wales' Royal Regt.

Limited edition print signed by the artist -
'BLUEBIRD' 1927-1935 by David Weston

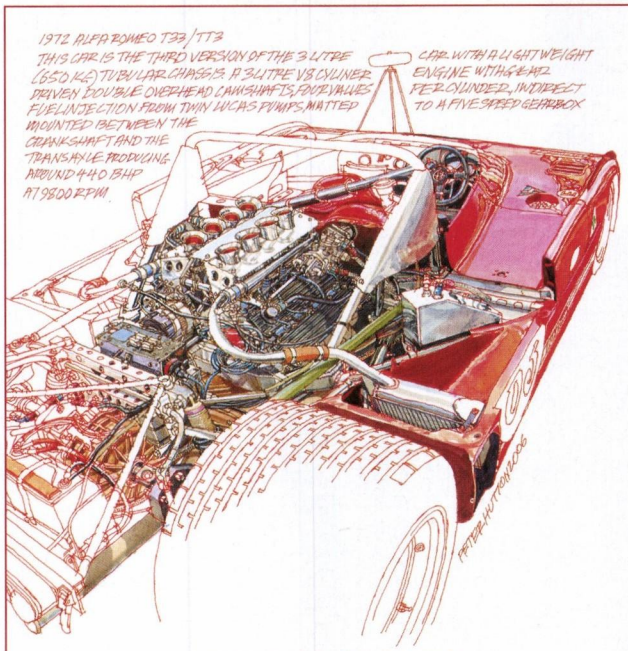


This print celebrates the magnificent era of the great Bluebird record years, and has been produced with the kind permission of Sir Malcolm Campbells grandaughter Gina Campbell, on whose wall the original hangs.

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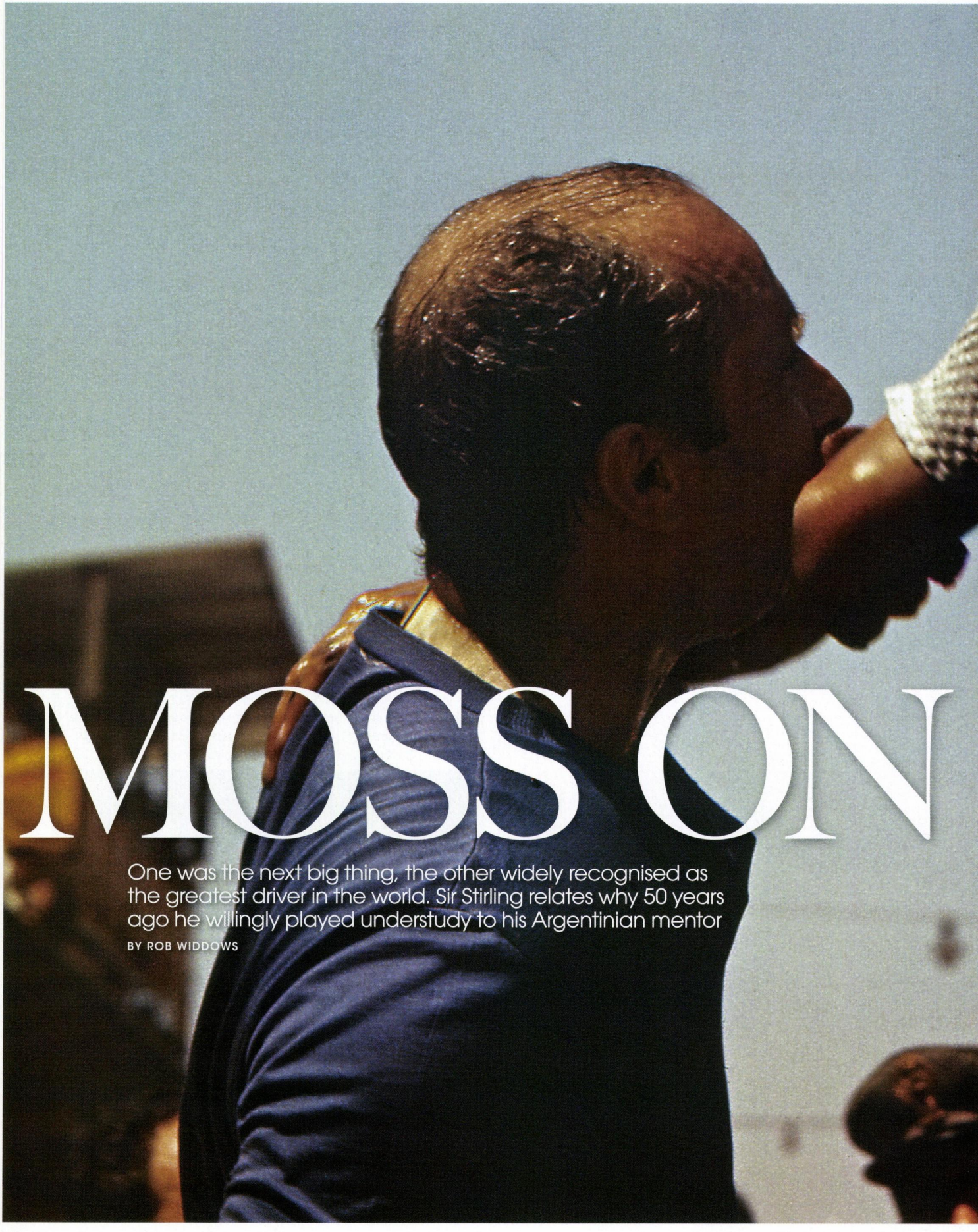
1973 Porsche 911 2.7 RS Touring

This early second series RS, chassis 9113600726 was sold to German racing enthusiast Georg Eisenbach who raced with great success at no fewer than twenty-eight rallies between 1974 and 1979 and was regularly a class winner. 0726 stayed in Germany following its retirement from competitive racing and was bought by the present owner some five years ago. He has carried out an engine refurbishment less than 1000kms ago and it is in superb condition throughout and fitted with the correct Recaro Sports seats. It is believed that the car was fitted with more powerful engine internals in period and to this day the owner tells us that it has been fitted with some 2.8 parts. 0726 is the rare combination of possessing an impressive period history yet being restored to a high level and ready for further competition.

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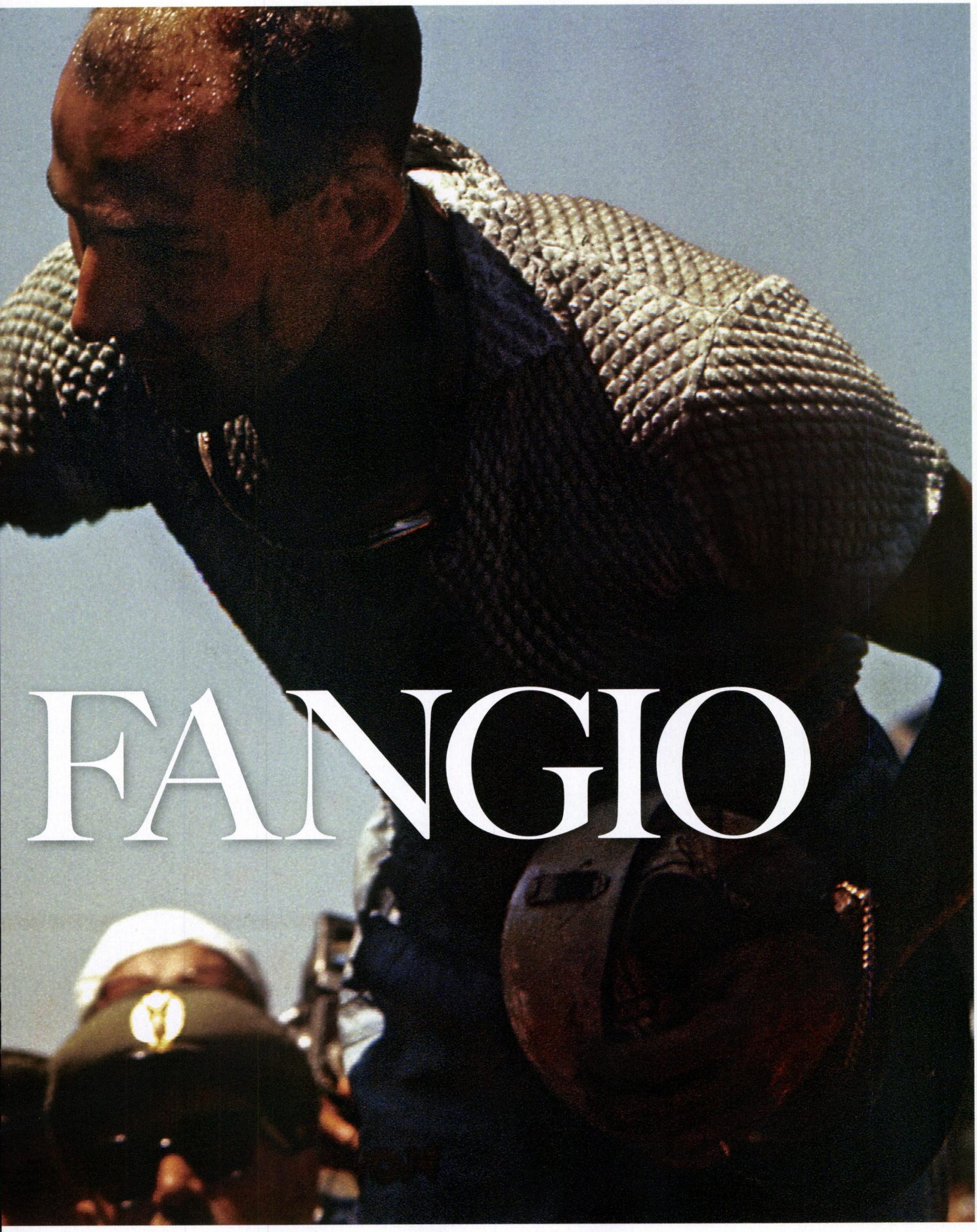
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MOSS ON

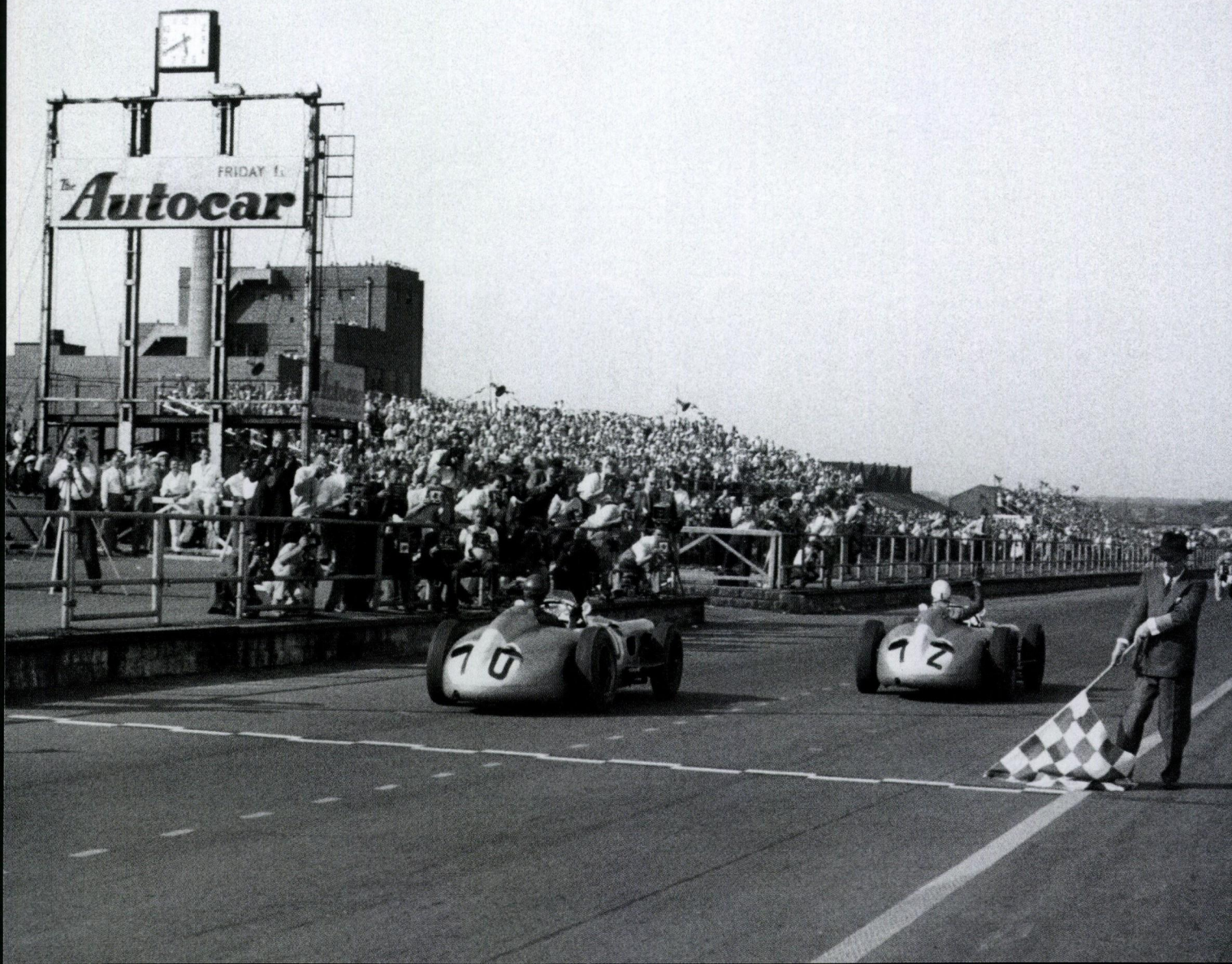
One was the next big thing, the other widely recognised as the greatest driver in the world. Sir Stirling relates why 50 years ago he willingly played understudy to his Argentinian mentor

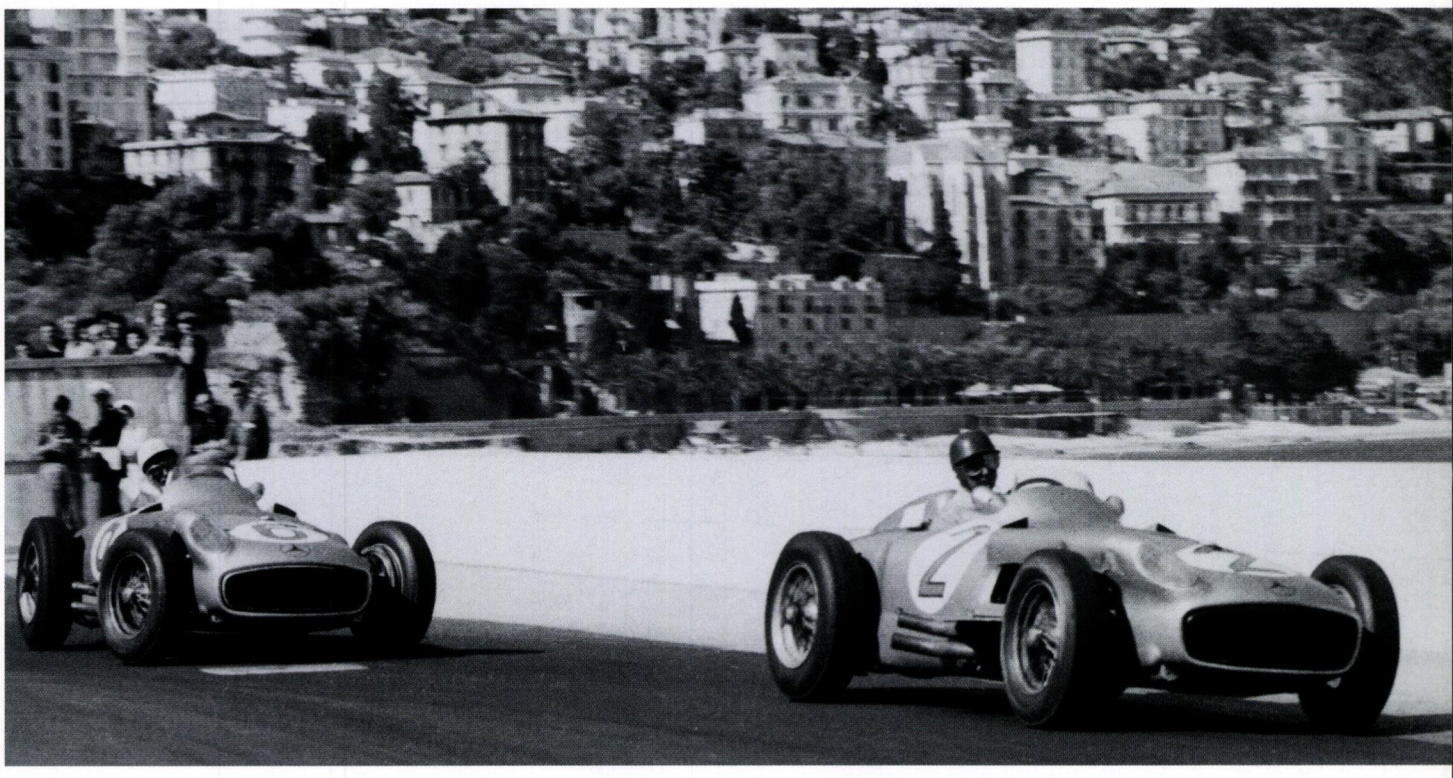
BY ROB WIDDOWS



Grand Prix Photo

"I watched him very closely, watched what he did.
The whole art of driving is taking a car and keeping it
balanced. I had the gift but somehow he sharpened
the point, imposed himself upon the car.
He had this feel for the car"





LAT

Stirling Moss is the most famous racing driver in the world and the greatest all-rounder the sport has ever seen, even if he never won a Formula 1 world championship. Juan Manuel Fangio took the title five times and nobody ever dreamed his record would be beaten. Until Michael Schumacher came along, that is.

No great surprise, then, that Moss has chosen Fangio as the team-mate he would most like to celebrate.

"He was the main reason I joined the Mercedes-Benz grand prix team in 1955," says Stirling. "That and the fact that it was a quick and reliable car. I wasn't used to that after driving for HWM. Mercedes had 56 people in the racing department. That was a lot for the times, and of course there was also the team-manager Alfred Neubauer, and Rudi Uhlenhaut the engineer. But Fangio was my strongest reason for going there."

Above: following in the wheel tracks of the master: Moss chases Fangio at Monaco, 1955 Left: Moss is still unsure whether Fangio lifted to let him win his home GP that year

At this time Fangio was already a hero for the young Moss and it was inferred, if not written, that the Englishman was joining as number two to the sublimely gifted Argentinian.

LAT

"Yes, that was fine with me. He was the senior driver, but in all the races we did together there was only one where they said they'd like Fangio to win." Moss is warming to his subject. "I had such respect for the man; his driving talent was enormous, but I could beat him in sports cars. For some reason he didn't like sports cars. They didn't demand the delicacy of the single-seaters, but it worked out quite nicely because we shared the driving at places like Le Mans and we always teamed up together.

"In the grands prix for Mercedes we were known as 'the train' because I followed him so closely, usually three or four feet apart. The only person who got excited about this was Neubauer because at places like Zandvoort he was worried that my engine would swallow the sand kicked up by Fangio. 'And what happens if he goes off the track,' he said? I told him, 'Fangio never goes off and I'm sticking with him'. Never would Fangio go over the edge, or kick up rubbish. He didn't need to as it wasn't his style."

The two men first met at a race in 1951 when Fangio was driving for Alfa Romeo and Moss was with HWM. Moss remembers it well.

"I was being lapped by Farina in the Alfa – he was quite a dirty driver – and as he came by he pushed me over a bit and by doing so he got into a slide and started fish-tailing. So I was able to get by him again on the exit of the next corner, and he slid off. And then Fangio came by and he was laughing. That was my first meeting of the eyes with him, you know, and he was just killing himself laughing that his Alfa team-mate had been passed by a HWM. But we didn't meet properly until I went to Mercedes in 1955."

The great thing about Stirling Moss is that he has no hang-ups about recognising the talent and prowess of another driver, especially a team-mate: the man they all must beat.

"He was the greatest of them all," he asserts. "In truth you can't really compare drivers across all the different eras, but to me Fangio was outstanding and of course he was in the era of dangerous cars, not what I call the safe cars of later years. I mean, we're talking about cornering at 145mph in the damp, knowing that if you go off then you're probably going to die. Or you walk back to the pits with the steering wheel and ask for another car. But we all knew it was dangerous: I went into it partly because it was dangerous. That's the kind of thing you do when you're a kid. It's totally different now, so comparisons are difficult, but Fangio was the greatest. He had tremendous stamina, he was tremendously consistent and he was a gentleman, too. He has to be number one, for me."

I get the feeling that Stirling could talk all day about his time with Fangio, a man he clearly loved and respected both on and off the circuit.

"I would ask to be remembered as one of the greatest all-rounders," he goes on. "Mario is in there, and a few others, but Formula 1 is the pinnacle of excellence – you have to be ▶▶▶

very, very precise and that was where Fangio was without peer. People say he was a good mechanic too, knew all about his cars, but this is absolute bullshit. In the briefings he always used to say, 'I'll go with Stirling's set-up'. He may have been a good mechanic for all I know, but setting up the car was not his strong point. Once, when we were at Dundrod for a sports car race, I asked for a change of gear ratio, or something, and I didn't tell him," he laughs, "but that was very rare."

So what was Fangio's special talent? What set him apart?

"If I knew how he did what he did, I would have then done it myself!" More laughter. "I followed Fangio very, very closely, watched what he did. The whole art of driving a racing car is keeping it balanced. Acceleration, steering and braking are all inclined to unbalance a car but Fangio could somehow go closer to the edge of disaster than anyone else because of his feel. When you go into a corner with a powerful grand prix car, you steer on the throttle, you use the steering wheel to present the car to the corner. Then you use the throttle to balance the car, to hold it on its limits. He had the gift of balancing a car like that, more so than anyone else," says Stirling. "I had the gift, yes, but he somehow sharpened the point, imposed himself upon the car. He had this feel for the car."



DaimlerChrysler

Fangio is all smiles after winning the Eifel race at the 'Ring in May '55. Moss was second as was customary that year, but claims he was better than Fangio in sports cars

We cannot tackle the subject of Fangio as team-mate to Moss without another journey back in time, to Aintree in 1955. On July 16 of that year, Stirling Moss notched up his first grand prix victory, beating Juan Manuel Fangio by less than half a second. There has always been conjecture that Fangio lifted, allowing Moss to win his home race on that glorious summer afternoon on Merseyside.

"Well, this is the interesting one, and I've never been absolutely sure," he begins. "I don't really know the answer; he wouldn't ever tell me. But he did say to me, 'this was your day; you were really on form today'. Now, we always found it difficult to communicate because we never had a common language and I'm not sure if something was lost in the translation. All I do know is that I got fastest lap of the race that day and that's indicative. We'd been going round in the lead – I was following him – and then I got past. It was quite easy, and then I went like hell, as hard as I could. He was also going like hell and at the end I came round the last corner, on the last lap, and put my foot flat on the floor, pulled hard over to the right and waved him by – knowing damn well he couldn't do it, the cars were so evenly matched. And of course," he laughs, "I won by half a car's length. Afterwards I asked him 'did you let me by? Did you give me that one?' and he said, 'no, no, you were really on form today.' I truly don't know if he did or he didn't, but yes, I was fastest in practice, got fastest lap and then won the race."

Intriguingly, Fangio won every other grand prix that season – save Monaco where he had to retire thanks to a transmission fault – easily tucking away his third world championship in a display of almost total dominance.

The word 'respect' comes up time and time again in our conversation about Juan Manuel Fangio. This is a word you don't hear so much these days within a team, especially these past few seasons.

"I would have done anything for Fangio," says Stirling, looking me very straight in the eye. "I had that much respect for the man. For me, it was the same sort of respect I had for my father, actually. I loved the man, in a different way from my father, but yes, I loved the man.

"When Mercedes said to me, 'Look, we'd like Fangio to win this race,' then it was no problem to me at all. I'd say 'OK, why not, where's the problem with that?' and I was proud to be able to say that within the team. But he was different, you see. I mean, my God, I'd never have signed up as number two to Hawthorn for example, or anybody else for that matter. The only man in the world with whom I would have agreed such a thing was Fangio. I was never actually officially contracted as the number two, it was more by inference; he was already twice world champion. There's no other driver in my entire career that I would have considered doing this for."

Thinking of any parallels here? A young man in his first season with Mercedes–Benz power, teamed up with a double world champion? Different days.

COMMENT

DSJ ON...

How our Grand Prix Correspondent answered the eternal question

"At almost every race meeting I go to people ask one particular question, and that is 'Who is the world's best driver today, Moss or Fangio?' I have numerous stock answers to this query and among them are 'probably some unknown van driver in Patagonia has the combination of reflexes and judgment that would beat all the reigning champions given the chance.' Another is that 'Hawthorn must not be overlooked, because he has won two major grand prix events, both in open battle and each was a decisive victory,' but eventually the questioners boil things down to the difference between Fangio and Moss.

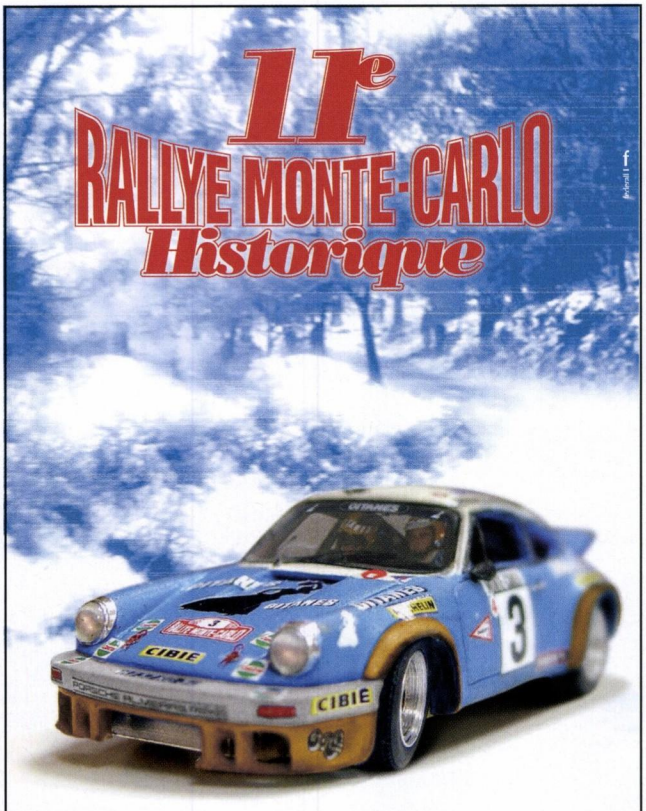
From the English driver's own words, Fangio is the best – in my own words, I add, but for how long I would not like to say. Taking this season's races, on almost every grand prix circuit there has been a corner that Fangio could take faster than Moss, using identical cars, or both using the same car.

An example of this very slight difference between the two is the tunnel at Monte Carlo, where you enter into complete darkness and only see the light of the exit after you are fully in the tunnel. Even using the same car in practice Fangio could go through the tunnel without lifting, while Moss admitted freely that try as he might he always eased the throttle a fraction as he entered the tunnel.

Another place on the same circuit was the hairpin at the Gasworks, where I timed a whole collection of drivers in practice from a mark on the approach to another on the exit of the hairpin. The time was just over seven seconds and every lap Fangio was one or two-fifths faster than Moss. The main reason for doing this timing was a private arrangement with Moss to find out whether he could take the hairpin quicker in second or third gear. No matter what Moss did Fangio was always faster through the corner.

Taking the opposite extreme, I did a similar thing in practice for the Belgian Grand Prix at Spa. On this occasion I timed everyone round the long high-speed curve at Stavelot, a distance occupying some 15 seconds at a speed of around 100mph. Again, Fangio was a consistent half-second faster than Moss. These few vital fifths of seconds, or even tenths, all add up in a race and, added to Fangio's superior track-craft through having more experience of open grand prix battles, I would rate him Number 1. As I said earlier, for how much longer is another matter."

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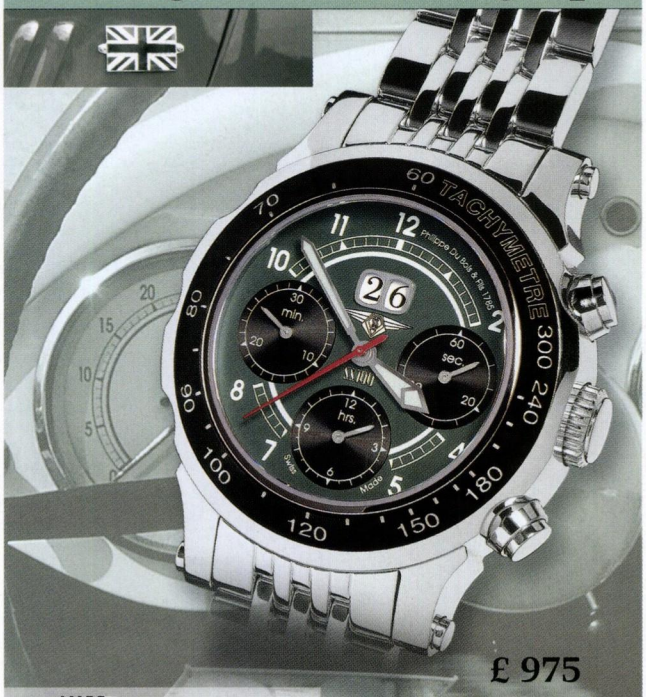
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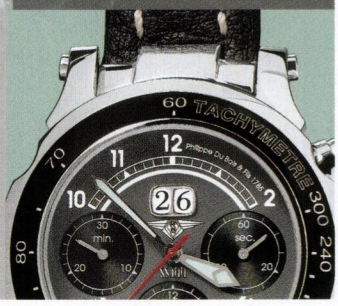
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Changing tracks

As he turns his back on Formula 1 for the cut-and-thrust of NASCAR, Jacques Villeneuve reflects on life away from the track, and muses on why music nourishes his soul

BY ROB WIDDOWS

The more you talk to someone, the more of someone you talk to. This is very much the case with Jacques Villeneuve, son of Gilles.

Behind every great man, there's another man. Behind the image of Jacques Villeneuve, feisty racing driver from Quebec, there lurks a deeper soul, a creative force that has recently been released to the world in the form of a compact disc. Talking to him about his music reveals the influences that have shaped his life, from growing up with Gilles, to jousting with Michael Schumacher, to picking up his first guitar on the way to the Brazilian Grand Prix at Interlagos in the spring of 1996.

"I was passing through London on the way to Brazil, and I saw this guitar in the window of a music shop," Jacques explains. "I'd always wanted to learn to play so I bought it and took it with me to the race, along with a guitar tuition book. I'd learnt four chords by the end of the weekend at Interlagos, then I started writing my own songs."

Left: With F1 now a memory, the winner of 11 grands prix is to try his hand at NASCAR. Right: 'You hum it, I'll sing it...' Jacques prefers to play solo rather than perform in a band

There was music in the family. Jacques' grandfather was a piano tuner and Gilles played both trumpet and piano, while his sister Melanie spent six years at New York University studying music and composition. Born in the Canadian city of St Jean–sur–Richelieu, Jacques spent most of his early years in Monte Carlo, Gilles and his mother Joann moving to Europe when Gilles broke into grand prix racing. But his early musical influences came as much from Quebec as they did from his teenage years in Monaco.

"I was into Erasure, that was my first album. There was a Canadian band called Glass Tiger that I liked a lot," he recalls, "and later I was into The Cars, Foreigner, Crowded House, Tracy Chapman, people like that. I was always buying CDs – hundreds of them – and they were always my thing. Some people buy watches, I was always into collecting CDs, and anyway it was cheaper. Now I listen more to the Scissor Sisters which is, you know, 1980s stuff really well done. And Beautiful South is one of my favourites: I like their songs very much. I don't like noise – music needs to be clever for me to enjoy it. Very simple, but clever."

His antipathy to what he calls noise comes partly as a result of having had a huge noise just behind his head for most of his life. Interestingly, however, he cites parallels between his music and his race driving.

"Yeah, as racing drivers we get an ear for the revs, the way the engine is performing, and we sense those noises and engine vibrations through our bodies. It's the same for me with the guitar. I like to hold it close to me, to feel the sound if you like," he explains, "and I always play acoustic. I don't seem to get on with the electric guitar, so with the acoustic I can hold the body of the guitar close to me and that way I feel it as much as I hear the sound."



He likens playing in a band, or jamming with other musicians, to being on the grid surrounded by other cars. "After 17 years of racing I think there are elements of my hearing that have been affected," he explains. "I mean, I can't take in lots of information all at once; like if you talk to me in a crowded restaurant I probably won't hear you at all – just too much information coming at me. On the grid for a race you can hear all the other engines and sometimes you can't hear your own. It's strange, a bit like in an orchestra, hearing everyone else as well as your own sound. I prefer to play on my own: I get lost when I'm just jamming with other people."

Jacques Villeneuve is in many ways a loner rather than a rebel, a man who likes to do his own thing whatever the restraints imposed upon him by others. Some of this may have come from his father, from whom he inherited his passion for racing cars.

"I was brought up with it, and now I can talk about it," he smiles, "but when I first went into Formula 1 I didn't want to talk about my dad, you know. Everybody wanted me to talk about him, to tell them stories and stuff, and the media wanted to know why I didn't wear his helmet colours and all of that. But I just wanted to do my own thing, make my own way, and I thought, when I'm winning – when I've won a title – then maybe I will talk about him. But this would be on my own terms, not just feeding people the stories they wanted to hear."

We are talking in the family motorhome in France. Jacques, his wife Johanna and baby son Jules are on the road, working up to Le Mans. Just like the old days with Gilles, racing kit and baby clothes, guitars and toys spread around their home-from-home.

"Yeah, well, there was always lots of travelling with my dad, living on the road from track-to-track. There was this speed and excitement in my childhood with him," he says. "I remember when I was five years old he sat me on his lap behind the wheel in the car and we went flat out everywhere, the tyres screeching and sliding on the snow and the ice. We went snow-mobiling a lot, and he took me in his helicopter, let me fly a bit, stuff like that. There was always speed, always some excitement, but that's how we lived. He was always pushing the envelope, stepping out to the edge, and I have inherited some of that. I need that edge, I need that speed, like my dad did, and I relate to it now because I push myself in everything I do. I want to do the best possible job whatever it is I'm doing and I believe you have to work, always work at things. Second-best is not acceptable."

The song in memory of Gilles was originally conceived by Jacques' sister Melanie and on the album she sings it as a duet with him. "It's »»

James Burns





DPPI

Above: away from the circuits, Jacques is happiest playing music. Sister Melanie (right with young Jacques, Gilles and Joann) co-wrote one song on his album in tribute to their father

the only really private song I've written," he explains. "My sister started it but she couldn't finish it at the time. She just couldn't face it, and I think maybe she was keeping dad alive in her mind by not completing it. So I wrote some new lyrics, not my own feelings about him, but new words to blend in with the feel and the sound that she had created. It became a work-out, a real puzzle, because I had to work all the words together, hers and mine. She was happy with the result and in my mind it's always her song – I was just happy that I could close that song for her, you know. But, yeah, it's a song for my dad and I can talk about him now. I can say how much I admired him, how much I respected him, especially now more people understand that I did my racing for me, won my championship for me, and not just because I was a Villeneuve."

At the height of his grand prix career there was much talk about his feisty relationship with Michael Schumacher. The mention of the name causes him to tense a little, knowing what's coming. "Look, it never was such a big deal for me. I mean we weren't friends; we are not friends. We had some big arguments but it's history. There were dangers with him but mainly it was racing. We knew each other on the track, you know. I knew what he would do – what he could do – and he knew the same about me. But weaving or braking on the straight is never acceptable and I can't accept that in any driver so yes, we had our fights, and of course I always wanted to beat him. It was a battle of minds as much as anything else, knowing what the other guy will do. You have to show the guy that you won't be driven off the road."

I decide to push further. Passing Schumacher in the Parabolica Ayrton Senna at Estoril in 1996. Any thoughts? "Yeah, I wish there was more video pictures of Estoril," he laughs. "It wasn't such a big thing at the time for me. In testing there earlier in the year, I said to the Williams engineers that I reckoned it was possible to pass on the outside of that corner and we worked on the set-up. Maybe it was an Indycar thing but I knew it was possible and I was pretty happy to pass him there. I knew it could be done."

> "It's a song for dad. I can talk about him now, of how much I admired him"

He's not going to expand on Jerez a year later when he and Schumacher collided at the Curva Dry Sack, another fracas recorded by the Ferrari's on-board camera. "Well," he shrugs impatiently, "I can say that the young drivers now think they are bullet-proof, that they can do anything, get away with it and not get hurt. There's too much weaving and blocking, and that's not allowed. The new guys don't seem to get this and somebody's going to get hurt: motor racing, including Formula 1, is dangerous."

So, the past is the past and the future is, well, the future is more motorsport. Jacques plans to return to the Le Mans 24 Hours, keen as ever to add the endurance race to his F1 and Indycar titles, but the big push – the big thing – is NASCAR. In August, Jacques signed for Bill Davis Racing and he will spend the latter half of the season in the Craftsman Truck Series before graduating to the premier Nextel Cup in 2008. "It's not as easy as people seem to think it is," he insists. "It's far more technical than it appears to be. We'll see what happens."

What happens will not be dull, will not be without the hard edge that underpins his life. His fans – and there are many – will relish seeing him take on the hard nuts of stock car racing. Jacques will do what he wants to do, and on his terms. The story is by no means finished. Ⓜ

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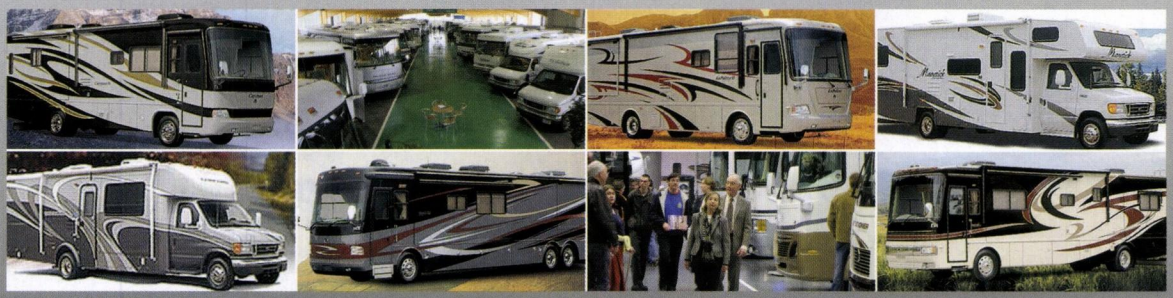
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[1] **The 1925 Sunbeam Tiger LSR car of VJ Mallya** [2] **George Wingard's 10-litre 1904 Fiat 75 Alessio** [3] **Peter Mullins' Figoni-bodied Delahaye 135M, unearthed in India before an extensive restoration** [4] **Bentley Speed Six 'Old number 2' from the factory** [5] **Among the many oddities was the ex-Bernie Oldfield 10–litre 1904 Premier from the Indianapolis Hall of Fame collection**




PLEASURE BEACH

As stellar classics gathered on the eighteenth fairway of the Pebble Beach Golf Links course, nearby others were being sold for megabucks

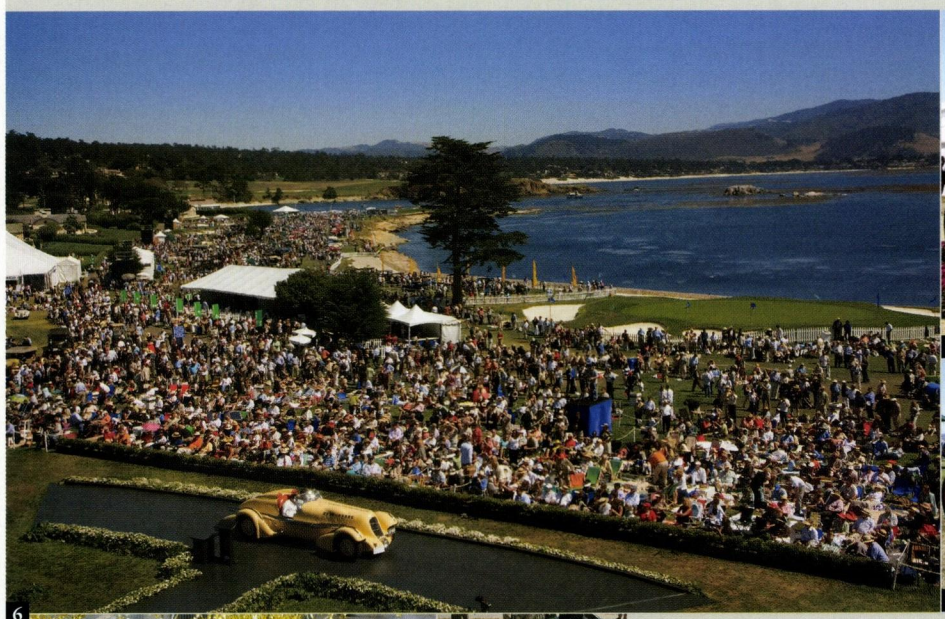
The sight of more than 200 primped and perfumed classics on the perfectly-manicured Pebble Beach lawns always demands closer inspection, but in more than 30 years of attending the event, the 2007 event was perhaps the biggest standout yet. What's more, this is the first time in recent years that there was morning sun, as opposed to being shrouded in mist.

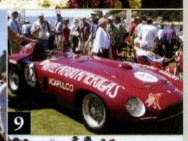
Duesenberg was this year's feature marque, with every significant coachbuilt example of Indiana's finest being displayed along the Pacific edge in Monterey. And it was the breathtaking ex-Ab Jenkins, Duesenberg SJ-based Mormon Meteor of Harry Yeaggy that deservedly scooped the coveted Best of Show award.

Amazing auction results were plentiful, too. The Gooding sale included the most notable result of the weekend, when the 1884 De Dion Dos-a-Dos realised £1.7m. This machine claims to be the oldest running road vehicle, predating the 1886 Benz normally accepted as such.

Significant results at the RM sale included a Ferrari LWB California Competizione and a very formal-bodied Duesenberg built for artist Ethel Mars (see panel on right).

In the Gooding sale, only 10 cars out of 135 remained unsold, and in the RM auction only six cars out of 205 entered failed to find buyers. On this evidence, the US classic car market is still booming. But for how long? Ⓜ







[6] **Fabulous ex-Ab Jenkins Mormon Meteor was making its post-race restoration and landed the Best of Show award** [7] **Remarkable 1931 Voisin C20 'Mylord' Demi-Berline** [8] **The huge Fiat S74 GP racer, also from the George Wingard collection** [9] **Delicious ex-Chinetti/Tanner Ferrari 250 Monza ran in the 1954 Carrera Panamericana road race** [10] **David Smith's award-winning 1938 Alfa Romeo 6C 2300B Touring Superleggera** [11] **1934 ERA A-type was one of many early '30s Brit racers in attendance** [12] **Manny Del Arroz's sun-bleached 1950 Ferrari 166MM; found in the Arizona desert, only the mechanicals have been restored**



RECORD-BREAKERS

Auction results demonstrate a boom in the US classic car market

Among the five or six auctions going on, only two were to be significant: Gooding and Company – for the first time holding a two-day sale with 135 cars, and RM Auctions with its usual Friday and Saturday sales selling 205 cars. Surprisingly, for the first time Gooding grossed more than RM, with $61m (£30.2m) against RM's $45m (£22.3m), despite the two auctions clashing on the Saturday.

Stars of the RM sale were a Ferrari LWB California Competizione, which made $4,950,000 (£2,450,000), and the Ethel Mars Duesenberg which, at $4,400,000 (£2,178,000), fetched $2m more than the owner needed. A beautiful Delage D8 made $3,750,000 (£1,856,000), again nearly twice the amount expected.

Cars of interest to *Motor Sport* readers were a Chevrolet Z-28 Group 4 car, purchased by a prominent English dealer for $85,000 (£42,000), and two 427 Cobras achieving $682,000 and $770,000 (£337,700 and £381,250). A 1963 front-engined Watson Indy roadster, rarely seen in Europe, sold for $240,000 (£118,850).

On the Sunday a very important collection of early American racing cars was sold for David Uihlein. Among the collection was a 1925, straight-eight Duesenberg Speedway car at $330,000 (£163,400) and two Miller type 122s, both selling for $495,000 (£245,100). Later in the sale a very bad example of an Alfa 8C Monza sold for $907,000 (£449,100) – about a third of the price of a good one – and an equally poor example of a Bugatti 35B fetched $605,000 (£299,600), again about one third of the value of a pure one.

Other cars of interest were a Ferrari Daytona Spider at $1,056,000 (£523,000) (to be compared with the $2m (£990,400) of the low-mileage Daytona Spider in the Gooding sale), an English-bodied Mercedes 540K at $2,530,000 (£1,252,800), an Aston Martin DB4 GT (one of the two LHD lightweights) at $1,650,000 (£817,000) and an unrestored Cooper 'Monaco' making $200,000 (£99,000).

Two cars that failed to sell were a Ferrari 512M with a high bid of only $750,000 (£371,300) and a like-new Mercedes CLK-GTR with a high bid of $1,200,000 (£594,100).

David Gooding managed to secure three important collections for his sale. One was a selection of Ferraris from the estate of Hollywood director Greg Garrison; the estate sale of Ann Klien included the aforementioned 'Blower' Bentley and a collection of Rolls-Royces including an example of each year of Silver Ghosts from 1907 to 1915. The entire proceeds went to Cancer Research at Ohio State University.

From the Garrison collection, most notable examples included a Ferrari 410 SuperAmerica at $1,320,000 (£653,500) and a Ferrari 250GT at $1,100,000 (£544,600) – both new records. As mentioned earlier the Daytona Spider (with only 79 miles recorded) in a terrible shade of gold achieved more than $2m (£990,200), also a record. The Silver Ghosts from the Solove collection all made good money: of particular note was the 1914 open tourer by Mulliner at just under $1,900,000 (£940,600) and the famous 'Corgi' limousine knocked out for just under $3 million (£1,485,200), another record.

Other cars of interest were a Bonneville Belly-tank racer (made from the fuel tank of a WW2 P51 Mustang) which sold for $440,000 (£217,900). Two unrestored cars made record prices, a Ferrari 166 which started life as Spider Corsa and was subsequently rebodied by Scaglietti, which fetched $1,050,000 (£520,000), and a fantastic barn-find Alfa Romeo 1750GS which made $946,000 (£468,500).

2007 MONTEREY HISTORIC RACES

PRE-1940 SPORTS & TOURING CARS
1. Brian Mullin
1938 Talbot Lago 26SS
2. Jan Voboril
1924 Ford T Barber-Warnock
3. David Swig
1931 Chrysler CD-8 LM

1925-1950 RACING CARS & INDY RDSTRS
1. David Morris
1934 ERA
2. Mark Gillies
1939 Maserati 4CL
3. Peter Giddings
1935 Alfa Romeo 8C-35

1955-1962 PRODUCTION SPORTS CARS UNDER 2300CC
1. Leonard Turnbeaugh
1958 Porsche 356
2. Kaid Marouf
1960 Alfa Romeo SZ
3. Ranson Webster
1960 Porsche-Abarth

1956-1960 SPORTS RACING CARS UNDER 2500CC
1. Pete Lovely
1959 Lotus 11
2. Jim Lawrence
1958 Lotus 15
3. Richard Goldsmith
1958 Lotus 11

1955-1960 SPORTS RACING CARS OVER 2500CC
1. Lawrence Bowman
1958 Lister-Chevy
2. John Mozart
1958 Lister-Chevy
3. Jonathan Feiber
1960 Maserati T-61

1963-1966 PRODUCTION SPORTS CARS OVER 2500CC
1. Rob Walton
1965 Cobra Daytona
2. Phil Gallant
1964 Cobra
3. Terry Gough
1965 Corvette

1965-1972 FIA MFG. CHAMPIONSHIP CARS
1. Chris MacAllister
1972 Mirage M6
2. Bobby Rahal
1972 Lola T-290
3. Ian Wood
1972 Rawlson

1947-1955 SPORTS-RACING & PROD. CARS UNDER 2000CC
1. Don Crawford
1955 Lotus Mk IX
2. Jeff Abramson
1954 Ferrari 500MD
3. David Brown
1955 Cooper Bobtail

1947-1955 SPORT RACING & PROD. CARS UNDER 2000CC
1. Bernard Juchli
1955 Hagemann-Jaguar Special
2. Terry Larson
1952 Jaguar C-type
3. John Buddenbaum
1949 Parkinson-Jaguar

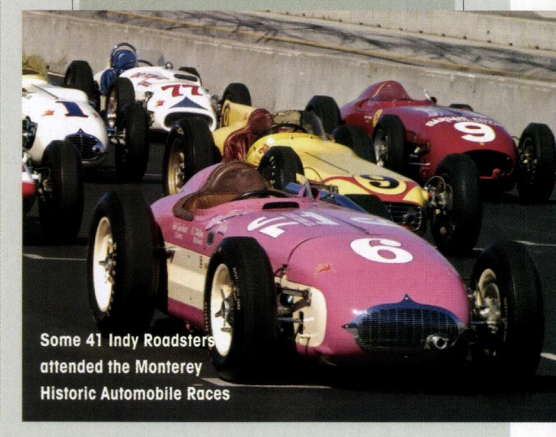
1955-1963 FORMULA CARS (F1, F2, FORMULA JUNIOR)
1. Jimmy Dimingos
1962 Cooper T59
2. Reg Howell
1963 Brabham BT-6
3. Patrick Moran
1962 Lotus 22

1955-1962 PRODUCTION SPORTS CARS OVER 2300CC
1. Tony Garmey
1957 Chevrolet Corvette
2. Ned Spieker
1961 Ferrari 250 SWB
3. Ron Cressey
1959 Chevrolet Corvette

1966-1974 HISTORIC CAN-AM CARS
1. Chris MacAllister
1971 McLaren M8F
2. Steve Cook
1968 McLaren M6B
3. Tom Malloy
1971 McLaren M8E

1961-1965 SPORTS RACING CARS
1. John Harden
1963 Huffaker Genie
2. Tom Claridge
1961 Lotus 19
3. John Morton
1964 Lotus 23

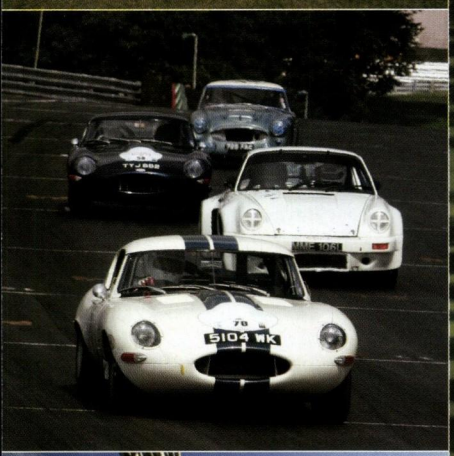
1972-1981 HISTORIC IMSA GT CARS
1. Chad Raynal
1975 Dekon Monza
2. Rob Walton
1978 Porsche 935
3. Bruce Canepa
1979 Porsche 935

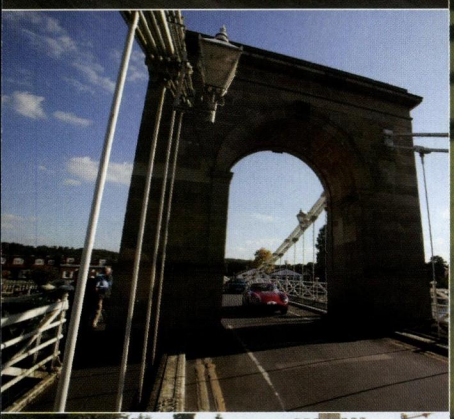


Some 41 Indy Roadsters attended the Monterey Historic Automobile Races













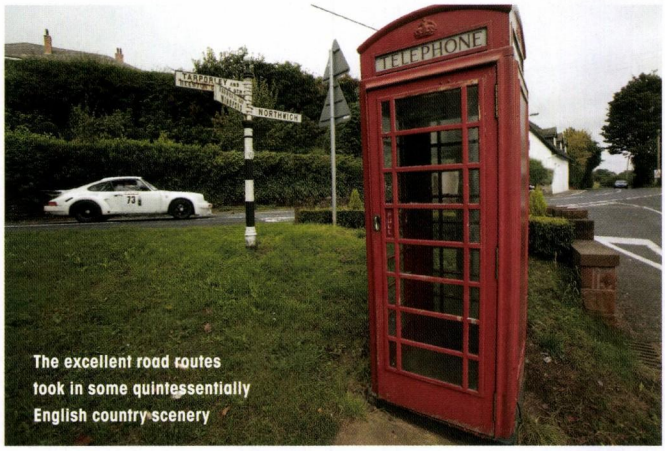
Magical history Tour

With an outstanding field of entrants spanning five decades and a thrilling selection of events, this year's Tour Britannia reached a new high

BY JOHN DAVENPORT

How's this for a recipe ? Take four sunny days in September, select four racing circuits, a hillclimb and six stage venues, and gently add an assortment of 45 racing cars built between 1930 and 1976. When all this is ready, ensure that your event is administered with good humour and that the cars' crews are well fed and watered. The result? Sheer motoring pleasure.

The recent Motul Tour Britannia, the third since the event was revived, was a great success for all the reasons outlined above. It also provided an exciting battle for the lead as well as several other close contests further down the field. The eventual overall winners, John Grant/Charles Elwell, had to fight hard in their Chevron B16 against a powerful challenge from the Porsche 911 Carrera RS crews of Nick Whale/Sally Wood and Howard Redhouse/Richard Shaw, both of which led at some point. Behind these three were a brace of Lotuses, the Series 3 Seven of Joe Twyman/Oliver Bryant coming home ahead of the Elan of John Sheldon/Lesley Stevens. Sixth place overall was taken by Geoff Lister/John Davenport in a Porsche 911 RS, while Paul Howells/Neil Primrose finished seventh in another 911, clinching the Index of Performance and so winning the Motul Tour Britannia Trophy.



The excellent road routes took in some quintessentially English country scenery

In the first race at Brands Hatch, it was pole sitter Grant who took the lead from Redhouse, but by a mere handful of seconds after an ongoing clutch problem in the Chevron forced him to start in third gear. He then faced an uphill struggle before narrowly winning the race. Whale was unhappy with his RS's handling and was headed home by Twyman. The Talbot 105 of Gareth Burnett/Maurice Hamilton stopped with a loose rotor arm, while Nick and Mary Faure suffered engine failure in their Porsche 356. They were, however, later able to join the regularity competitors in a Healey 100/4. The stages – all tackled twice – at Brooklands and the Longcross test facility, with its Alpine swoops, enabled Redhouse to remove Grant's small advantage and take the lead at the end of the first leg by a mere tenth of a second. It looked almost as if Grönholm and Loeb had been writing the script! Whale, happier now with his car, was third, just three seconds adrift, while Twyman was now behind Sheldon, the young pair not quite staying with the Elan on the stages at this point in the event.

The stately approach to Windsor Castle was one of many fine views enjoyed by the Tourists, who also took in venues such as Brands, Donington, and Brooklands on their varied itinerary

Day Two started with a visit to MIRA, where Whale tacked his colours to the mast by setting two fastest times and promoting himself ahead of Grant to second place. John and Chris Clark had been sixth overnight with their lightweight E-type. They slipped temporarily to seventh behind Lister's Porsche after MIRA, but later recovered with strong races at Mallory Park to regain their position. At Donington, the amazing ex-Arturo Merzario Alfa Romeo GTAm of Richard Frankel/Peter Flood continued to dominate the first racing grid but there was a surprise in store for the second grid when, to their amazement, they saw the Donington marshals walking off just as their race was about to start. No industrial action this; just an insistence by the new Donington management – and Renault GB – that the Tour Britannia stick precisely to the terms of its contract, with no possibility of compromise to fit in with everyone's needs.

It certainly helped to have a pleasant luncheon at Belvoir Castle after that little disappointment. Later in the day, the second grid was given a second race at Mallory Park to make up for it and a magical formula, devised by Sporting Director Fred Gallagher, was applied to the times to give a 'virtual' Donington result. The stage at Belvoir proved to be quite tricky for Kim Taylor-Smith/David Cooke in the superb Ferrari 250 GT TdF, as they spent a couple of minutes appreciating the scenery. At Mallory, it was clear to Tony Fall/Yvonne Mehta that there was something amiss with their Datsun 240Z's clutch, which was slipping. The fault was eventually suspected to be a gearbox oil leak. The races should have given Grant a clear lead over his Porsche-mounted rivals but once again the Chevron clutch caused him to start slowly and, though he again won the race, at the end of the second leg his lead over Whale was just four and a half seconds. Twyman and Sheldon were now tied in fourth place.

The third and last morning brought yet more sunshine and a tricky stage in the grounds of Cholmondeley Castle. The morning dew nearly caused disaster for Whale on his first run as he almost spun negotiating a hairpin and two gates, but was still second-fastest to Callum Guy/Neil Dashfield's 911 RSR. Other bits of the stage caused problems, especially the bridge-into-fast-left just before the end. Redhouse put two wheels on the grass on his first run while Robi Bernberg/Steve Winter went off completely, popped out their 911's windscreen and did the rest of the event with an abundance of fresh air. Cholmondeley was a bit too much for the MGB of Caroline Betts/Celia Drabble, who strayed into a field. Next car along was the Chevrolet Camaro of Richard Lloyd/Alan Rivers, who stopped to see if assistance was needed while the stage was halted and the rescue crews called in.

The last race meeting was at Oulton Park on the full circuit. The first excitement came when Fall was black-flagged in practice for missing the chicane at Knickerbrook. During the race, the Ted Williams/Chris Clarkson Chevrolet Corvette was tapped from behind coming out of Old Hall on the third lap and had a lurid moment which lost him several places, all of which Williams recovered before the end of the race. The ▶▶▶

MOTUL TOUR BRITANNIA RESULTS

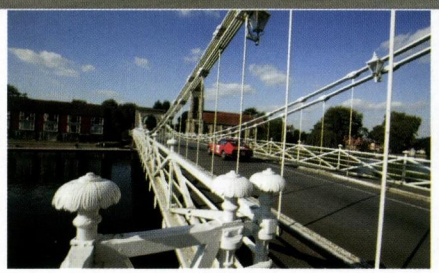
DRIVER/CO-DRIVER

1. John Grant/Charles Elwell
   Chevron B16
2. Nick Whale/Sally Wood
   Porsche 911 Carrera RS
3. Howard Redhouse/Richard Shaw
   Porsche 911
4. Joe Twyman/Oliver Bryant
   Lotus 7 Series 3
5. John Sheldon/Lesley Stevens
   Lotus Elan
6. Geoff Lister/John Davenport
   Porsche 911 RS
7. Paul Howells/Neil Primrose
   Porsche 911
8. Richard Lloyd/Alan Rivers
   Chevrolet Camaro Z28
9. Mike Newman/Alec Newsham
   Jaguar E-type
10. Callum Guy/Neil Dashfield
    Porsche Carrera RSR

outrageously fast Mini Cooper S of Harvey Death/Elaine MacLeod raced with its gear lever retained by a judiciously applied pair of mole grips. Out in front was Grant, who had seen his lead reduced to just four tenths of a second after Cholmondeley but left the circuit with a 24-second gap to Whale. A big loser at Oulton was Clark, who ran throughout the race with an engine that was short of electricity thanks to the fact that the cooling pump for the differential had been left on, flattening the E-type's battery.

Just a hillclimb at Loton Park and a stage at Weston Park remained. At Loton, Adam Wiseberg/Robin Eyre-Maunsell provided some good TV coverage for the RTE crew when they





took an experimental line on the last right-hander, dared to go where no hillclimb car had gone before and arrived back at the bottom of the hill with the Porsche still parked on top of a traffic cone.

Grant and Whale were aware that only a mistake by the Chevron driver could alter the result. Despite setting two fastest times at Loton, Whale could only reduce the gap to 18 seconds and, with the second of the Weston Park stages cancelled after the Frazer-Nash of Patrick Blakeney-Edwards/Andrew Hall had rolled into a ditch, Grant's task of staying ahead was made even easier. From Weston to the finish outside Coventry at Coombe Abbey was a short run and by that point the celebratory champagne was already being uncorked.

This Tour Britannia had been a truly agreeable experience, combining as it did the essential pleasures of racing and rallying in an atmosphere in which, thanks to the organisers, the competitors and their needs were given the highest priority.



McKlein

REGULARITY SECTION

HIGHWAYS TO HEAVEN

The road routes chosen for this year's Tour combined with a wealth of classy hardware to take the event to a new level, says Andrew Frankel

The downside of taking part in the Regularity section of the tour was not having to cruise around Donington, Mallory, Brands and Oulton, but having to watch with ill-concealed envy as the competition entrants gave it the lot.

But away from the tracks, and once the Tour had cleared the south-east (a region every competitor I spoke to said they'd be delighted to avoid in future), we embarked on the best three days of driving I've ever enjoyed in England. The organisers proved that, with careful planning, it is still possible to exercise properly high-performance classic cars for hour after hour in this country on beautiful and largely deserted roads.

> "We embarked on the best three days of driving I've ever enjoyed in England"

Everything about the Tour smacked of quality. In the Regularity section the entry was a mobile classic car show of the highest order. John Ruston's Talbot 105, the oldest car by far in the event, led from the front in such style that the pursuing fleet of lightweight RS 911s usually arrived just as John was getting the tea. Ferrari was represented by Julian and Adam Taylor's beautiful Dino and Sarah and Justine Moody's immaculate Daytona. There were MGs, XKs, Escorts, a Bristol 401, Lancia Fulvia HF and even a Ford Bronco truck. The only person to cross the carpet from competition to regularity was legendary Porsche racer Nick Faure, who broke his 356 racing with his usual gusto at the first event at Brands Hatch, and within hours had found and bought an astonishingly original Healey 100/4 which he used in Regularity for the rest of the event.

But the quality did not extend merely to the cars and the routes chosen for us to drive along: all were driven to the highest standards, too. Despite some often extremely brisk driving, in nearly 1000 miles of motoring I saw no dodgy overtaking, no lack of consideration towards other road users or breaking of village speed limits. It gave you the confidence to indulge your passion in the company of others.

The regularity sections were fine as far as they went and enjoyed by all but, with just one short section per day, many felt more could have been made of them. Perhaps one before and after lunch, with longer routes, more secret checks and average speeds that varied within each section would have offered a yet-greater challenge to those wishing to do more than simply enjoy the drive.

Overall, however, there is no doubt that the 2007 Tour Britannia, with its blend of great roads, circuits and test venues – followed by fine hospitality and excellent company – has finally turned this competition from a fledgling sideshow on the international motoring calendar to a main event, worthy of consideration from teams based not just in the UK but in Europe and the rest of the world, too.

John Ruston, a stalwart of these events, put it thus: "This year's Motul Tour Britannia has come of age and is now at the same level as the top three main events in Europe – Tour Auto, Tour España and Milano Classico." The Moodys gave it 20 out of 10, while Stanley Gold, chairman of the board of the University of Southern California and a former director of the Disney Corporation, said simply: "The event has been spectacular, fantastic; the best! It's our first visit, it's just our style and we'll definitely be back next year." I couldn't have put it better myself.

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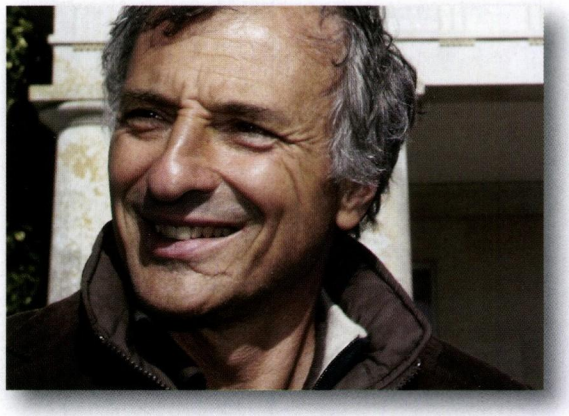
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LAT

Patrese: more sinned against than sinning?

Wrongly blamed and banned for the death of Ronnie Peterson, Riccardo Patrese explains how he regained his peers' respect

BY ROB WIDDOWS

The handsome middle-aged man playing with his train set was once the scourge of grand prix motor racing, the sport's wild man, the new kid on the grid who, said the wise old champions, was punching above his weight. But the champion of European Formula 3 did not agree; he had worked his way up and those intense eyes were focused on bigger things. Accused of dangerous driving in his second season, he was banned by a kangaroo court but bounced back to race in a record-breaking number of grands prix, a record still unsurpassed.

Riccardo Patrese's English is articulate, delivered with a Hollywood Italian accent. The clothes are stylish, pure northern Italian man, and worn with ease. There is an air of being comfortable with himself, as there always was, which goes some way towards his willingness to talk frankly about a very bad year. Racing drivers are usually only happy to recount their glory days.

In 1978 Riccardo Patrese was young, fresh and desperate to make an impact. Struggling with the Arrows A1, he quickly captured everyone's attention, but not in the way he wanted

The 1978 grand prix year was packed with drama, especially for Patrese, fresh from F3, F2 and half a season with Shadow. He was, he admits, desperate to prove his ability against the big names. He'd already been on pole in F2, at the Nürburgring, against some very experienced company. But it was a season that many would rather forget. Drafted into the Arrows team by Jackie Oliver in the exodus from Shadow, he was given a neat and effective car. The only problem was that the Arrows FA1 was, in fact, a Shadow. But the writs and politics paled into insignificance compared to the grief around the corner.

> "This was terrible. I lost a friend and they said it was my fault. But it was not"

Riccardo remembers it this way. "The judge, he decided the Arrows was a Shadow, yes, but the car was performing very well, was quick right out of the box. In Brazil for the second race we were right on the pace, even though we had to qualify with half a tank of fuel because the pick-up system was not right. But the car was really good. And then," he smiles, "we got to Kyalami and we were leading until the engine broke. But after that we had some brilliant races, with second place at Anderstorp behind the Brabham fan car, which was really a win because the Brabham was illegal anyway, so, you know, it was good."

It was in Sweden, however, that the clouds began to gather. Ronnie Peterson was distinctly unimpressed by Patrese, accusing him of using blocking tactics at Anderstorp, while James Hunt, who was to become his nemesis, spoke of dangerous driving. There were no threats as yet, but the paddock made it clear that the Italian new boy was being watched.

"Yes, it was hard, I was young and maybe I try to be too aggressive. But we built a new car in 50 days and the re-design was not so accurate, not so competitive, and I wanted to get back to the front where we'd been at the start of the season," he explains. "We were struggling and I was pushing as hard as I could, trying to make up lost time."

The weekend of September 10, 1978 was a crisis in Patrese's career, events unfolding at an unstoppable pace. By the time of the Italian Grand Prix, Riccardo was under pressure, whispers were turning to cat calls and the pack, led by Hunt, was on the warpath. They told the young Arrows driver that he was out of order, had better calm down. Then came the dreadful accident on the Monza grid. Peterson was injured in a huge shunt just seconds after the start, the ambulance taking an age to get him to a hospital where his wounds were alleged to have been improperly treated and where he later died, not of his injuries, but of an embolism.

"This was terrible, you know. I lost a friend and they blamed me." He gazes at the sky. ➤➤➤

McKlein

"They said it was my fault. But no, it was not. I was in front of Ronnie on the grid and the crash came from behind. It was not easy at all. I was just 23; there was so much pressure after that."

It got worse. Hunt, particularly angry after the Peterson accident, roped in his senior colleagues and led the witch hunt against Patrese.

By the time the teams arrived at Watkins Glen for the American GP three weeks later, no fewer than four world champions had decided Riccardo must be punished for what they considered to be dangerous driving, and his part in the Monza tragedy. Much later, a typically protracted Italian legal investigation cleared him of any wrongdoing, the video tapes even suggesting that Hunt may have played a part in the accident.

Bernie Ecclestone broke the news to Riccardo in the paddock at the Glen. "Bernie came to me, he says 'you have a big problem, the other drivers have something they want to tell you'. So I went to them, spoke to Hunt, Andretti, Lauda and Fittipaldi. And Scheckter, I think, was there too. It was not all about the Monza accident, you know, I mean they said I was too aggressive, and they were not happy with my driving style. Hunt said they wanted to teach me a lesson. They said I was to be banned from the race, and if I refused, they would withdraw themselves. Well, the organisers couldn't have that, the spectators would have stayed away. "



Patrese's time at Arrows began well - until the courts banned the FA1. The new A1, right, was a fresh design, but sadly not as quick at first – which made him try even harder...

Riccardo did not participate in the 1978 American GP. His peers were adamant and the organisers had little choice but to side with the stars who brought the crowds. But young Patrese was busy trying to clear his name and save his fledgling F1 career.

"I went to see an American judge. I wanted to know how could they just ban me from the race without FIA backing." He is very serious now. "The authorities did not get involved, it was the other drivers who were against me. The judge said of course I had a case and I went back to the circuit, to reason with Hunt and the others."

> "Hunt said they wanted to teach me a lesson. I was to be banned from the race"

All through that weekend, and the following week, Riccardo saw a lot of the judge's office. There was support from team chief Jackie Oliver, himself not shy of legal confrontations and keen to keep his driver on the grid. But Arrows was, in those days, a very small team. Rather than upset the FIA and the organisers, Arrows withdrew Patrese's entry. "So, now I have no car to drive, I cannot race, that's it," he adds.

"It was not good for the sport, let alone myself, all this politics," he says. "We proved, of course, that it was illegal for them to ban me like that. I had a piece of paper from the judge to prove that I had a contract to race for Arrows. So, you know, I went back to the circuit and tried to reason with Hunt and the others. But it was no use.

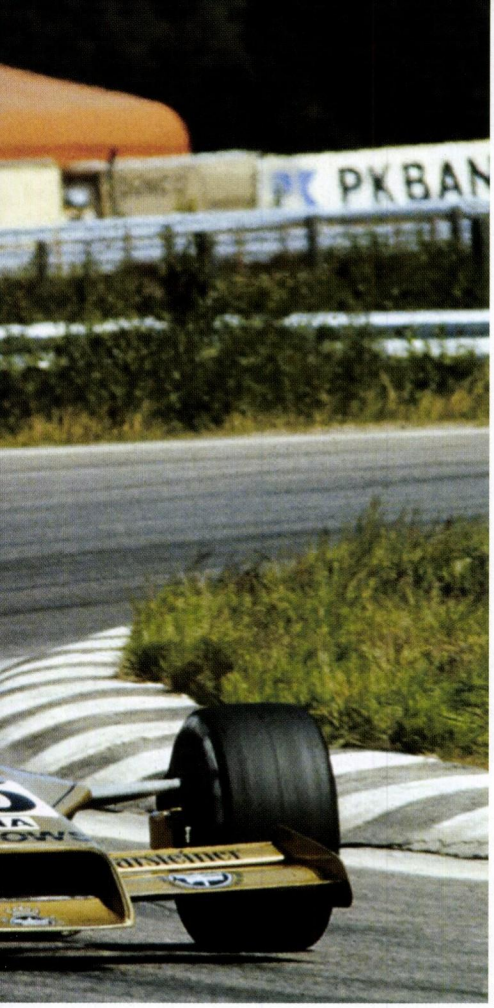
"Looking back," he says, his mood lightening, "this whole thing was good for me. I came out of it a more mature person and a more determined character. I grew up a lot because of this, became much stronger in myself and as a result I think my racing improved as well, somehow. I knew all the time that I was not a dangerous driver, that I had not caused any accident."

Only a week later, he was back on the grid at Montreal. The shaken youngster had had just five days to clear his mind, steel himself against the bad feeling and focus his mind on racing the Arrows. Digging deep, he delivered his best result of the season over 70 laps of the brand new circuit on the Ile de Notre Dame, which replaced Mosport Park. And Patrese was good on the streets, having scored points in Monte Carlo back in the early summer. At Montreal that weekend he came back stronger, pushing up to fourth behind the local hero Gilles Villeneuve, after whom the circuit was later re-named. "That was good; I felt more confident after that."

Patrese still holds the record for the highest number of grand prix starts and, with Michael Schumacher having retired, next up is Rubens Barrichello who, if he stays in F1, will beat Patrese's record in the middle of 2008. The Glen in '78 was the only race Patrese missed in 256 appearances as a grand prix driver. So why did Riccardo eventually retire?

"Well, I never lost my speed, that always came naturally to me," he grins. "I always had so much pleasure in the driving, the racing, the atmosphere in the team and having good people around me. But, in 1993, with Schumacher at Benetton, I did not feel so much the pleasure. I was not comfortable with the team there and, you know, after 17 years maybe I was a little bit tired as well. So there was not the pleasure, and I stopped at the end of the Benetton year."

But the famous white helmet with dark blue stripes has been out again, in the Grand Prix Masters series. "Yes," he laughs. "I came back



LAT

with all the old fellows, Nigel [Mansell], Derek [Warwick], Andrea [de Cesaris] and the rest. It was good, a good spirit, and they are still very competitive, these guys. So that was fun."

A very different kind of horsepower motivates Patrese these days. At home in the Italian Alps, where as a teenager he was selected for the national skiing team, he spends a lot of time on horseback. "Yes, this is my new passion, I love the riding and the showjumping. I think it's more dangerous than motor racing these days and I've had some big falls. Is crazy, no? I come out of the racing after 17 years and now I am jumping on the horses." He looks skywards, with a shrug of the shoulders.

Then there are the trains. Riccardo is a serious collector of Märklin, the German model maker. "It's been a hobby for some time. They made these trains in the 19th century, you know, and I like to collect them, they are special."

So the young charger has matured into one of the most liked and respected citizens of the racing community. The talent was never in doubt, but to listen again to Hunt's television commentaries in the 1980s you could be forgiven for assuming that Patrese was the perennial villain.

The water is under the bridge, however, and the man from Padua is happy and making the best of life. Shame he never drove for Ferrari. He doesn't know what happened to the option he signed for Maranello in 1980 or at least he's not telling.

COMMENT

DSJ ON...

Our Grand Prix Correspondent Denis Jenkinson saw the wrangles of 1978 from inside the paddock, and gave his opinion frankly

"Since the big accident at the start of the Italian GP there have been a number of repercussions. Immediately afterwards Hunt was blaming the whole business on Patrese, saying that he "barged" his way back into the closely packed field, which bounced Hunt's McLaren into Peterson's Lotus. The Lotus swooped right in a big arc, hit the guard rail, bounced back across the track and was struck by Brambilla's Surtees. While Hunt was blaming Patrese, and Patrese and his team were saying that it wasn't true and there were no marks on the Arrows, Carlos Reutemann was saying he was very angry with drivers who dart from one side of the track to the other immediately after the start, when cars are all close to each other, and added that drivers like Scheckter should be penalised for being undisciplined.



LAT

Studying a series of photographs (in colour) taken between the starting signal being given and a matter of yards before the collisions began it is clear what Reutemann was going on about. On the grid he was immediately behind Scheckter; in the next picture there is no change in position, but in the next Scheckter has dived across to his right, to tuck in behind Laffite's Ligier, and there is empty track ahead of Reutemann's Ferrari. In order to get behind the Ligier the Wolf has cut across in front of Hunt's McLaren, and in the next picture Hunt is veering to the right. Just at that moment, Patrese, who had got a rolling start due to the mismanagement of the starter, is about to overtake Hunt, well within the half-track width. As he passes he has to swing out to the right as the McLaren is not running straight and true. What happened after that is dependent on drivers' viewpoints, but in North America a lot of them were very "tight-lipped" when asked about the situation, while Patrese was adamant that he did not hit anyone at all.

Unfortunately, Riccardo Patrese has a rather quick temper and does not exude charm, like Tambay or Villeneuve, for example, so a lot of people put their own interpretations on anything he says or does, while the shady manoeuvrings by some members of the Arrows team, as evinced by the Law Courts, does not help matters. All season Patrese has been trying just a bit too hard and enthusiastically for his experience, like Scheckter when he started in Formula 1, and James Hunt when he was in Formula Ford and Formula 3. He has been driving fast and with a lot of inherent skill, but a bit unruly at times, like elbowing Alan Jones off the track in Sweden, and tangling with Ertl at the start of the re-run Austrian GP and being involved with Pironi in Holland. He has not been as helpful as he might have been when drivers have wanted to overtake, and Lauda has complained that he weaves about on the straights. By the end of the season he was not the most popular driver in Formula 1, especially amongst the reigning stars, for without doubt he was going to get in amongst them before long, and they already had Villeneuve in their midst which meant someone was going to be de-throned.

All along there has been the feeling that Patrese wanted a good kick up the backside from someone, to make him cool off a bit. At Watkins Glen he got it. A small group of the leading drivers who call themselves the Drivers' Safety Committee, or some such name, threatened to withdraw from the United States (East) Grand Prix if Patrese's entry was accepted. After much hassle the Arrows team tactfully withdrew his entry.

There was an obvious feeling that the Monza accident (above) was being blamed on him and this was retribution. It was not his fault, but the suggestion sparked off the protest which had been simmering near the surface since mid-season. He raced at Montreal, in the Canadian Grand Prix, carefully keeping clear of any trouble, and finished fourth. Perhaps he did need a kick up the backside, though whether it was done in the correct manner is a matter of opinion."



Win and out

Dario Franchitti has won the IndyCar title a decade after moving to America. Now he's likely to make a switch to the USA's biggest crowd-puller: NASCAR

BY TIM TUTTLE

LAT

Dario Franchitti was thinking retirement when he sat down with Andretti Green Racing at the end of the 2005 season. "We were just talking about the following year," Franchitti said. "We had just won at Fontana [California], hadn't we? I was feeling good about things. I wasn't sure how much more I wanted to do."

Franchitti was giving the team plenty of advance warning that 2006 could be his final season in the IndyCar Series. But a winless campaign that year changed Franchitti's mind, reinvigorating his competitive fire.

"When we had the fairly average year we had last year, my motivation came back stronger than ever," he explained.

It became the springboard that launched the Edinburgh driver to a magnificent 2007 season, by far the best of his career. Franchitti won the Indianapolis 500 in May and completed his sweep of the IndyCar honours by winning the championship in dramatic fashion at Chicagoland. It was his first crown since winning British Formula Vauxhall Lotus in 1993.

Franchitti had a three-point lead over Scott Dixon going into the 17th and final race of the season. He was running second to Dixon with half a lap to go on the 1.5-mile oval track – and finishing second meant losing the championship – when Dixon ran out of fuel.

"Coming down to the last lap, I knew what I had to do," Franchitti said. "I drafted him and just pulled out [to the outside] into Turn 3. Just as I pulled out, I saw his car twitch. With losing the drive, he shot up the track, so I had to avoid him and went higher than I would have liked. Once I corrected that, I knew that the race and the championship were mine. I kind of went crazy from there to the finish line. There was a lot of screaming and fist pumping."

Franchitti's win was his fourth of the year, his most in a season since coming to the USA in 1997. He had four wins in 50 previous IndyCar Series starts, and 10 from 114 starts in CART's Champ Car Series, in which he drove from 1997 to 2002. Indianapolis was the big prize for Franchitti, but the title was a close second.

"I'm happier than I thought I would be," he said. "I thought winning the Indy 500 was a great feeling. But this is different. I think because it's the whole year rolled into one, it means a hell of a lot. To accomplish both is massive."

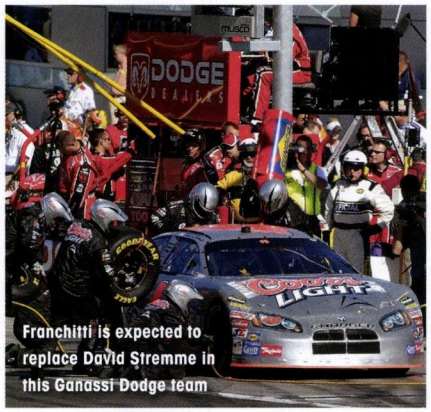
Franchitti's season was spectacular and scary. He went airborne twice after wheel-to-wheel contact at 200mph, taking off like a jet fighter, flipping and landing upside down. He wasn't injured, but he was shaken.

"For me, the biggest mental challenge this year was jumping in the car in Kentucky having just flipped the thing five days earlier in Michigan," Franchitti explained. "To get over that barrier, I thought if I could do that, I should be OK with anything thrown at me."

Franchitti is not expected to return to try for a second IndyCar title. Multiple sources say he is headed for NASCAR's top-level Nextel Cup (to be renamed Sprint Cup in 2008) with Chip Ganassi. The news stunned the IndyCar paddock.

"Is that really true?" IndyCar driver Scott Sharp asked. "It seems like it's crazy to start at that level without doing stock car racing before."

With the exception of two seasons in German and FIA Touring Cars in 1995 and 1996, Franchitti has been a formula car driver his entire career. The question is – why switch to a series with 3400lb full-bodied behemoths with a 36-race schedule from February to November?



Franchitti is expected to replace David Stremme in this Ganassi Dodge team

"The biggest challenge was jumping in the car having flipped the thing five days earlier"

Nextel Cup drivers are the best paid in America, with an earnings potential of about $18-20 million in a championship season and $5-6m on average. But Franchitti has already made a bundle in the USA, including an estimated $4m this season. He flies his own helicopter and collects Ferraris. And he's married to actress Ashley Judd, who makes millions per movie.

"I don't think Dario is doing it for the money," Sharp said. "He's pretty good friends with [Juan Pablo] Montoya and they've been talking. Maybe Montoya has told him what a great time he's having in NASCAR."

Franchitti has driven for the same organisation since 1998. He originally joined Team Green, and when Barry Green sold the team in 2002 to Michael Andretti, Kim Green (his brother) and Kevin Savoree, Franchitti stayed.

"He's been like family," Andretti said.

Most involved in IndyCar thought Franchitti would stay in the series for 2008, with Andretti Green Racing's American Le Mans sports car team the first alternative. Franchitti had said he was interested in NASCAR and was talking with team owner Richard Childress, but few took him seriously.

Ganassi lured Montoya from F1 to NASCAR and the Colombian has surprised with a solid and smooth transition. He won one race in both the Nextel Cup and the second-tier Busch Series. Ganassi has a three-car team and an open seat following the release of David Stremme.

Particularly surprising is Franchitti's willingness to run 34 ovals a year in the Sprint Cup. His background is road racing and he welcomed the addition of road course tracks to the IndyCar schedule three years ago.

Franchitti is expected to begin driving in the Busch Series this autumn. He needs to learn and NASCAR won't let him race in the Daytona 500, the series' biggest race which opens the season in February, without stock car experience. Franchitti's contract with AGR doesn't end until December 1, which means Ganassi will have to negotiate a release. Ganassi went through the same process with Montoya last year. Ganassi and Franchitti both declined to comment at Chicagoland, but neither denied it, either.

"I'm not going to talk about next year," Franchitti said. "I'm going to enjoy having won this championship."

Sam Hornish Jnr is also expected to defect from IndyCar to NASCAR. Hornish drives for Roger Penske's powerhouse organisation which, like Ganassi, operates in both IndyCar and NASCAR. Hornish has been driving in Busch races and will make his Nextel Cup debut this autumn. He's IndyCar's biggest American star, the winner of three championships and the 2006 Indy 500.

The loss of Franchitti and Hornish means IndyCar won't have its champion or Indy winner from the last two seasons, a difficult situation for a series desperate to gain more sponsorship and public support. But the series still has a solid line-up with 2005 Indy and series champion Dan Wheldon and 2003 series winner Dixon at Ganassi, double Indy 500 winner Helio Castroneves at Penske, 2004 Indy winner Buddy Rice at Dreyer and Reinbold, 2004 series winner Tony Kanaan at Andretti Green and the very popular Danica Patrick also at Andretti Green.

Australian Ryan Briscoe is considered the leading contender to replace Hornish. Briton Alex Lloyd won the Indy Pro Series, IndyCar's primary development series, this season and he's expected to land a full-time drive in IndyCar.

IndyCar will survive losing Franchitti and Hornish, but their leaving reinforces the fact that the premier series in America is NASCAR's.

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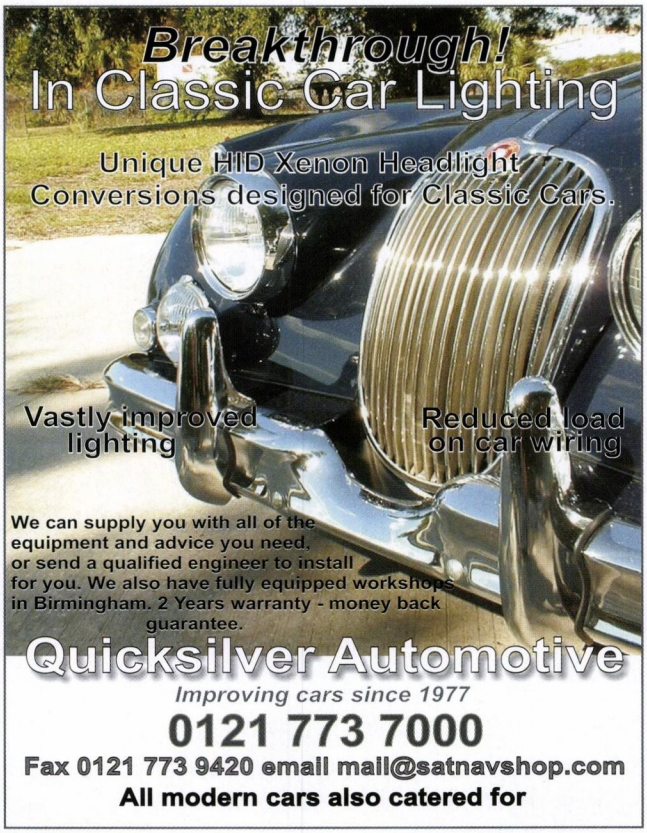
SerialSellers co-founder, Martin Wollny, appreciates the curve of a wheel arch as much as the next man, and is the brain behind Motorsnippets.com, the on-line motoring magazine: "We've achieved very competitive prices for the cars and motorabilia we sell on eBay. It's fast, efficient, and a safe way to sell cars and other valuable items. Plus, you get to use your car until it 's sold."

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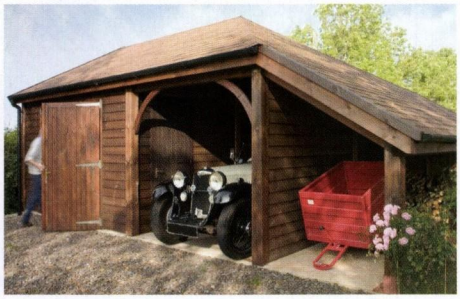


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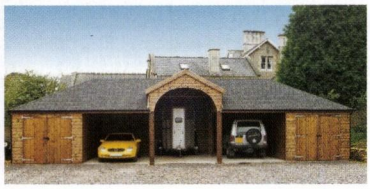
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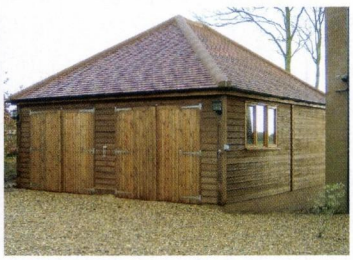












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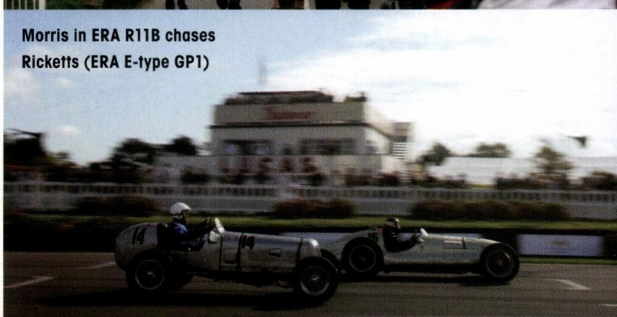
Goodwood Revival

Before a huge crowd, Goodwood's Revival racers delivered another superb weekend's entertainment. With single-seaters from ERA to BRM P261 via Ferrari 246 Dino; stirring saloons From Alfa GTA to Ford Galaxie and Plymouth Barracuda; and svelte sportscars from Aston Martin DBR2 to Jaguar E-type and Lotus 15 married to drivers of the quality of Richard Attwood, Arturo Merzario, Jackie Oliver and Jean-Marc Gounon, the racing was hard and fast, and it was a meeting which sparkled with nostalgic fun



Williams slides the BRM P261 ahead of Sytner's Lotus 24





Morris in ERA R11B chases Ricketts (ERA E-type GP1)


Sixties style on the St Mary's Trophy grid


Stirring Spitfire displays were a crowd favourite


Bryant (20) and Hall head Madgwick Cup grid

All images LAT


Frankel's Alfa GTA chases the Lotus Cortina of Sir Stirling Moss

Dexter Flint

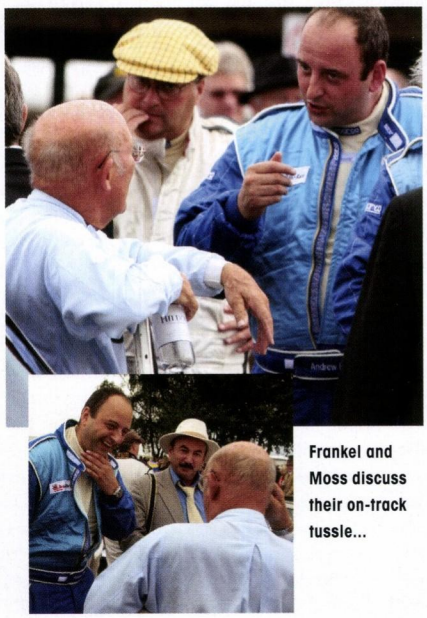
ANDREW FRANKEL

WHEEL-TO-WHEEL WITH MOSS

Most amateur racers have a rich fantasy life, but this far-fetched dream of a race-long duel with Sir Stirling Moss actually came true at Goodwood

A few months ago fate struck a cruel blow. An opportunity was presented to *Motor Sport* to put a journalist in the passenger seat of an historic racing car while Stirling Moss put it through its paces on the track. The track was booked, the date was set, the car was fine and Moss more than happy to help. And then, for reasons altogether too boring to go into here, our chance to see the master at work from such close quarters was taken away, possibly never to return.

And then came the call that all of us who race old cars pray for but rarely receive. For the first time since 1990, I was going to race at the Revival. Not only that, I was in part one of the St Mary's Trophy for 1960s production saloon cars with one of the greatest collections of veteran drivers ever to appear on the same grid together. Derek Bell, Richard Attwood, Jackie Oliver, Sir John Whitmore, Henri Pescarolo, Desiré Wilson, John Fitzpatrick, Hurley Haywood, Marc Surer and Arturo Merzario not to mention Tony Dron, Barrie Williams, Rauno Aaltonen, Andy Rouse, Rupert Keegan, Tiff Needell, David Leslie, Tony Jardine, Rowan Atkinson, and, of course, Sir Stirling Moss.


Frankel and Moss discuss their on-track tussle...

Stirling would be driving a Lotus Cortina, a pleasure that would have been denied him in period because his career ended before its started, while I would be in an Alfa GTA, the car that effectively ended the career of the Cortina as a front-running European saloon car. In the weeks before the race I occasionally let my mind drift off into a fantasy land where the light weight and power of my Alfa offset exactly the talent behind the wheel of the Lotus and we spent the entire race fighting for position around the swooping curves and corners of the fabulous Goodwood track. It would never happen, of course, but there seemed to be no harm imagining.

Then we're in the collecting area before the race and I'm next to the Moss Cortina because we'd qualified next to each other, Stirling's best lap 0.6sec better than mine. There's a tap at the door, Lady Susie Moss leans in and says, "He's sent me over to stick a banana up your exhaust pipe."

But although we lined up next to each other on the grid, I got a ridiculously good start while Stirling was hemmed in, and when I looked for him in the mirror he was barely visible at the

back. And I thought no more about it for a couple of laps as I kept busy trying and failing to fend off all those faster cars with their faster drivers that I'd muscled by at the beginning. But once they'd gone and I looked up again the mirror was full of Lotus with, framed by its windscreen, a Herbert Johnson helmet and a very familiar face beneath it. Dream had become reality.

And with it came a terrible quandary. In idle moments, I'd always imagined myself chasing Moss, learning from his lines and techniques so it never occurred to me that at the moment of engagement, I might be leading him. Should I bust every gut to keep ahead, so I was satisfied that, come what may, we'd have had a proper race, or should I step aside and watch a master class play out in front of me? A peculiar sense that it would be somehow disrespectful to gift my place to Moss meant I decided to tough it out, pushing the Alfa seconds a lap faster than in qualifying. But every time I looked up, he was looking right back at me. And I knew I couldn't keep the pace up for much longer.

> "Moss said, 'That, boy, was bloody good fun.' It was all I wanted to hear"



And had Anthony Reid's Jaguar MkII not been good enough to distribute its coolant all over Lavant, Moss would have been past and gone. But it did and the race was stopped with me still in front. But at the restart it was Moss who got the better getaway and me left trying to cling to his fast moving shirt-tails. Nothing was going to deny me this moment and by pushing the GTA harder than I thought it or I could go, I kept up.

What I saw will never leave me. I will be personally very happy simply to make it to my 78th birthday but this 78-year-old was deliberately provoking tail slides in 100mph corners, drifting the Cortina around the track as if he'd been driving it all his life. In fact he'd never even sat in it before qualifying. Once I saw the back of the Cortina step out in the middle of the Fordwater kink, one of the most terrifying curves of any track on earth and the place where, for reasons still unexplained, the series of events that led to his near-fatal accident a couple of hundred yards down the track in 1962, started to unroll. He made no attempt to recover the slide, but merely held it there, completely at home in an environment most of us would associate with very great peril.

But as I started blatantly to copy those techniques I could replicate – his surprisingly tight entry into Woodcote, his generally early apexes and his inch-perfect braking points – keeping up became easier, and with the benefit of an inherently quicker car I wondered if I actually had the front to try and slide past. Once again I thought it would be an insult if I did not. As the laps counted down I couldn't find a way. He was driving as his reputation promised: no quarter was given but he remained scrupulously safe and fair. I did get past in the end, slithering by on a few extra inches of tarmac he provided at the right-hand curve before St Mary's. To be honest I thought he'd gifted the place to me, but whatever the case, I finished just ahead, our fastest laps separated by 0.123sec.

Top right: Glover Trophy grid takes off. Left: Galaxies starred in the St Mary's Trophy – the Jackie Oliver/Shaun Lynn car leads the Barrie Williams/Michael Steele version

He was even good enough to pull alongside on the slowing down lap, grinning for Britain with a thumb hoist aloft. I was just glad to be able keep my feelings behind a balaclava and helmet. He was still smiling when I went up to see him in parc fermé. All he said was, "That, boy, was bloody good fun." It was all I wanted to hear.

And that was that. Or so I thought. On the day this page was due to go to press, the phone rang. "Andrew? Stirling. You know there was a yellow flag at that corner? You don't think I'd have let you through that easily do you? This is unfinished business. Going to Angoulême? Damn. How about Spa? Good. We'll take it up there." The tone is light-hearted to a fault, but reveals the competitive fire that still burns within this extraordinary man. But whatever happens, I'd gone to Goodwood, chased and been chased by Sir Stirling Moss. It's all downhill from here.



GOODWOOD REVIVAL RESULTS

GOODWOOD TROPHY
1. Mark Gillies
ERA A-Type R3A
2. Ludovic Lindsay
ERA B-Type R5B 'Remus'
3. Stefan Schollwoeck
Maserati 4CM

MADGWICK CUP
1. Jac Nellemann
Lotus-Climax 15
2. Graeme Dodd
Cooper-Climax T49 Monaco
3. Oliver Bryant
Lotus-Climax 15

CHICHESTER CUP
1. John Chisholm
Gemini-Ford Mk3A
2. Martin Walford
Elva-Ford 200
3. James Hicks
Caravelle-Ford MkIII

BARRY SHEENE MEMORIAL TROPHY

RACE ONE
1. Wayne Gardner
Matchless G50
2. Michael Rutter
Manx Norton 500
3. Jeremy McWilliams
Manx Norton 500

RACE TWO
1. Wayne Gardner
Matchless G50
2. Duncan Fitchett
Manx Norton 500
3. Michael Rutter
Manx Norton 500

COMBINED RESULT
1. Wayne Gardner
Matchless G50
2. Michael Rutter
Manx Norton 500
3. Jeremy McWilliams
Manx Norton 500

ST. MARY'S TROPHY

RACE ONE
1. Jean-Marc Gounon
Plymouth Barracuda
2. Barrie Williams
Ford Galaxie 500
3. Jackie Oliver
Ford Galaxie 500

RACE TWO
1. John Young
Ford Mustang
2. Oliver Bryant
Plymouth Barracuda
3. Nick Whale
Mercury Comet Cyclone

COMBINED RESULT
1. Gounon/Bryant
Plymouth Barracuda
2. Oliver/Lynn
Ford Galaxie 500
3. Fitzpatrick/Bryant
Dodge Dart

FORDWATER TROPHY
1. Don Salvage
TVR Griffith
2. Jamie Boot
TVR Griffith
3. Bill Wykeham
Ferrari 275 GTB/C

WHITSUN TROPHY
1. Ray Bellm
Ford GT40
2. Nick Whale
McLaren-Chevrolet M1B
3. Jean-Marc Gounon
Ford GT40

FREDDIE MARCH MEMORIAL TROPHY
1. Darren McWhirter
Lagonda V12 Le Mans
2. Stuart Graham
Austin Healey 100S
3. Nigel Webb
Jaguar C-type

BROOKLANDS TROPHY
1. Mark Piercy
MG R-type
2. Tom Dark
MG Q-type
3. Hubert Fabri
Alfa Romeo 8C 2300 Monza

RICHMOND TROPHY
1. Richard Attwood
Ferrari 246 Dino
2. Gary Pearson
BRM Type 25
3. Rod Jolley
Lister-Jaguar Monzanapolis

RAC TT CELEBRATION
1. Michael Vergers/ Juan Barazi
Jaguar E-type lightweight
2. Jackie Oliver/ Shaun Lynn
AC Cobra Le Mans
3. Peter Hardman/ Bobby Verdon-Roe
Ferrari 330 LMB

SUSSEX TROPHY
1. Jean-Marc Gounon
Aston Martin DBR2
2. Stuart Graham
Lister-Chevrolet 'Knobbly'
3. Julian Majzub
Sadler-Chevrolet Mk3

GLOVER TROPHY
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BRM P261
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Lotus-Climax 24
3. Rob Hall
Lotus-BRM 24

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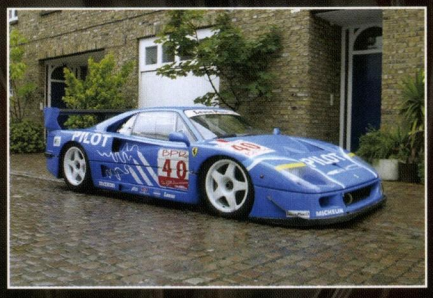
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74045 remains the most famous, successful and recognisable F40 LM ever raced. Since being retired from competitive international racing has been carefully stored and survives in its original Aldix / Pilot livery. It has been fully rebuilt and is ready for use in a variety of events worldwide including 'GT 90's Revival. Included are a comprehensive documentation folder. Complete and ready to race as seen at Goodwood June 2007.



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LAT

ILLEGAL ENTRY

Everyone knows the rules of racing: fail to qualify and you're out. Unless it's Hockenheim in 1977 and your name is Hans Heyer...

BY GARY WATKINS

There's a good chance that any self-respecting motorsport *aficionado* of a certain age will have witnessed Hans Heyer at the sharp end of a major sportscar or touring car race. After all, he did drive for Ford, Lancia, Porsche, Jaguar, BMW and Mercedes during a career that spanned nearly 1000 races. You are, however, unlikely to have seen him racing a single-seater. Unless, that is, you were present at the 1977 German Grand Prix at Hockenheim.

By rights, you shouldn't have got to see him compete that day. Heyer's only Formula 1 start in an ATS-run Penske was not only a rare appearance in an open-wheeler, it was entirely illegal. He hadn't qualified and only started the race courtesy of a massive amount of front and some handy collusion from what he calls the "grid girls".

Heyer had ended up as third reserve after qualifying. "I had a camshaft problem," remembers the driver who still wears his trademark *Tirolerhut* headgear. "I only got one-and-a-half clean laps and I hit traffic."

A time that left him four-tenths off the back of the grid didn't thwart Heyer's ambitions to start his home grand prix, especially when he found out that the grid boards would be held by members of a local karting club. "They were all my old rivals and I came up with a plan," he says.

Heyer's Penske was pushed into the collecting area together with fellow reserves Patrick Neve, who was driving Frank Williams' March, and McLaren privateer Emilio de Villota. The outside hope was that one of the 24 qualifiers would have a problem on the warm-up lap.

"I spoke to the 'grid girls' and I persuaded them to leave the gate open and then give me a signal," says Heyer.

> "A time that left him four-tenths off the grid didn't thwart Heyer's ambitions"

Exactly what happened next is lost in the mists of time, although it is clear that no one on the grid had the hoped-for problems. Contemporary reports indicate that he briefly sat at the back of the grid – 'off the road', according to *Autosport* – and went when the flag dropped. Heyer suggests he merely drove out of the collecting area and started the race.

That tallies with the memory of Ian Dawson, who ran de Villota's McLaren. "There used to be a little infield area that led out either on to the back of the grid or the pit lane," he explains. "When the race began, Heyer just drove straight out. I remember Frank and Patrick [Head] getting pretty excited about it."

The bosses of the newly created Williams Grand Prix Engineering team weren't the only people who were confused. "On German TV the commentators were saying, 'What is happening? There should only be one ATS'," laughs Heyer. It seems the race officials weren't so observant. The driver of the extra car was never shown the black flag, though his race turned out to be short-lived. Heyer managed just nine laps before a gear-linkage problem brought him into the pits to retire.

Heyer owed his place in the second ATS Penske to a sponsor new to motor racing. A certain Willi Maurer, who would become famous for the Formula 2 cars that bore his name, had approached Heyer at the Essen motor show offering to sponsor his exploits in the German DRM Group 5 series with Zakspeed.

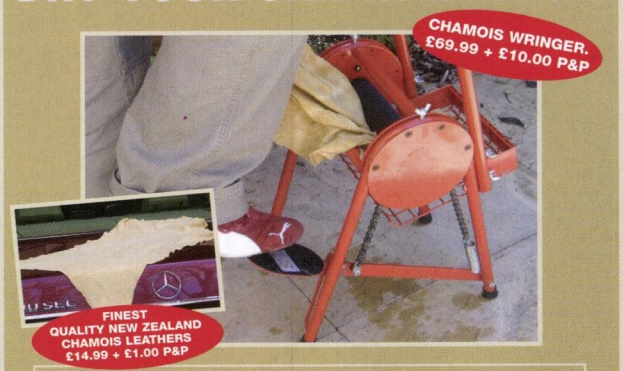
Heyer knew ATS boss Gunter Schmidt, which resulted in a one-off deal for Hockenheim to race the second ATS Penske PC4 with the name of Maurer's Mampe drinks company on its flanks. "It was their car, but all the mechanics were mine," explains Heyer. "I did one hour of testing at Hockenheim before the race. That was my only experience of an F1 car."

Heyer would never race a formula car again. His family had been against him racing single-seaters after Gerry Birrell, one of his team-mates at Ford in 1973, was killed in practice for that year's Rouen Formula Two race.

"My father told me not to race formula cars," says Heyer. "We had a big family business and he reminded me that I had a lot of responsibilities."

That explains why Heyer was happy to accept his punishment for starting illegally. "Huschke von Hanstein [boss of the German motorsport federation] said, 'I will have to make an example of you, what am I going to do?'. I said, 'Why don't you ban me for five F1 races?'. I knew it would make no difference because there was no chance of me racing an F1 car again."

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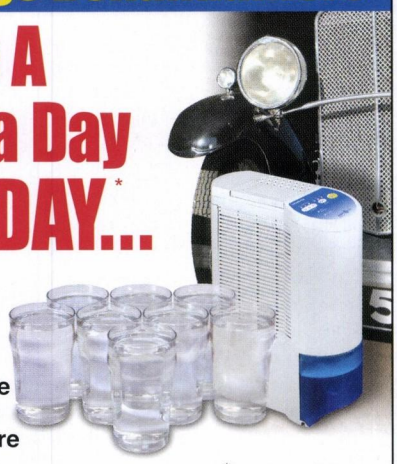
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WEATHER PERMITTING

A packed, if foggy, weekend of historic racing at the Nürburgring Oldtimer event – plus a Nordschleife master-class

BY ROB WIDDOWS



The early signs are not good. The sky has descended onto the rooftops at Döttinger Höhe alongside the long, long straight of the Nordschleife, the clouds and drizzle hanging in the cool air. Up to Brunnchen for a glimpse of the first of the day's historic cars in action from the public viewing area. But there is silence, the majestic circuit brooding under dripping fir trees. Makes you shiver, this place, but restorative and delicious hot soup was being served in the Automobilclub von Deutschland media centre – British promoters, please note.

There is to be just the one day of sport on the Nordschleife, followed by the 35th running of the Oldtimer GP on the new Nürburgring. In the paddocks there is silence, shadows move in the mist and drivers kick their heels. The place resembles a cold sauna. Groping my way through the gloom, a familiar figure looms out of the mist.

"It was like this in 1968 when Jackie Stewart won by miles," says Christopher Tate from the Masters Series, which has two races scheduled. "We sat in the main grandstand and you couldn't see the pits on the other side of the track. They started the race, though, and Stewart came by on his own at the end of the opening lap. There was just this sound of a lone DFV coming back through the forest. It was unforgettable, Stewart simply in a class of his own."

Mr Stewart later described the place as "a green hell". Certainly it was that day.

The loudspeakers splutter into life to inform us that racing on the Nordschleife has been cancelled, as has practice on the new circuit. Too dangerous, no visibility. We will not see cars on the breathtaking dips and twists through the Eifel forests.

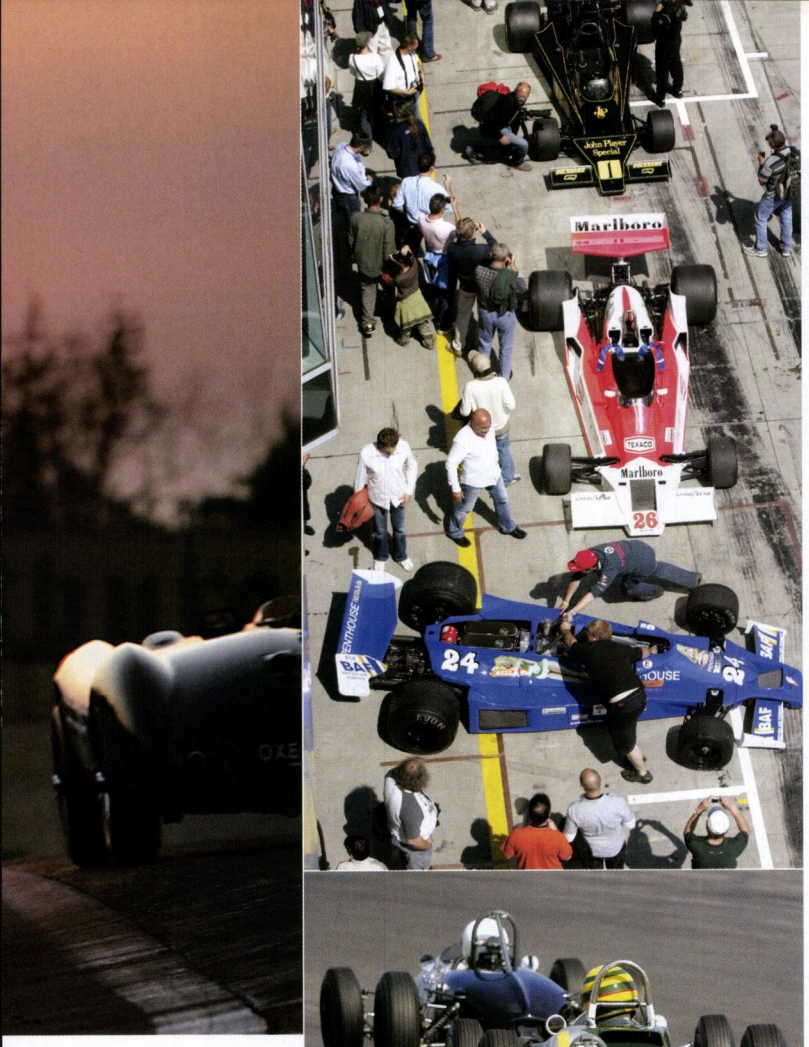
"They're right to cancel," says Jackie Oliver, who won the Formula 2 class of the grand prix in 1967 and is due to race his BMW 1800 here. "On the public open days you can come flat out over a crest and there's a camper van, two bikes and a VW Beetle all in a heap in the dip. And that's in perfect visibility."

In the paddock, David Piper recalls coming to grips with the 917 here in 1969. "They wanted me to drive it in the 1000Km – all the works drivers had refused, I think – so I roped in Frank Gardner and we practiced at six in the morning having got to the track at midnight. After his first few laps Frank said 'If we go off the road in this car they'll need a compass to come and find us'. Anyway, we won our class and the works drivers gave us a standing ovation at the end!"

What a difference a day makes. From the unforgiving Nordschleife to the politically correct new circuit in the shadow of the medieval castle on the hill at Nürburg, the Oldtimer GP weekend dawned sunny and bright. The mountains of the Vulkaneifel came back into view and a stream of fans came through the gates. Then out came the racers.

In the Historic Grand Prix Cars Association races the Brits were to the fore, the ever-enthusiastic Tony Smith in fine form in his beautiful Ferrari 246 Dino, winning the pre-1961 class from Allan Miles and Stuart Harper. The HGPCA was celebrating the 50th anniversary of Juan Manuel Fangio's victory in the 1957 German Grand Prix with Max Werner taking victory in his 250F in a race featuring no fewer than seven of the gorgeous red 250F Maseratis. On the Sunday morning they were let loose on the Nordschleife in homage to Fangio, the best sights and sounds of the weekend.

The Can-Am encounters provided some great racing with Richard Piper, John Grant and Peter







Charlie Wooding

The sun sets during the event for two-seater racing and GT cars; Grand Prix Masters machinery in the pitlane; close racing in the FIA Formula Junior race; stunning Ferrari Dino

Hoffman having a tremendous duel in their McLarens, the M8s sounding and looking as potent as ever, and all three evenly matched.

Next, in the World Sportscar Masters Leo Voyazides and Stefano Rosina both had a cracker of an event, on the podium in both races and providing great entertainment. Rosina won the first of two races while Paul Knapfield took the other in his Ferrari 712, half a second ahead of Voyazides in the Lola, who had lost third gear.

Joaquin Folch ran away and hid in both Grand Prix Masters races, the McLaren M23 the class of the field. But there was plenty of action in his wake. John Crowson had a nasty fright when a wheel fell off his Ensign half way round the first lap of the first race, series promoter Ron Maydon had an engine »»

"IT'S VERY QUICK HERE..."

Jackie Oliver takes our man on a flying lap of the Nordschleife – in the mist and fog

Jackie Oliver has driven down from England in his Jaguar S-type R. This gives me an idea: can we tackle the Nordschleife, and the mist, in the comfort of the Jag? Yes, you can, says the extremely helpful AvD Clerk of the Course, but we will lead you round in a pace car. So we venture forth, the tail lights of a 911 Carrera somewhere ahead in the greyness.

"When I first came here to do the grand prix in '67, with the F2 Lotus, Jimmy Clark showed me the way round. Right here," he says, diving down from Brunnchen towards the Eiskurve and the Pflanzgartens, "he showed me how to gain some time by using the camber of the road, the slope holding the car into the corner and allowing you to come out quicker. Then, after a lap, he waved and was gone, away into the distance.

"This place takes a lot of learning, believe me – all these corners with the last one tightening up on you, taking you by surprise. At the Flugplatz, you have to get it absolutely right or you land sideways. Then, in these tighter corners (as we come to Breidscheid, Ex-Muhle and Bergwerk) you can't see the apexes until you're right on them, and it was worse then because there were none of these kerbs and guardrails, just the grass and the trees. Here's where Lauda lost it..." he finger-tips the Jag through a light left-hander,. "It's very quick here."

And now we come to the smaller of the two jumps, a lesser version of the Flugplatz, downhill and hard right at the bottom. "This is where I got it wrong and landed on one wheel in the F2 car. There's a famous photograph – everyone thinks it's Clark as we both had dark helmets, but it's me, arriving off-line and landing out of shape." Onto the seemingly endless Döttinger Höhe then, and Jackie remembers this in the Porsche 917. "Over 200mph down here in the 917," he says, approaching the kink at Antoniusbuche. "You aimed for a tree on the outside here, and then you had to be so precise, just the slightest movements of the wheel, checking for grip. Great circuit, one that needs lots of lifts, big ones and small ones, and not too much heavy braking. It's all about balance."

As we cruised this mighty circuit, built to keep the workers employed in the depression of the 1920s, I sensed the ghosts of races, and drivers, past, imagining them standing beneath the fir trees in the dripping mist, all of them with such stories of bravery and skill.

This circuit is part of motor racing education. Denis Jenkinson loved the place, of course, and when I asked him about the best places to watch a race there he told me: 'Well, anywhere really, it's all wonderful, especially up high where you can see down into the cockpits.' He was right, as ever. **RW**

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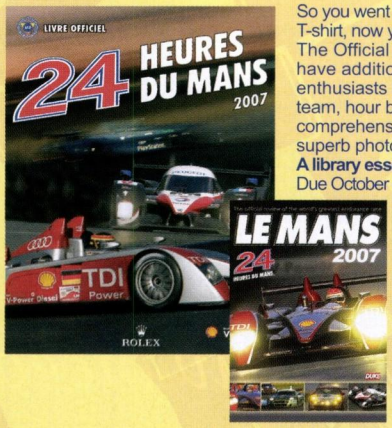


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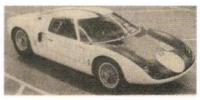
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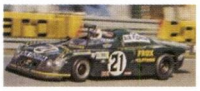
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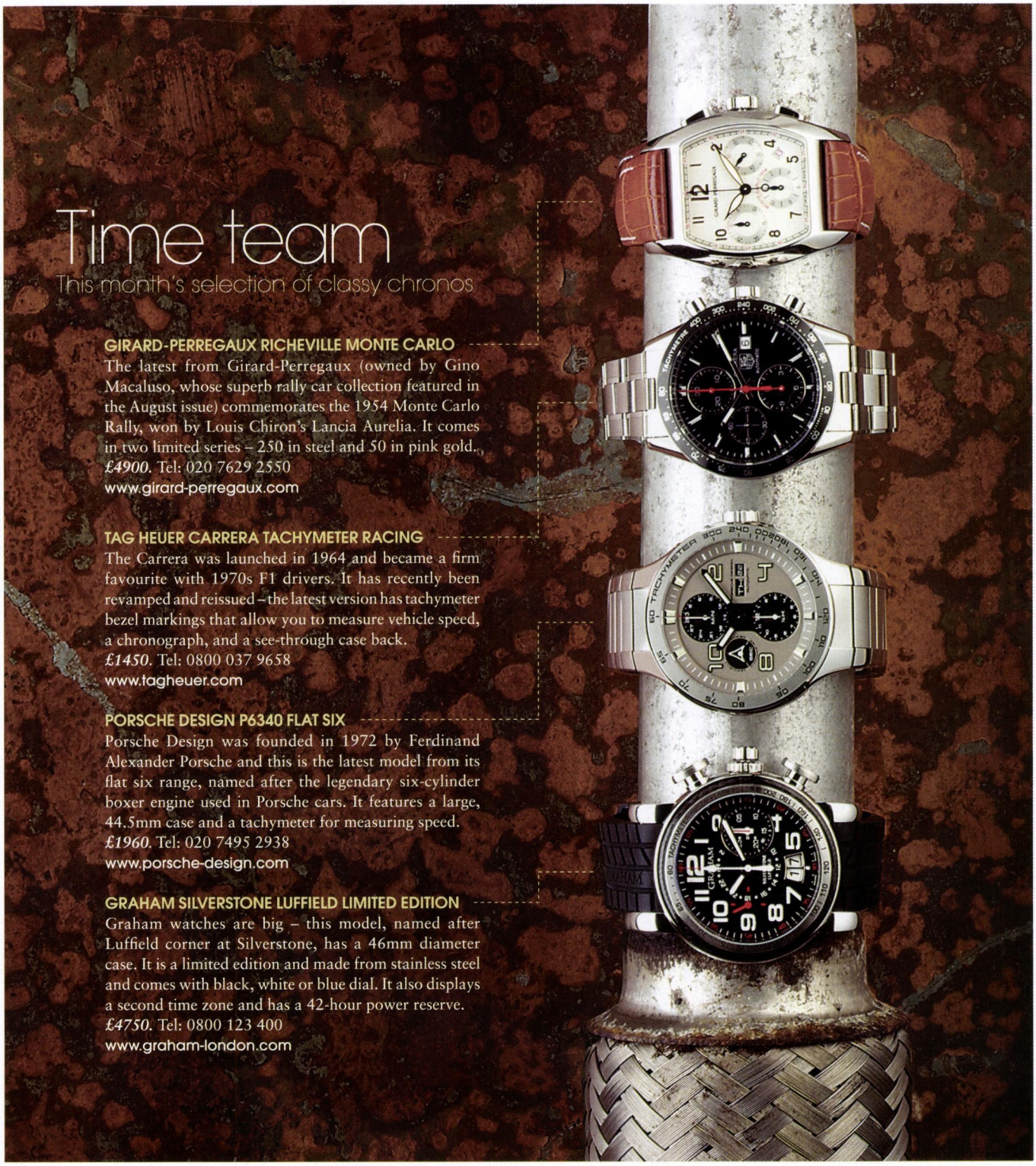


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Time team

This month's selection of classy chronos

GIRARD-PERREGAUX RICHEVILLE MONTE CARLO

The latest from Girard-Perregaux (owned by Gino Macaluso, whose superb rally car collection featured in the August issue) commemorates the 1954 Monte Carlo Rally, won by Louis Chiron's Lancia Aurelia. It comes in two limited series – 250 in steel and 50 in pink gold. *£4900.* Tel: 020 7629 2550
www.girard-perregaux.com

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The Carrera was launched in 1964 and became a firm favourite with 1970s F1 drivers. It has recently been revamped and reissued – the latest version has tachymeter bezel markings that allow you to measure vehicle speed, a chronograph, and a see-through case back. *£1450.* Tel: 0800 037 9658
www.tagheuer.com

PORSCHE DESIGN P6340 FLAT SIX

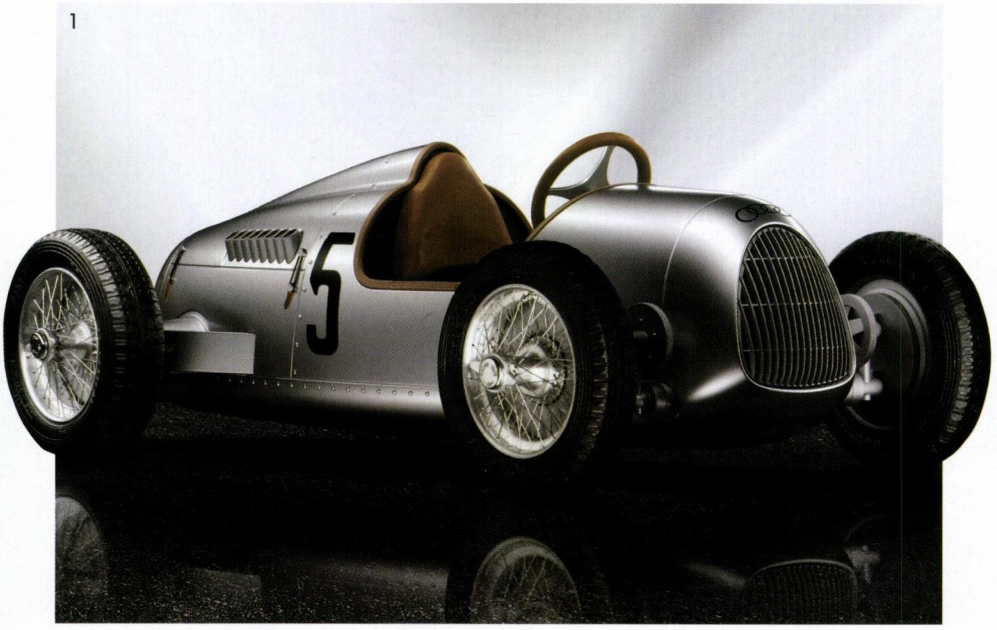
Porsche Design was founded in 1972 by Ferdinand Alexander Porsche and this is the latest model from its flat six range, named after the legendary six-cylinder boxer engine used in Porsche cars. It features a large, 44.5mm case and a tachymeter for measuring speed. *£1960.* Tel: 020 7495 2938
www.porsche-design.com

GRAHAM SILVERSTONE LUFFIELD LIMITED EDITION

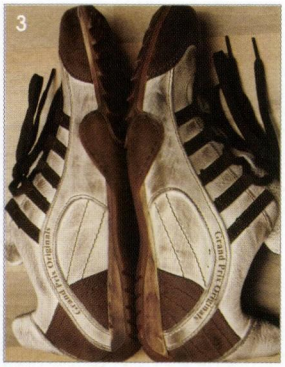
Graham watches are big – this model, named after Luffield corner at Silverstone, has a 46mm diameter case. It is a limited edition and made from stainless steel and comes with black, white or blue dial. It also displays a second time zone and has a 42-hour power reserve. *£4750.* Tel: 0800 123 400
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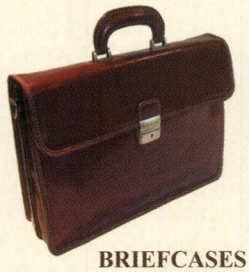
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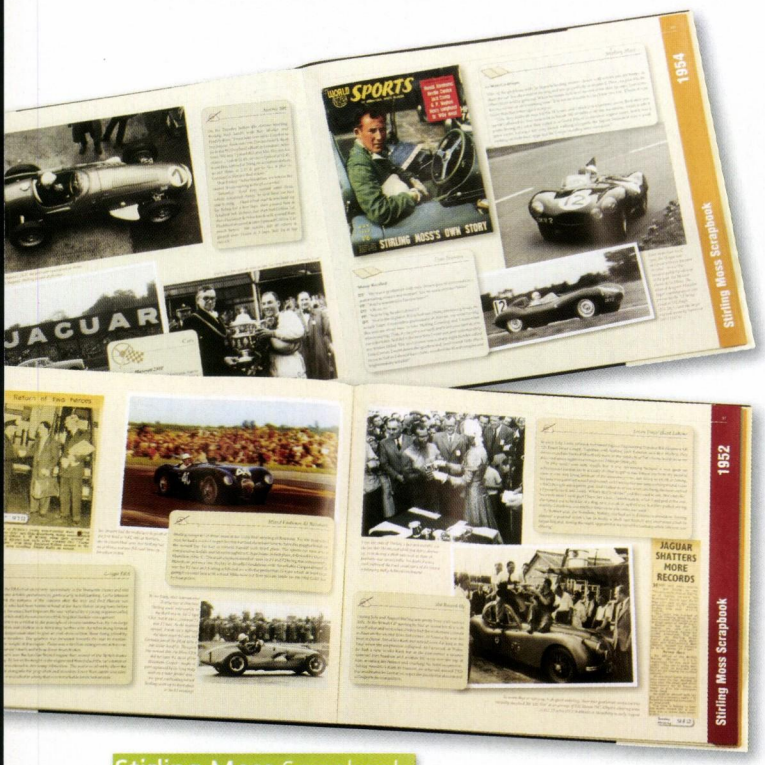
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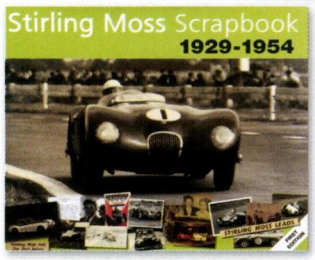
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Reviews





STIRLING MOSS SCRAPBOOK 1929-1954

PHILIP PORTER

Porter's fifth scrapbook is a delight. This one cover's Stirling Moss's life from 1929, the year of his birth, to 1954. The format makes room for a host of photographs, cuttings and quotes, from the quirky to the frightening and moving, and the combination is both entertaining and enlightening.

The irrepressible spirit of Moss's father Alfred is made entirely clear with tales of his adventures in the USA, including talking his way into drives at the Brickyard, and cuttings which tell of a run-in with a restaurant, which took him to court – unsuccessfully – after he refused to pay for sub-standard food.

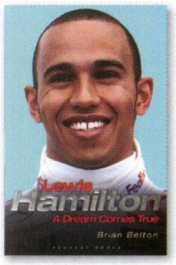
Stirling was soon showing his own indefatigability and the evidence is all here, from the childhood show-jumping prizes to the pictures of the Morgan three-wheeler which he capsized while transporting a ferret, and his first hillclimbing and speed trial runs in a BMW 328.

The quote panels are particularly entertaining. Moss himself has provided many, his sister Pat several and there are others from the likes of Tom Wisdom, who gave Moss a big break, driving the Wisdom XK120 in the TT.

It also covers less well-known parts of the Moss story – mud-plugger trials and having his rally Sunbeam dragged out of a snowdrift by a pair of oxen. Then there are frankly scary pictures of him rolling a Cooper at Castle Combe.

Contemporary adverts, race programmes and magazine covers add further to a mix which is never less than interesting and frequently fascinating. **NP**

Published by Porter Press, ISBN 9780955006883, £34.95



LEWIS HAMILTON

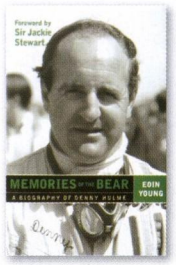
A DREAM COMES TRUE

BRIAN BELTON

It had to happen. Hamilton is just 22 years old and he's yet to finish his maiden season in F1, so this does smack of a cash-in on the media maelstrom that has followed in Lewis' wake in '07. That said, there are at least two other bios in the offing, not to mention the obligatory calendar, so Belton is ahead of the game.

This tells the story of the justifiably hyped ace from karting protégé to getting struck off Fernando Alonso's Christmas card list. It's well-written and reasonably accomplished at telling Lewis' story, but the subject's own insights are a little thin. This is the sort of book well-meaning aunties buy for motorsport-mad nephews at Christmas. We look forward to reading a Lewis bio once he's come out the other side of a career. **RH**

Published by Pennant Books, ISBN 978 1 906015 07 7, £17.99



MEMORIES OF THE BEAR

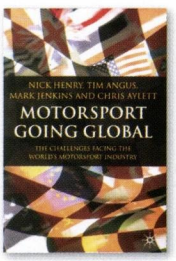
A BIOGRAPHY OF DENNY HULME

EOIN YOUNG

Following on from Young's works on McLaren and Amon, this is a fitting tribute to motorsport's other great Kiwi. As a close friend of Hulme, he's perfectly placed to relate the story of this underrated driver's rise to stardom, from starting out in an MG TF, through his time as Formula 1 star, to his comeback in saloons.

Unlike the great many 'and then they did this' biographies, this isn't a list of statistics topped and tailed with a dry overview. Largely via period quotes, you do learn something about the character of the man. It's amusing to read of Hulme's bid to save stationary engines from being scrapped and why his wife Greeta was relieved when he returned to racing after F1, if only to stop him annoying her in supermarkets. **RH**

Published by Haynes, ISBN 1 84425 206 6, £17.99



MOTORSPORT GOING GLOBAL

NICK HENRY, TIM ANGUS, MARK JENKINS AND CHRIS AYLETT

If it's the economic models of international motorsport rather than the steel or carbon-fibre ones that really set your pulse racing, then this is for you. The authors, all experienced business analysts and motorsport industry experts, offer a comprehensive assessment of the current state of the world's motorsport industry and suggest a number of likely future scenarios as it grasps – or misses – the opportunities provided by globalisation.

The writing style, while necessarily academic, is lean, and there's no faulting the depth of knowledge behind the analysis. Plenty of at-a-glance tables too, plus the views of leading industry insiders in the concluding section. **AP**

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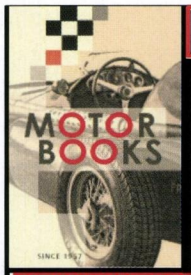
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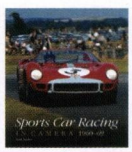
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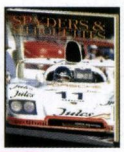
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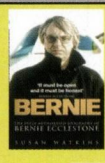
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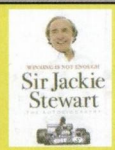
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LAT

Patrese's BT50 makes the first strategic pit stop of the new era at the 1982 Austrian GP, using pressurised fuel supply

THEY STOP TO CONQUER

Brabham ushered in the era of mid-race stops for fuel and tyres, but did the widespread adoption of this tactical feature sound the death knell for F1?

Most enthusiasts seem either to love it or hate it. Mid-race tyre-change tactics for performance reasons, rather than to avert a tyre failure through wear, have either made modern Formula 1, or screwed it up completely.

Where for the 21 years between 1961 and 1982 one could expect any mid-race pit stop to have ruined a driver's chances of winning a Grand Prix, in the mid-summer of '82 much of that changed, perhaps for ever. And that change came about 25 years ago – so, as it were, a slightly belated happy birthday to it.

The villain in the piece, or the hero, dependent upon one's point of view, was that ever-inventive lateral thinker, Gordon Murray and his *confrères* of the MRD Brabham team. The turbocharged BMW engines they were using were thirsty and facing a 200-mile Grand Prix meant their BT50 cars went to the startline very heavily laden. The alternative was to start the cars on half tanks and accept the time penalty of what was then an old-style mid-race refuelling stop.

For years such a prospect had been unacceptable, but with Goodyear, Michelin and Pirelli involved in a contemporary tyre war help was at hand to mitigate any such penalty. A lighter, half-tanked car could run a softer-compound tyre for at least half the race distance without burning it out. Such tyres could enhance lap times to a point at which the ability to lap more quickly more than offset the time that would be lost in a scheduled mid-race stop.

"The Brabham boys caused a tremendous stir by unloading pressurised fuel canisters, while their BT50s had been fitted with on-board jacks"

As the 1982 British GP meeting began at Brands Hatch, the Brabham boys caused a tremendous stir in the pit lane by unloading pressurised fuel canisters from their transporter, while their BT50s had been fitted with on-board jacks. It became apparent that they planned to start at least one car on a half-tank fuel load and then refuel mid-race. But MRD's carefully rehearsed plan was foiled at Brands, when Riccardo Patrese's car stalled on the startline and was clouted by René Arnoux's Renault, while Nelson Piquet's sister BT50 retired after only nine laps when a metering unit pulley came adrift.

So the great ploy was filed until the French GP at Ricard-Castellet, but there again both Brabham-BMWs dropped out before half distance – one on fire, the other with gudgeon pin failure – and the disappointed mechanics once again stripped off their flameproof overalls, helmets and masks and waited for another day to star mid-race in a Grand Prix.

The German round on BMW's home ground at Hockenheim also ended in failure, Patrese's engine breaking after 13 laps and Piquet – when leading by 24 seconds – being tripped up by Eliseo Salazar just before his scheduled stop, triggering Nelson's celebrated assault on the hapless Chilean with flying fists and feet.

So that first stop of the new era finally devolved upon the Austrian GP, at the Österreichring on August 15 – 25 years ago. Piquet's tyres blistered early, so he pulled in much sooner than expected, after 17 laps, catching Brabham's finest on the hop. But they were then ready for the race leader, Patrese, who stopped at 24 laps, four fresh wheels with pre-heated tyres and 24 gallons of fuel being added in 15.6sec and Riccardo rocketing back into the race without losing his lead...

Could it last? No – the Italian's engine detonated three laps later, and Piquet's followed. But the mould had been cast, and into 1983 other teams would quickly follow where Brabham-BMW had led.

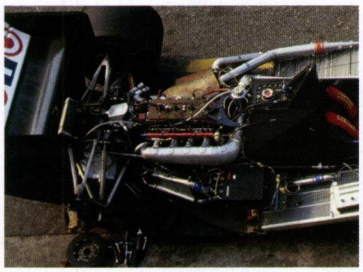
Arnoux's Alfa backfire

Mention of René Arnoux seldom fails to raise a smile. The infectiously chirpy little French charger almost always radiated a Gallic insouciance and flair at Renault and later with Ferrari (from 1979-85).

But there were of course the bad days, when insouciance became ennui, like leaving Zolder after having failed to qualify for a Belgian GP only to be hindered at the car park gate by an over-zealous attendant who wanted René to wait his turn.

That ended with the attendant enjoying a high-speed ride on the bonnet of a hire car, clutching its windscreen wipers to avoid being dislodged. When the police arrived at the racers' hotel to identify the guilty driver, the understandably rattled gateman apparently spotted the culprit – so the cops arrested an entirely innocent Jacques Laffite.

Ah well, this was a long time ago. But Arnoux is also one of the rare drivers to have been used as the reason for a major manufacturer to opt out of a Formula 1 programme. For 1987 Ligier built its JS29 F1 car to accept a new in-line four-cylinder twin-turbocharged 1.5-litre Alfa Romeo engine designed by *Ing* Gianni Tonti. The unit was compact and light but the irrepressible Arnoux shared his opinions on its hopeless power, worse throttle response and truly appalling reliability not only with his Alfa and Ligier colleagues but also with the press.



LAT

Arnoux's views on a new twin-turbo Alfa engine led to Fiat axing the Italian firm's F1 programme

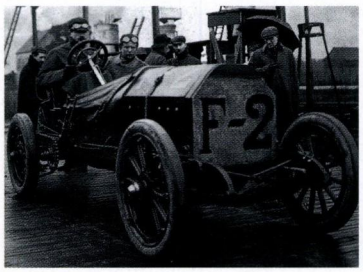
Thereupon Alfa's new Fiat bosses used his outburst to justify their decision that two satellite marques in Formula 1 was one too many, and they understandably pulled the plug on all Alfa involvement to invest instead in Ferrari – leaving Ligier to run Megatron-badged BMW 'fours' that year. One suspects that René and Ligier really got the best of that deal, while any sighting of the stillborn Ligier-Alfa Romeo has become a real latter-day rarity.

Generation gap of Fiat's 'fours'

'Four banger' engines have been race winners for more than 110 years, but when Fiat's directors hardly thought twice before binning their Alfa Romeo subsidiary's four-cylinder F1 engine in 1987, it was the 80th anniversary of a four-cylinder Fiat scoring the Torinese giant's maiden Grand Prix win, and this year marked the centenary of works tester Felice Nazzaro's victory in that 1907 Grand Prix de l'ACF at Dieppe.

His mighty chain-drive Fiat was then – and remains – a literally blunt instrument of imposing presence. Given another five years, Fiat's GP cars would become even more imposing. In 1987, where Tonti's swansong four-cylinder F1 turbo unit had displaced a pipsqueak 1498cc, Nazzaro's Dieppe-winning Fiat engine possessed internal dimensions of 180mm bore x 150mm stroke – just on 7x6in – and displaced 15.2 litres. In a 940kg chain-driven chassis it produced – arguably – a belly-rumbling 105bhp where 80 years later Tonti's tiny turbocharged 1½-litre aimed at 850-900bhp in a car 300kg lighter.

This all reflects perfectly right and proper development, but when one compares these two racing cars and the technology gulf they represent one cannot help feeling perhaps greater respect for the blue-collared iron men of 1907 who crewed these things, than for the immensely well-rewarded, comfortably cocooned professional sports stars of the 1980s.



LAT

Felice Nazzaro's 1907 Grand Prix de l'ACF-winning Fiat had a mighty 15.2-litre engine

Closing Salvo

Sometimes when things go horribly wrong not that many people who matter – the paying public – really notice. The Roy Salvadori tribute at the Goodwood Revival should have included Yours Truly interviewing some of Roy's old friends. It didn't work that way – having no microphone makes it difficult – so I found myself simply apologising (profoundly).

Roy's former Cooper team-mate Mike MacDowel would have told how "he wouldn't fiddle with the car so much as simply drive it as it stood, lapping faster and faster and faster as the day progressed".

John 'Noddy' Coombs first met Roy at Thruxton in 1952 and was a rival through the mid-1950s, before entering a Lotus 11 for him at Goodwood in 1957, followed by a string of Coopers and Jaguars. "I've never known another driver who could win with such apparent ease in a broken car,"



GPL

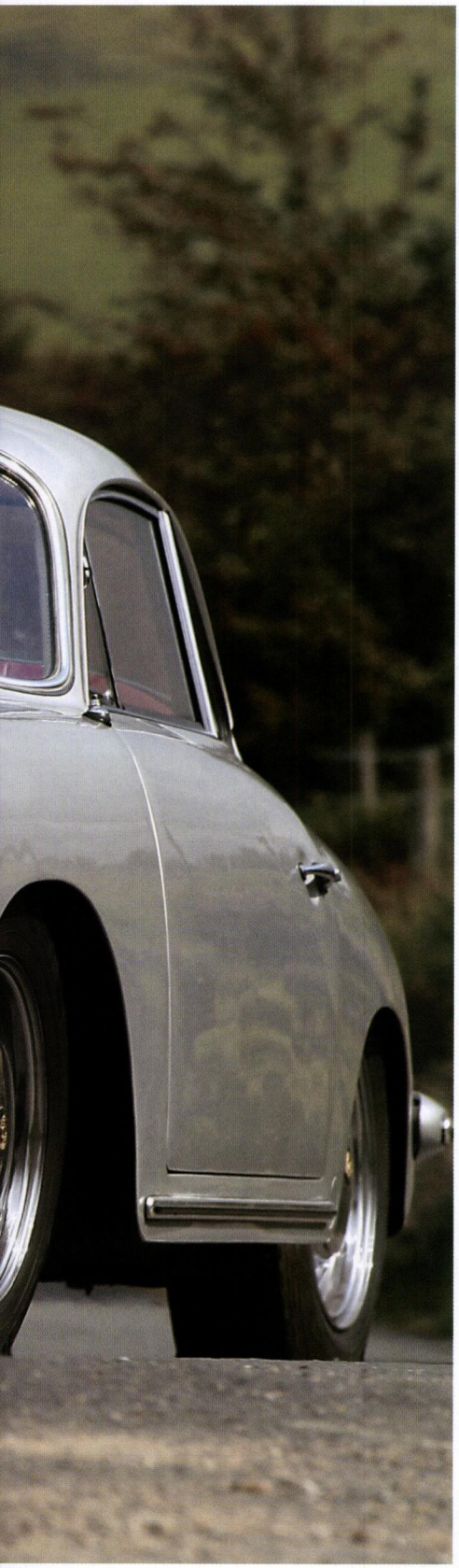
Roy Salvadori at Goodwood in his lightweight Jaguar E-type ahead during the 1963 TT

John recalled. "At Silverstone he won in my Monaco and merely said 'That was hard work', when in fact the back of the chassis was broken clean away."

Former Aston Martin chief engineer Ted Cutting recalled Le Mans one year when imperious team manager John Wyer had decreed an early start from the hotel but Roy failed to appear. "Where the devil is he?" snapped Wyer. The crew knew, because engine fitter Jack Sopp had screwed up the door to Roy's room. Ted recalled: "We slipped outside to see Roy calling from his window, saying his door 'seemed to be jammed'. He shinned down the drainpipe and was in his car when Wyer came out, seething, and Roy, all innocent, just said 'Oh hello John, I've been here in the car... whatever kept you?' "

Sorry Roy and Sue for the screw-up.


XYJ 200





PORSCHE 356

Its birth-of-a-marque status is widely recognised, but its history and character are less well known

BY COLIN GOODWIN / PHOTOGRAPHY BY DEXTER FLINT

In the 1980s and early '90s there was a car magazine called *Supercar Classics*, and within its pages was a regular feature called 'Supercars I Have Known'. As you might guess from the strap-line, it featured well-known car people remembering some of the great cars that had occupied garage space in their lives.



Celebrity chefs didn't exist back then and neither did today's celebrity culture, so instead proper people like Nick Lancaster, now of HR Owen, and pilot and historic racer Vic Norman were featured. Some amazing cars came up, such as a road-registered Lola T70, but I noticed over the years that one or two types made regular appearances. It seemed that any enthusiast of note had at one time owned either a Lotus Elan, a Mini Cooper S or a Porsche 356. The latter was always praised highly, with the caveat that it was a tricky customer to drive fast and well.

A 356 was part of the nomadic life of *Motor Sport*'s roving correspondent Denis Jenkinson as he followed the European racing circus, until he changed to an E-type. Jenks drove a 1955 1500 coupé and said at the time that "I find it hard to extract pleasure from other forms of motoring to the same degree."

That simple and enduring shape, well exploited on promotional material for the car, is the result of a surprisingly complicated production process

The first Type 356 was nothing like the car that eventually went into production. When it was designed in the summer of 1947 by Ferry Porsche and Karl Rabe it was seen as a VW sports car study that would serve the purpose of forging a link between Porsche and the new Volkswagen company. The tubular chassis car used VW parts, including the standard 1100cc flat-four – which, interestingly, was mounted in the middle of the car. Finished in May 1948, it was tested on roads around the Gmünd factory in Austria. But before he even drove the first prototype, Ferry Porsche had started designing the Type 356/2. Porsche realised that putting the engine in the middle of the car took up too much luggage space, and so moved it back to where it was in the Volkswagen.

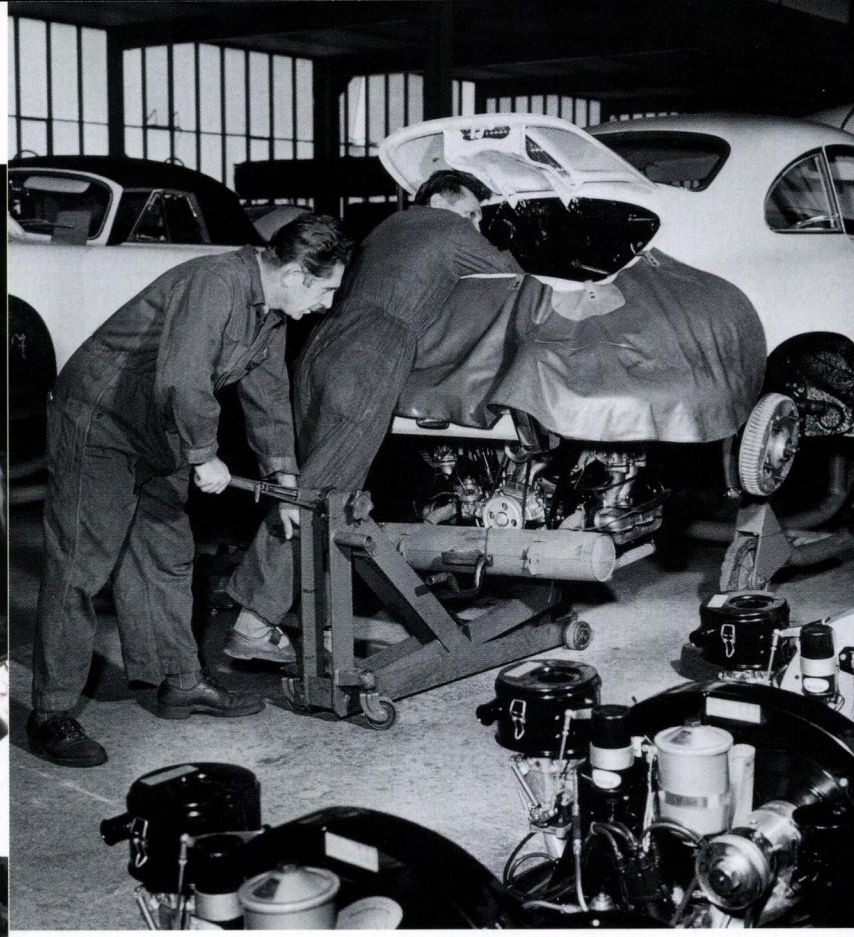
The engine itself was the standard 1100cc VW unit fitted with bespoke Porsche cylinder heads. The car, referred to in publicity material simply as the 356, was shown at the Geneva motor show in 1949. The first production cars were built in Gmünd, but in early 1950 the firm moved back to Stuttgart and local coachbuilder Reutter started building the bodies for it. The Porsche story had begun.

To chart every technical improvement in the 356's early life would require hundreds of pages, as developments came thick and fast. In 1951 the engine size went up to 1.3 litres and the VW cast-iron cylinders were replaced by aluminium barrels made by Mahle, with chromium-plated bores. By 1954, when the 356A was launched, the new 1600cc engine bore only a visual similarity to the VW engine. It had, for example, a three-piece crankcase instead of the Beetle's simple two-part vertically split cases.

The A was followed in 1959 by the 356B. Gone was the jelly mould-shape front end and in its place a more aggressive and sharper nose. In 1963 the 356C was launched with four-wheel disc brakes and a raft of changes that made the car more grown up, more useable and a natural stepping stone from the original, simple ▶▶▶







Top left: 356 engine very different from its VW origins. Above: a 356B is assembled. Left: Ferry Porsche (on right) with the 'No 1' mid-engined 356 prototype – first car to bear 'Porsche' name

356 of the 1950s to the sophisticated new 911 that was to arrive a year later.

Roger Bray used to restore all makes of cars, but in the early 1980s was asked to restore a Porsche 356 for a customer. The job was done but, as a joke, Bray had fitted a VW badge to the car. "The owner," says Bray "said to me 'Since you've had a laugh at my expense I'll have one at yours. I don't want the car until you've put 2000 miles on it'." Bray did, was instantly converted to the faith and is now one of the foremost 356 restorers in Europe.

He also sells the odd car, and the one that we're about to drive has just been found a new home. It's a 1963 356 1600SC, which means that it's fitted with a 95bhp engine. Although it hasn't had the magic touch of Bray and his colleagues, it has been restored. And soundly, according to Bray. Although the 356 is a simple car in concept, in construction it is quite complicated, a myriad of pressings forming its body. A full restoration is a massive task that will result in a large bill if done right, and tears and an even larger bill if done wrong. There's a car in Bray's workshop that was rebuilt (elsewhere) with the chassis out of alignment. It looked beautiful but wouldn't handle. Bray took on the job and had to start again with a total rebuild.

Two things you notice as soon as you step inside a good 356. First, the precise clunk as the door is pulled shut; second, the simplicity of the interior. This C doesn't even have a radio, just a silver painted facia with speedo, rev-counter, and a couple of minor gauges. The engine starts easily with just a sniff of throttle pedal to open the butterflies on the pair of Solex twin-chokes. The gearlever, which operates only four forward gears, has a very precise action. It's a far cry from the unco-operative gearchange on my 1970 911S.

From Bray's workshop we take the M5 for a few miles, and then follow the A30 until briskly turning off for Moretonhampstead and Dartmoor. Several acquaintances drive 356s as regular transport, including Alain de Cadanet. After only a few miles you can see why this is not only possible, but why it would be an utter pleasure. One of the things Jenks loved about his '55, apart from its gearshift, was its lack of wind noise at speed. Of course, there's more whistle than you get in a modern car, but cruising at 80mph it's easy to hold a conversation. The engine thrums away at the back at just short of 4000rpm, leaving most of the noise behind you. Porsche claimed 0-60mph in 10.8sec for the 1600SC and a speed of 115mph.

Dartmoor is not busy today, but there's the odd tractor and coach about. Squeezing between them and hedges, you realise how small the 356 is, and therefore how nimble, and how easy it is to place on the road. The whole car feels incredibly tight, helped by the fact that there's no slop in the steering or clanks in the suspension. The ride, too, is remarkably compliant.

And performance? It's quite hard to judge. I'd say that in the right hands it might give a first-generation Golf GTI a good run. But the 356 is not about how much faster you could be than someone else, but the pure driving pleasure. If you want a bit of competition, try to find a car of this generation with this performance that can average 30mpg.

Purists tend to prefer the earlier A models because they're lighter, even simpler and more 'in the Porsche spirit'. According to Nick Faure, who's raced 356s, sold 356s and owned more than he can remember, the choice is usually between an A or the more modern and easier-to-live-with, disc-braked C. Even a good 356C

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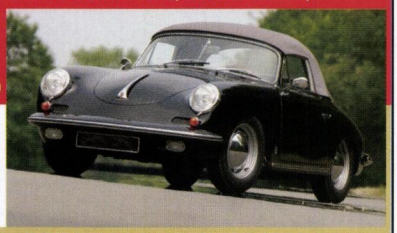
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coupé is now at least £30,000 – and it is crucial to get a good one. Faure reckons that there's no old car that's more important to buy in good bodily order than a 356.

There is a third category of Porsche 356 and that's the exotica class – speedsters, cabriolets and those cars powered by the fiendishly complicated Carrera four-camshaft engine. Cars fitted with this engine are rare and expensive. Only 310 Bs and 126 Cs were fitted with the 130bhp 2.0-litre Carrera engine, for example.

The 356 always was a giant killer capable of punching well above its weight. One of the car's earliest international events was Le Mans in 1951, entered and driven by a customer. It finished 20th, though crucially first in class. It was only the start of a long competition career: Carrera Panamerica, a couple of class wins in the 1953 Mille Miglia including the 1500cc driven by Hans Hermann, and rallies such as Monte Carlo and Liège-Rome-Liège. The 356 didn't just compete, it was the vehicle that introduced many future stars to motor racing. For example, a young Scotsman called Jim Clark raced a 356 and drove it on the road, too.



"The 356 was a giant-killer, capable of punching well above its weight"



Also in Bray's shop is a competition-prepared racer that has apparently spent its whole life wearing racing numbers. The 356 is a big favourite with historic motorsport enthusiasts both in racing and rallying. And if you don't fancy going to the effort of racing, there are plenty of regularity events, such as the Tour Britannia, for which the 356 is the perfect car.

If you can never see yourself buying a 356, you must at least try and talk your way into having a drive in one. You will get to experience the Porsche philosophy in its purest form. You will also, perhaps, understand why myself and fellow Porsche bore Andrew Frankel can talk into the night about low weight, rear-engine traction and the purity of the early cars.

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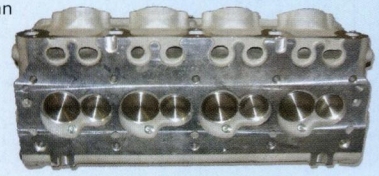
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LIVING WITH A 356

DSJ ON...

His friends didn't get it, but Jenks stood by his ownership of a 356, and he explained why in the pages of *Motor Sport*

As my use of the car was to tour Europe in reach of motor races I had a 1500cc normal, "a nice car," said Porsche, "that is reliable and long-living, but rather dull, it does only 95mph and 5200rpm".

Before I made the choice of a Porsche I had to suffer a great deal of barracking with remarks such as "My God, the oversteer," or "They are impossible in the wet," "It will spin as soon as you see a corner," "You need a bath after changing the plugs," "They are noisy and rough," and "Bloody clockwork contraption." I put up with all these because I thought the aerodynamic shape of the saloon looked about right and it was a car I could lean my elbow on (my friends mutter rude things to me about dwarfs when I discuss heights!).

I have now completed 30,000 miles of Porsche motoring and the oversteer I enjoy having learned to drive on a chain-gang Frazer-Nash, the wet petrifies me in any car, I have only spun it once in the total distance covered and the engine keeps so clean I only need to wash my hands.

Noise is outside the car, not in, and the roughness sounds on the Super model but not on the 'Damen' and I found my model has a jolly strong spring in its 'clockwork mechanism'.

The whole essence of driving a Porsche lies in the fact that everything is finger-light: the steering, clutch, gear-change and brakes are all of a light smooth feeling that at first comes as strange after conventional cars. It has a live feel in its manner of going that wants caressing, not taken firmly between clenched fists as on some cars, while this manner of going is something that the driver has to accustom himself to. If you approach a Porsche with a view to driving it like a conventional car you will hate it, but on the other hand if you are prepared to spend say 1000 miles in learning to drive all over again, you will love it.

The Porsche is essentially a sporting car and likes to be driven in a sporting fashion, in fact the harder the better, and you find after a time that there are a number of things about it that you must absorb into your system. One is an appreciation of the rev-counter, for while the engine pulls happily from 1000-5000rpm, it pays to keep it between 2500-4500rpm, and it doesn't wear out. Another is to realise that the direction in which the nose of the car is pointing is of no importance, providing the driver is convinced of the way he wants to go; and finally, before you start going quickly in a Porsche you must be able to *drive* anyway. I have met lots of people who have tried a Porsche and thought it terrible and when I have seen them driving a conventional car I understand why; they just cannot *drive* properly.

With its low build, trailing-link i.f.s. and swing-axle rear suspension and rear-mounted engine it has an obvious oversteer characteristic, but this is constant and progressive and not changeable and sudden.

With the Porsches there are three ways of taking a corner: first at touring speeds, when there is no roll at all and the steering is neutral; secondly at fast road speeds when there is still virtually no roll but a slight oversteer which requires you to unwind the steering slightly before you leave the corner. Thirdly, there is the method for very fast cornering and this is where the Porsche technique must be applied; if it is not then you find yourself in a classic vintage oversteering slide on full opposite lock and about to turn right round.

In almost exactly eight months of fun I have covered 30,000 miles with my 'Damen' and executed every known Porsche antic with the exception of the 'ground-level-flick-roll' and I find it hard to extract pleasure from other forms of motoring to the same degree. The performance is not the outstanding thing about the ordinary 1500cc normal touring Porsche.

The top speed, such as I would do on the way home from the office, if I had to suffer such a journey, is 4600rpm in top (95mph) and with a maximum-permissible of 5200rpm this is a comfortable feeling when a long downhill stretch approaches. These sort of figures are not the real charm of the Porsche. That lies in its manner of going, for the suspension gives a very smooth ride, the body makes negligible wind noise, the controls are light, the all-synchromesh gearbox is one of those that will go down in history, and a new standard in lightness.

It is only natural that a car developed around competition motoring should have an excellent driving position, and as the Porsche saloon is not easy to get into and out of, unless you are fairly agile, it is rather fun to watch an awkward friend struggling to get in and hear the muttered remarks about dwarfs change to satisfied comments as he finds a near-perfect driving position.

The easy, quiet manner of going and the comfort factor all combine to make it possible to cover more than 600 miles in a day's Continental motoring. On English roads 400 miles in a day are effortless and do not involve early starts or late arrivals.

While at the factory I agreed to let the Service Department give the car a routine 15,000 check. While the work was being done I had the opportunity to try a Speedster, the cheaper open two-seater, with normal 1500cc engine. There was quite a marked difference in handling, but as it was a sporting two-seater it had all the failings of such models. After all, one of the most pleasing things about the Type 356 saloon Porsche is its aerodynamic body, which spells efficiency and a sense of keeping abreast of the times; it is difficult to justify an open car for long-distance high-speed touring.

After a visit to Sweden I returned to Germany and competed in the Rhineland Rally, a wonderful event consisting of leaving the car in the open all night and from a 7am start covering 22 laps or 380 miles round the entire Nürburgring, using the Grand Prix circuit and the old southern route as well. Those who qualified then competed in a timed hill-climb. By now I had covered 21,000 miles and 'race' preparation consisted of a new set of racing Dunlops, an oil change, and removal of all my luggage. After 17 laps around an average of 60-plus mph, I suffered a choked main jet, probably from the open refuelling churns used, and the time lost in locating the trouble after a slow return to the pits was more than I had in hand, so that was that. However, it was a good dice while it lasted.

On the way from Stuttgart to Cologne I put 210 miles in three hours, did 77 miles in the first hour, held 4800rpm in top for at least three minutes on the Dormstadt-Heidelberg stretch that used to be used for record breaking, all at 33mpg with the radio playing, and realising that perhaps Dr Ferry Porsche and his men do know something about building nice touring cars.

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Manual labour was required to hold down Spitfire tails when their Merlins were tested. Right: WB's £35 shortened Lancia Lambda

FOR KING AND COUNTRY

Memories from the Royal Aircraft Establishment, where WB spent the Second World War

When war broke out in 1939, having failed to get Army enrolment because the young officer interviewing me talked so much about his supercharged 1750 Alfa Romeo in the courtyard that he forgot to take my address, and tiring of ARP work, I was about to apply to join the Civil Air Guard, which was training applicants to become pilots. Then CG Grey, editor of *The Aeroplane*, whom I greatly respected, advised against it – "no rank, no uniform, no pay", or words to that effect. (Later he wrote that anyone not in the Services or a reserved occupation should apply at once to join. It was too late; they were fully subscribed.)

I then saw an advertisement asking for technical writers at the Royal Aircraft Establishment, Farnborough. As editor of *Motor Sport* I saw a chance, took a Green Line coach for an interview and had the first of many shocks the great research establishment was to bestow on me. Three interviewers took my proffered articles in papers such as *Popular Flying* and began to whisper.

"How did any editor publish such drivel?" I was asked. They had read my description of a Gnome rotary engine, which, as writers do, I had abridged from the pre-war book *Burl's All The World's Aero-Engines*. It was nonsense, I was informed. "Engines are bolted to the airframes, they don't rotate!" However, I was duly enrolled.

We worked in the Old Post Office, at the other end of Farnborough from the main RAE buildings and airfield, the latter unfenced at the outbreak of the war. When an air raid siren sounded the entire RAE was protected only by an ancient biplane (was it a Swordfish?).

The Air Publications (APs) we compiled were loose-leafed, and their object was to contain essential information sent to us by the manufacturers, as those responsible for squadron aircraft were supposed to keep their APs up to date. I had been writing these corrections for some time, devoted to Spitfires. While a pilot was running-up the Merlin, 'erks' were sent to hold the tailplane down. When the more powerful Merlins were installed the men were replaced by picketing. Even in wartime these APs had picture covers. When mine used a drawing of a Spitfire with air mechanics spread over the tail it was time for a new drawing. I went to see the head of publications. Once I had explained, he said he couldn't see the dangerous slipstream! I thought he was joking, then realised that he just didn't know what a slipstream was!

In this dull job there were a few bright moments. Our copy was in long-hand, and when completed, you rang the typing pool and asked for a typist. It was exciting to see which girl would appear... One amusing item was when an elderly writer went to lunch and his work blew onto the floor. To save paper, pages from old APs were used. His were retrieved upside-down and he continued his previous description of rigging a Tiger Moth with how to service a veteran Handley-Page.

I had, and still have, the greatest admiration for anyone who has a Private Pilot's Licence. Hearing that a girl was joining us who had held such a

licence I had to make her acquaintance. It cost me several expensive dinners, when we went out in my £35 Lancia Lambda while petrol coupons lasted, because she could always spot a top hotel while I was seeking a café. To digress, after the war she formed the Community Flying Club, based at Woodley aerodrome. For this she bought a well-used Aeronca. I took her to fetch it from what is now Gatwick Airport, with a young man. I asked if he had flown an Aeronca before. "No," he said, "but last night I read the Pilot's Notes..." I never expected the Aeronca to get over the Box Hill area but it did; alas the aircraft had no Certificate of Airworthiness and one was not granted for it.

At the RAE we were told we were far too important(!) to be allowed to go up, and we could not leave as we were in a reserved occupation. Only one chap, determined to get into the RAF, managed it and he was killed on the first bombing raid on which he flew. But the girl, very determined, was at last given grudging permission to go up when the instruments she wrote about were tested. This involved wearing a parachute, so she asked to borrow a pair of my trousers. When my landlady brought in tea the girl was in a skirt; when the tea was being removed she was wearing trousers. When she left she had a skirt on again. I received very bleak looks from then on, although she had changed in the loo.

On a hot day the same girl decided to vacate the Post Office and work from some old sheds beside the adjacent railway line. The wind blew the 'Top Secret' papers out of a window onto the line and they were never seen again. When I went on away-jobs, at mealtimes I used to sit on my apparently secret documents in case my hotel room was broken into.

The next shock was to be sent to a distant aerodrome to discover how a particular aeroplane was started up. It was already obsolete, but it was nice to get petrol for the Lancia. Explaining my object on arrival I was regarded as mad, but the RAE had some clout. So the oldest retired pilot, of high rank, was asked to come from his favourite pub and help me. We climbed ladders and peered into the dusty cabin. "Let's see, did we warm-up at 1000 or 2000rpm? Better say 1500," said my mentor. "Now, oil pressure. Was it 40 or 60lbs? Better say 50." And so on. I wish I could recall what aeroplane it was. It had a Ki-gass primer, if that's a clue? Luckily it would never fly again.

Before I left on this wasted mission I had been told to enquire how useful the Adjutant found our APs. "Look out the window," he said. "Do you see a wheelbarrow?" "Yes, sir." "Tell your boss that is what we take those APs down to the bonfire in." Was he joking? Asked by my boss what I had been told, I replied that the APs were apparently useful. What else could one say?

It was all so casual. We were posted to Harrogate, then to London, until the flying bombs arrived. A volunteer was wanted as Duty Officer over a Christmas break. Both my parents were dead, my father killed in the other war, so I obliged. The 'phone rang. It was an Engineer Officer of a Yorkshire RAF Squadron needing Lancaster drawings urgently after raid damage; could we send them at once if he gave the numbers? I said I had no authority but would pass this on. I did this as soon as the holiday was over. "Don't worry about it, Boddy," I was told. "We get loads of such calls, just stick it on the peg with the others."



The Wren motor-glider designed by WO Manning, who worked with WB at the RAE

"There were a few bright moments. I had done my best not to impede the war effort"

It was on the day of Dunkirk that I was told my work was not in question but that as I was now a temporary Civil Servant I should wear a suit, not sports attire, and run a 'proper' car. In wartime, cloth was scarce, but a tailor who could make me a suit was found. I thought it was office blue but I was somewhat colour-blind and later discovered it was purple. When I returned to re-run *Motor Sport*, which I had kept going all through the war, I was informed that I would have attained higher rank but for my 'dreadful car' (RAF boys liked it) and had not taken the mickey with that equally horrible suit...

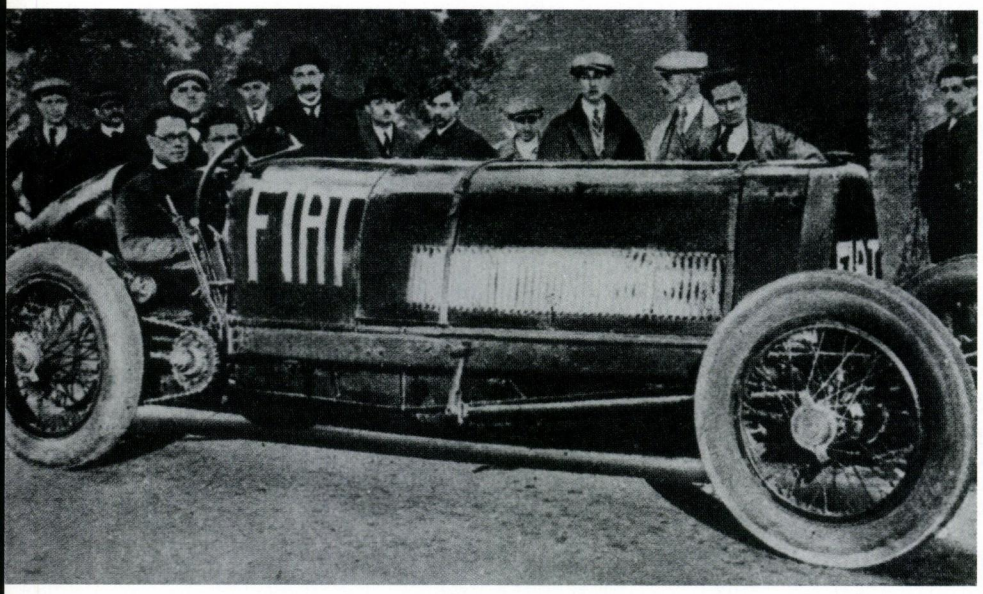
I had done my best not to impede the war effort, hoping I had quoted the correct loading of the Arnhem gliders and how to dismantle and rebuild a Merlin engine, although I could only just about decoke an Austin 7. At the R-R Derby works, if you were in a suit – especially a purple one – and entered the workshops, empty milk bottles were apt to be aimed at your ankles. Another hazard was the oily smoke from flares lit all round the R-R factory if an air raid was imminent. One evening these coincided with a pea-soup fog and it was impossible to see the kerbs.

Working at the RAE and its outstations was not all dull. Many of those not in the Services or in reserved occupations joined us, including several notable vintage-car enthusiasts, many of whom I knew. I had long been an avid reader of *The Aeroplane* and I amused myself asking in its pages for recalls of forced landings (not crashes) in the London area. The response was fascinating; perhaps the least fortunate were two RAF pilots whose engines stopped. One was over London's dockland, with only one small piece of ground suitable for a dead-stick landing. With, no doubt, great skill he was just about down when a cricket team emerged ahead of him. He had to swerve, causing a wing to be damaged. In the case of the other pilot it was a nursemaid wheeling a pram across his path, unaware of his now-silent Hart. This occurred on Streatham Common, where small notices warned people to keep off it if flares were lit. As this was a sloping common with that path across it I couldn't understand why nearby Tooting Bec Common wasn't used and said so in *Flight*, earning me a much-needed guinea.

The Farnborough writing staff came from all walks of life but I was pleased to recognise dear old W O Manning, who had designed those successful 3½hp 398cc ABC-engined 420lb £350 Wren motor-gliders for the 1923 Lympne light aeroplane competitions. CGG, who disliked them, called them "pop bottles". Manning seemed pleased that I recognised him; he organised staff bicycle rides.

One would sometimes see the famous RAE engineer Miss Shilling going home on the pillion of a very rorty Manx Norton ridden by its owner, whom she later married.

Bill Boddy



Mystery of a reverse ratio

Writing recently about whether or not the Napier-Railton had originally a reverse gear, I recalled how in 1924 (not 1920 as printed) Ernest Eldridge had been deprived of the Land Speed Record in the big 21.7-litre Fiat (above) after René Thomas had protested that it had no reverse gear, so that his own 143.31mph in the 10½-litre Delage must be officially accepted.

It remains a mystery how Eldridge responded. It was said that first he crossed the Fiat's driving chains, but that was not acceptable because it did not constitute a *gear*. So Eldridge went to nearby Paris and had a reverse gear and housing made, which was presumably bolted on to the top of the Fiat's gearbox. Eldridge then went back to the narrow Arpajon road and set a two-way LSR of 146.01mph.

Not being an engineer, I do not see how this functioned as a reverse gear when all the original gears were for forward speeds, but I expect this can be explained.

I think that this odd stipulation was adopted at the birth of motor racing to make the fast racing cars appear to be more in conformity with those the pioneers were purchasing, and that after WWI a reverse was for a time required on racing cars as a means for the driver who had spun on the course to reverse out of the way.

Praise for the Track's centenary celebration

In connection with the Brooklands centenary celebrations, the Brooklands Museum and Mercedes-Benz World issued an excellent comprehensive and well-illustrated 39-page programme, and there was a race card listing all the cars and motorcycles which formed the two-day celebratory display, numbering a fantastic total of 426.

Praise is due to how all these vehicles were parked, not to think of all the visitors' cars. It was a most memorable event despite some bad weather. Some of the more impressive Track cars were run on the Byfleet banking and up the Test Hill. A wonderful occasion, though it is my personal view that to include the film Chitty-Chitty-Bang-Bang car was rather an insult to the memory of Count Zborowski.

A rather obvious gaffe in the official programme had a 'p' inserted in Thomson & Taylor (when I once did this Jenks nearly went berserk). Otherwise I have no complaints.

Indeed, there was even a bicycle race, and it was splendid that the flying displays listed nine aeroplanes including an SE5A replica.

Sad, though, that attendance was somewhat down on the figures expected.

Respect due to bike aces

I have the greatest respect for motorcycle racing, with today's riders on Superbikes or in MotoGP attaining speeds of some 170 to 200mph, dependent on two tyres which change condition and grip as on F1 cars.

These modern racing bikes with sophisticated engines and transmissions, traction control and powerful brakes, enter corners at considerable speeds and the intrepid riders incur quite frequent falls, somersaulting over and over pursued by their bikes, and though protected to some extent by their padded and carbonfibre-reinforced overalls they can incur nasty

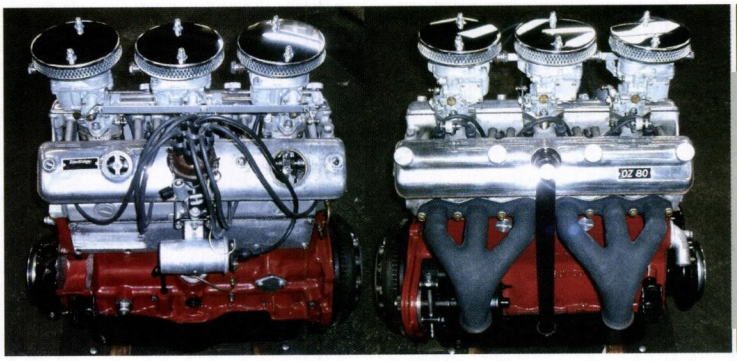


injuries. Indeed there have been recent fatalities in a circuit race and in the TT.

The bunched riding and awesomely close cornering is almost unbelievable. I hope the top exponents are paid to F1 car standards?

Large attendances at these bike races and watching on TV are probably encouraged by knowing that production machines of the makes seen racing can be bought and used on public roads; Honda, Ducati, Suzuki, Yamaha and Kawasaki all have agencies here. You may be an avid follower of F1 car racing, but you cannot buy a Williams, a Red Bull, a Super Aguri or a Toro Rosso, and a McLaren road car will cost about a million pounds, and a Spyker about £200,000.

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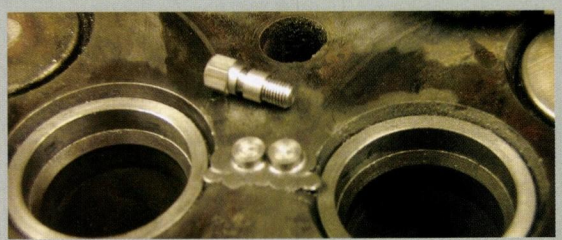
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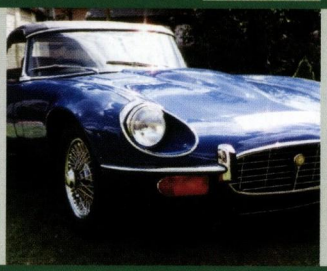
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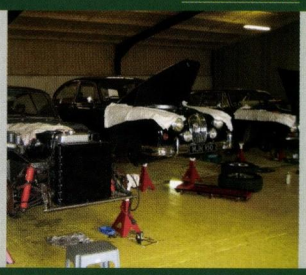


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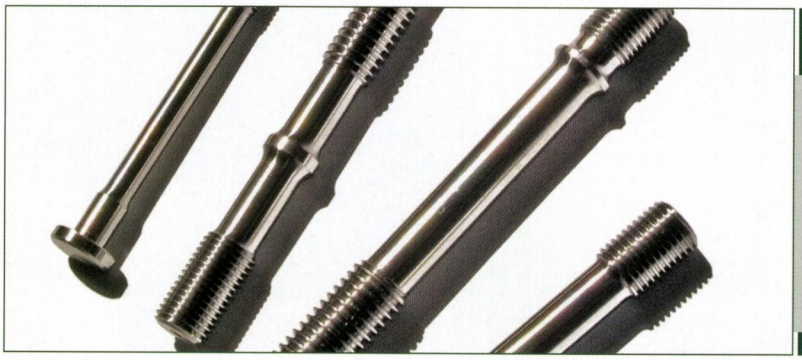
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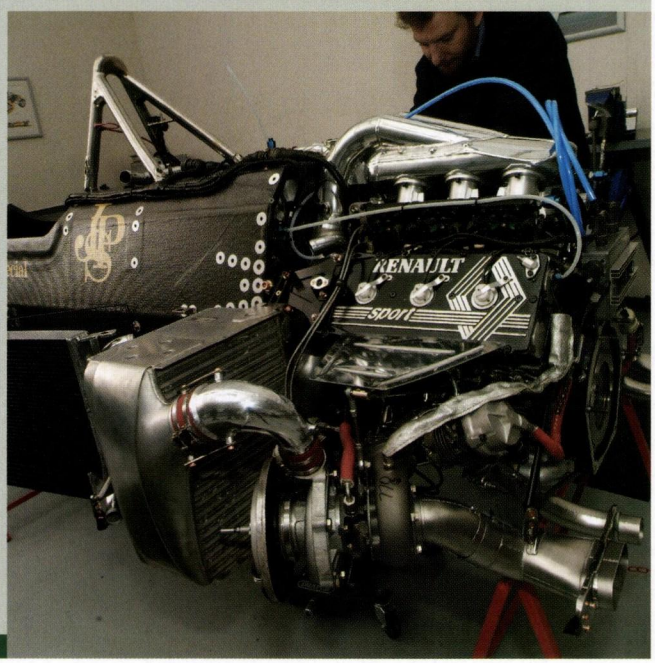
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Another branch of the business has also been gaining momentum. They have had increasing requests from owners and prospective owners to perform an inspection of the car they are interested in buying or planning to restore. They now offer a complete service that includes borescope photography of both the engine and gearbox, in addition to a detailed report.





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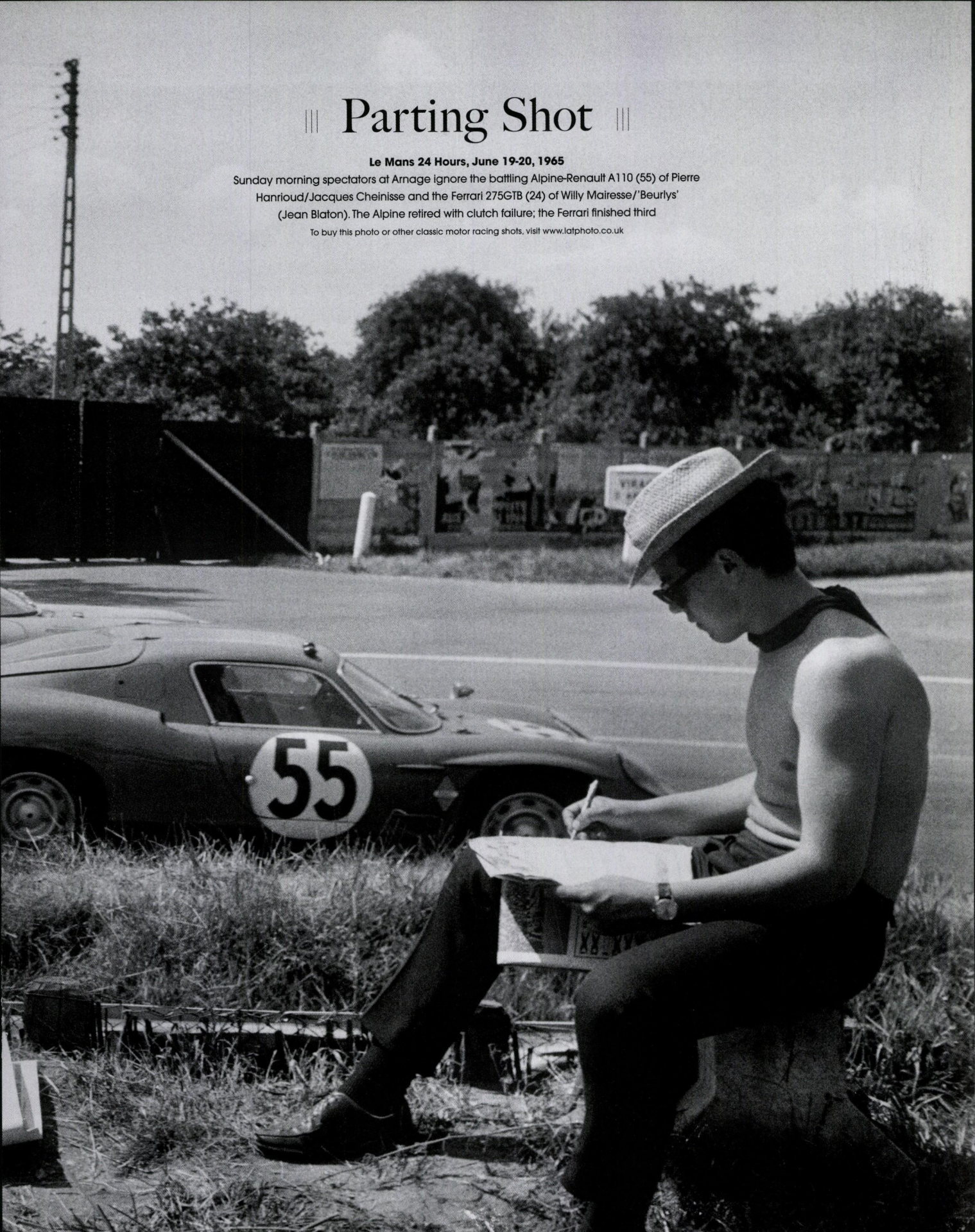

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Parting Shot

Le Mans 24 Hours, June 19-20, 1965

Sunday morning spectators at Arnage ignore the battling Alpine-Renault A110 (55) of Pierre Hanrioud/Jacques Cheinisse and the Ferrari 275GTB (24) of Willy Mairesse/'Beurlys' (Jean Blaton). The Alpine retired with clutch failure; the Ferrari finished third

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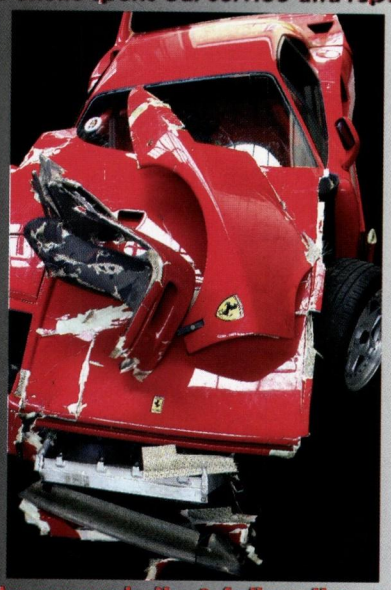
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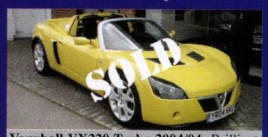
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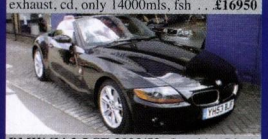
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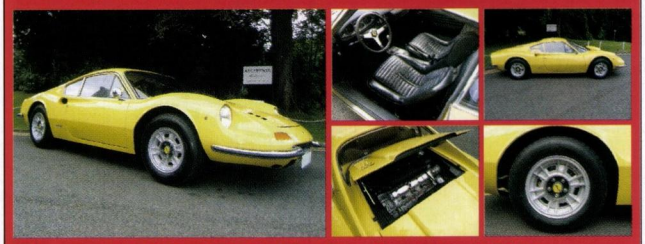
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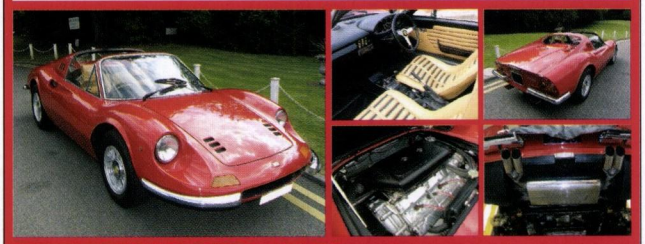
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Ferrari 246 GT LHD, Series 1, 1971

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.

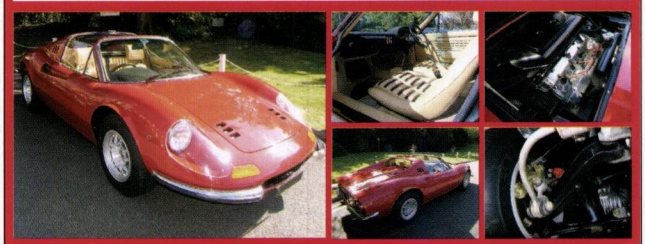
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Ferrari 246 GTS, 1973

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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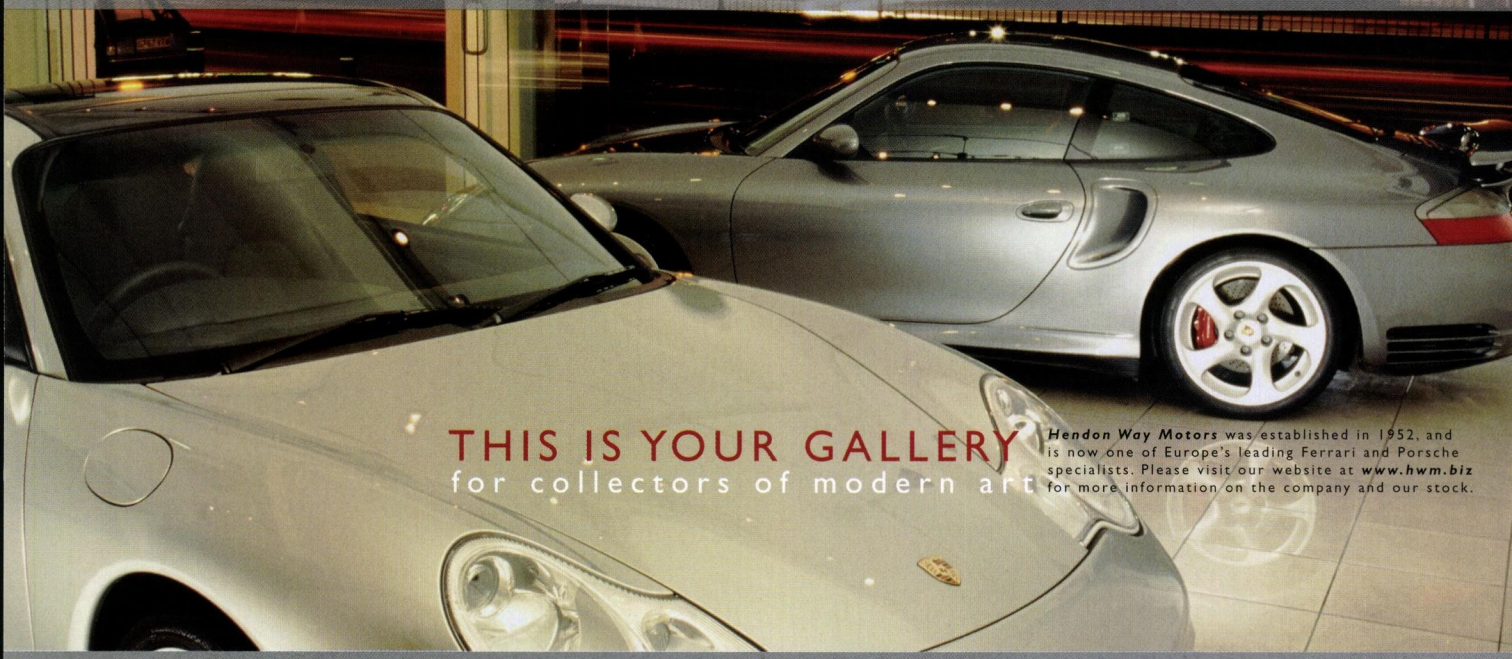
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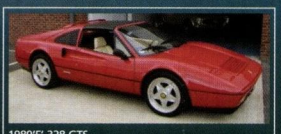
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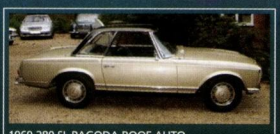




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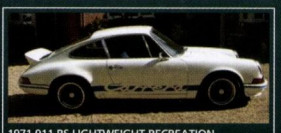
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We are always interested in searching, buying or selling on clients' behalf cars similar to the above.

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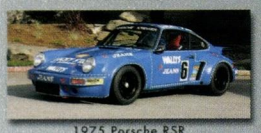
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1994 A.D.A. Porsche 962C



1967 427 Shelby Cobra



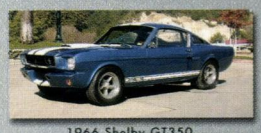
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1967 Porsche 910
1975 Porsche RSR
1977 JLP IMSA Greenwood Corvette
1978 BMW 320 Turbo
1980 Porsche 935 K3
1982 Porsche 935, Bob Akin
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1991 Porsche 962C
1991 Porsche 962C Trust
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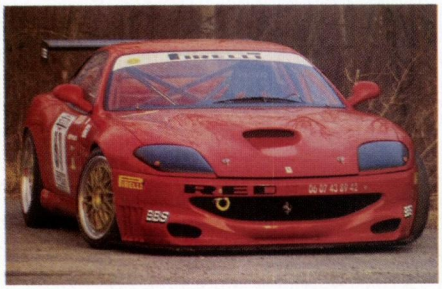
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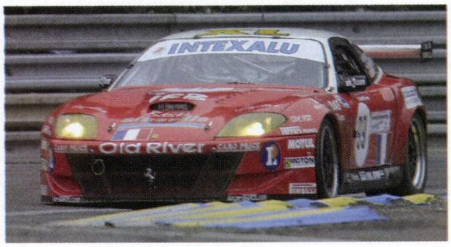
Ferrari 550 GT Chassis Number 106404



This is the very first of the 550 race cars, initiated by Red Racing in 1998 it was homologated and first raced in 1999. The chassis was built by Enjolras and Matter (roll cage FIA n° 01), engine/gearbox/suspension by Italtecnica. Acquired in 2001 by XL Racing and modified to full ACO specifications, raced Le Mans 24 hours in 2003 with Ferté/Lesoudier/Barde. Both car and concept have inspired to create the GT1 versions built by Italtecnica in 2000 and later by Prodrive in 2001.
The Maranello "106404" is the first step of the legend written in race by 550s and 575s.

- **1997** : "106404" is the 6th Maranello sold in France
- **1998** : Acquired by Red Racing, dismantled, sent to Enjolras and Matter
- **1998/1999** : Mechanical components prepared and re-engineered by Italtecnica
- **April 1999** : First test at Issoire track with the presence of Sergio Pininfarina
- **1999/2000/2001/2002** : Spanish and French GT Championships
- **2000** : Invited to Le Mans 24 hours but declined by Red Racing
- **October 2000** : First podium at Magny-Cours, the first podium for a Maranello
- **2001** : Acquired by XL Racing
- **2003** : Le Mans 24 Hours with Ferté/Lesoudier/Barde
- **2004** : Entered at Le Mans 24 Hours but DNS due to sponsor
- **2006** : Acquired by French collector,participated to "Goodwood Festival of Speed"

The unique 550 GT is now in fabulous condition and comes with a large spares package including body moulds and spare engine. Collectors will be delighted by the cars' file showing its life from the construction in 1999 to Goodwood in 2006, a lot of automobilias including racing suits from the Le Mans drivers, and all of the car's original paperwork from FIA and ACO This highly collectible Ferrari is also homologated to race in the GT90s Series, the only V12 Ferrari.



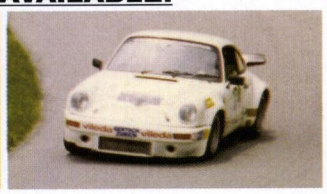
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- **Benetton B193B :** ex Ricardo Patrese, 2nd in Hungary, 11 points in '93 championship, tested by Schumacher, roller car less engine.
- **BMW M1 :** 1981, red, 43000 km, fully serviced, fantastic condition, full history and service records
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- **Chevron B34 :** Ex Patrese European F3 ampionship Winner in 1976, restored, pristine condition.
- **Chrysler Viper GTSR :** 3 cars with major history, ready to race, with spares
- **Facel Vega HKII :** 1963, blue metallic only 53 000 km from new, same owner since 1977, two HK 500s also available in perfect condition
- **Ferrari 365 GT 2+2 :** 1969 red 70 000 km from new, carefully maintained, perfect condition, 330 GT Serie 1 available
- **Ferrari F40 :** 1990, 11 000 km from new, 2 owners, fuel tank and belts done, immaculate condition, sensibly priced
- **Ferrari Testarossa 86 :** RHD, red / beige leather, early version with Rudge, 1st owner, 6000 miles, UK reg., 13 000 £ recently spent after long storage, "as new"
- **Fiat 124 Group 4 :** late 16 V works car, genuine with full history known and documented, restored and ready to race
- **Fiat 131 Abarth GR4 :** red, works specs, dry sump, fuel injected, dog box, alloy front suspension, private race car, full history, nice and original condition, 3 owners
- **Ford GT40 P/1129 MKV :** RHD only 5 Big Block car built, never used delivery mileage, 600 HP alloy engine, view Shelby Registry
- **Lamborghini Miura P400 S :** 1971, yellow/blue, completely restored (body/chassis/engine), mint condition, fitted in the 80s with SV engine
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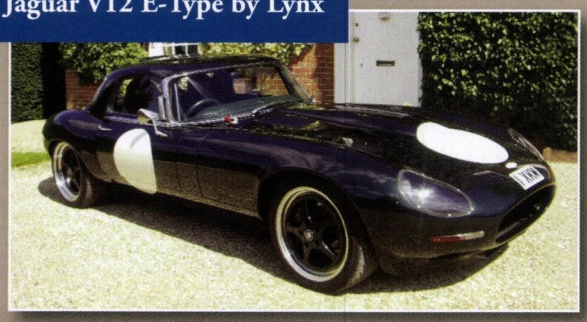
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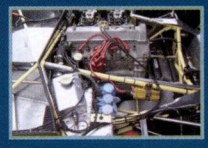


1959 Lola Mk1

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







This superb and competitive historic 1950s sports car is available and fully ready for the 2007/8 racing season. As the first production chassis, this car is well known and important in historic circles. Fitted with the correct 1220cc Climax engine, this noted car started its racing career with many class wins to its credit at Elkhart Lake and Watkins Glen. After passing onto noted and major collectors around the world, it is now available again! The car has been raced recently and very competitively around the prestigious historic events to which it is highly eligible. Rarely are these desirable drum brake cars offered especially with such history and in such fine condition. Sold with UK issued FIA papers.







1962 Lotus 23b

Chassis number: 23-S-79
Engine: Lotus Twin Cam 1589cc
Brakes: Disk
Offered at: 72,500 GBP
Interesting trades considered







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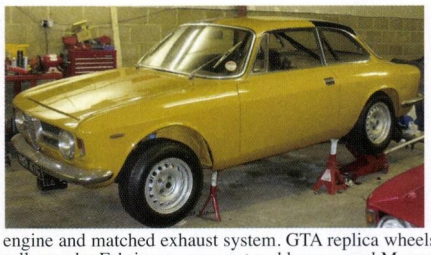


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1969 Alfa Romeo 1300 GT Step-front.Yellow Ochre with Monzeglio GTA style roof pattern. Fitted full new suspension, handling kit, new brakes inc. calipers, servo and master cylinder, rebuilt gearbox, 4.55:1 rear axle with limited slip differential. 2 litre race engine and matched exhaust system. GTA replica wheels. New F.I.A spec. 6 point roll-cage by Fabricage, race seat and harness and Momo Prototipo steering wheel. Bodywork rebuilt with new sills and complete n/s floorpan. Currently being finished to track day spec. but could be easily converted for full race and if required GTA style body mods ..... **P.O.A.**

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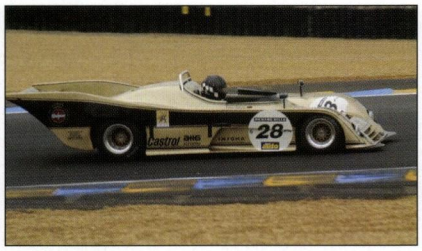
March 85G, Le Mans 1986 IMSA class Winner, Part of British Le Mans history, stunning original. Porsche 962 drivetrain, one of the few left. . . **POA**



March 84G IMSA Daytona 24hrs Top ten finisher Le Mans 1985, 6,0l.Chevrolet, Hewland VG, New body, fresh restored. FIA pass . . . . **POA**



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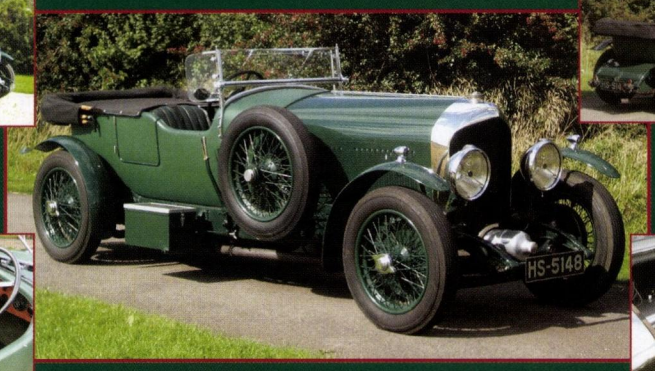
TOJ SC 206 Le Mans 1979,DFV 3,0l.factory car, rebuild with 2l BMW for Le Mans 79, restored w. brand new engine, 3rd overall in Le Mans Classic 2006, your entry for 2008 ..... **POA**



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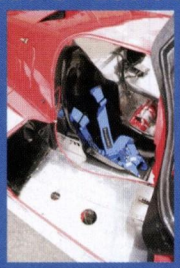
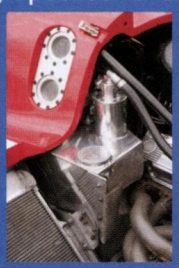
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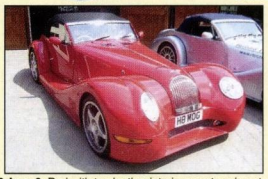
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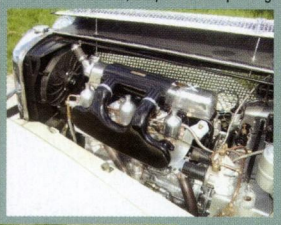
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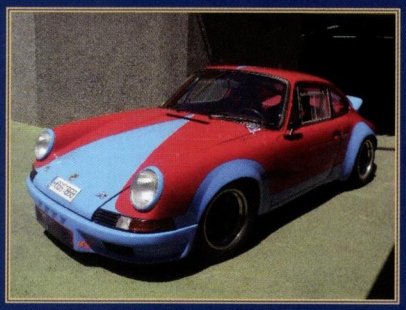
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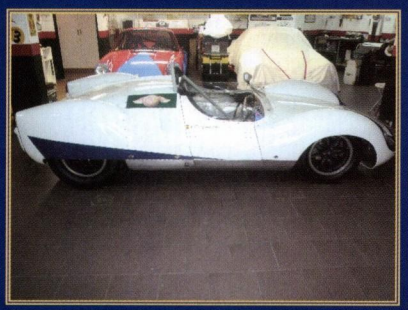
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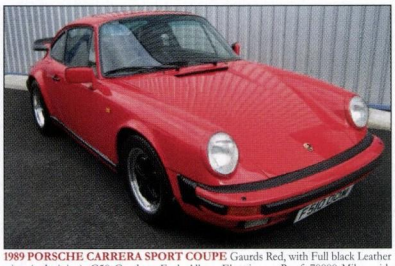
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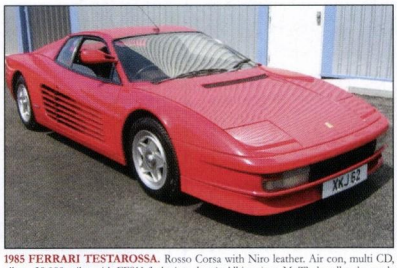
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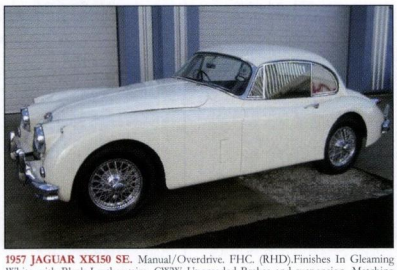
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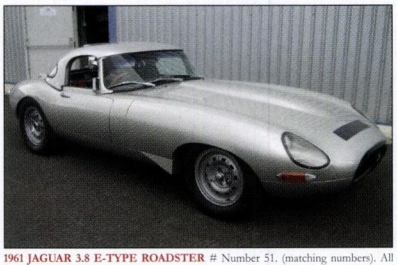
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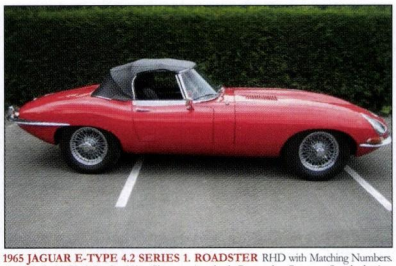
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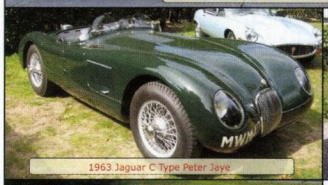
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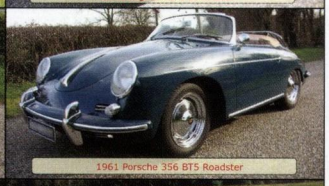


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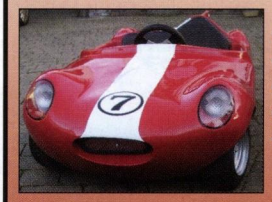

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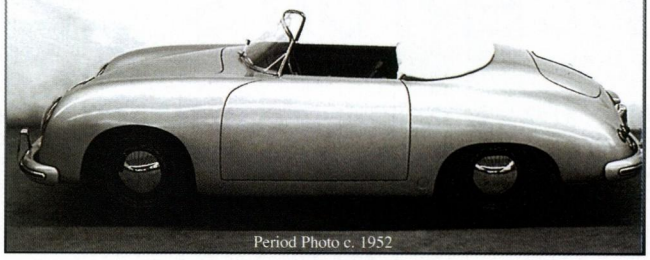
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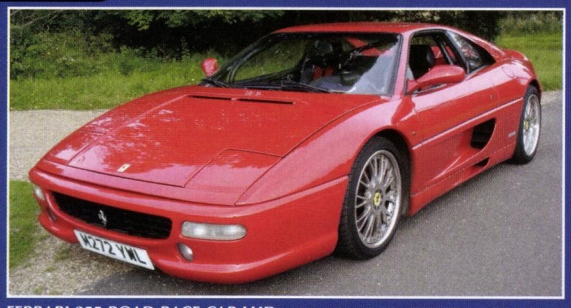
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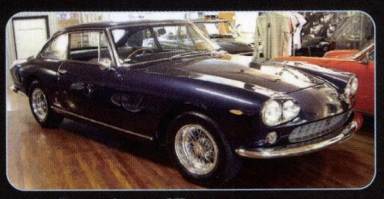
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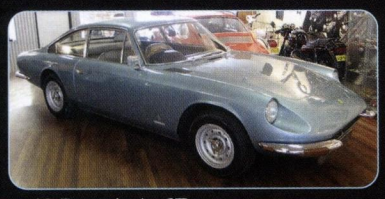
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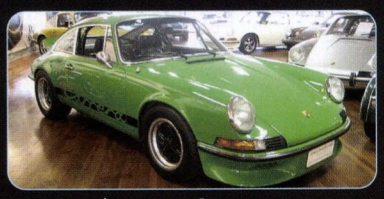
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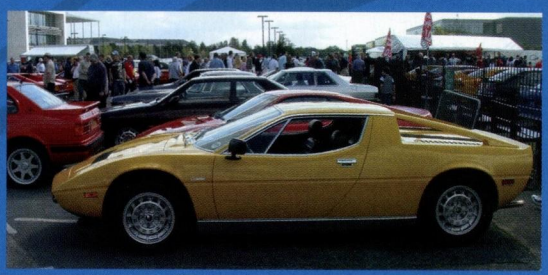
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ASTON MARTIN V8 VOLANTE VANTAGE. 1984. Prince of Wales Green with Fawn hide piped Dk. Green. Automatic. Fitted with Vantage spec lead free engine, Handling upgrade, Factory 16" Vantage Ronal wheels. Transmission shift kit and Sports exhaust. Superb quality car with full service history from new. Well known to us. ..... £PoA

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Why is it that when I listen to the radio, apart from the usual crop of bad news, fears for the economy, the fine balance between inflation and recession and doubts over the future of society, there's usually some long researched, well funded investigation proving something which seems blindingly obvious.

Recently I heard of a project which found a link between food colourings and additives, especially in soft drinks linking them to hyperactivity in small children. As the great Homer Simpson would say, "Doh!" Then there are the surveys trying to prove a link to put people off what's considered inappropriate behaviour. The most recent being binge drinking, where it has been found that people who binge drink, later go onto take drugs and commit crime. Obviously this was the best they could do because they couldn't find any link between binge drinking and some terrible disease, they were trying to find something that might put somebody off. It seems to me that because the Government is always looking for the popular answer when an obvious problem presents itself, rather than take the tough decision, lots of money gets spent on trying to manoeuvre the position so that the somewhat obvious tough decision can be more widely accepted by the increasingly hedonistic public.

I am not sure big business is much better. At the moment we seem to be suffering from financial problems caused by the fact that a group of lenders, having worked out that there were a group of potential borrowers who couldn't get credit (because they tended not to repay it), decided that they could lend them the money but at an extremely high interest rate, thus maximising their profit. After signing up a lot of people the numbers looked attractive enough so that they could sell this book of business to more respectable lenders (who would never lend money to those people), a tidy sum made, and then guess what - it all started to fall apart because the people who had a record of not repaying their debt didn't repay their debt! It strikes me this is another Homer Simpson moment. Probably the most frustrating manifestation of this in my world is the way that people buy property near a race-track and then complain about the noise of racing cars. As someone I used to know would say "Ellery Queen couldn't work this out".

Back at the ranch, the summer madness is more or less over and we're settling into the winter madness. It doesn't seem that long ago that the season had a start and finish, nowadays it goes on and on. All good news if you're selling parts I suppose.

Speaking of parts, we now make all of they Type 35 wheels, big brake, small brake, split rim, well base, beaded edge, along with cylinder blocks, gears, strangely enough almost enough bits to build a completely new car, not that we ever would of course.

On the racing front I have decided to sell my GTA as, with the increasing professionalism and expense of historic motor sport, I think I would rather go and do some modern racing. If I am going to be treated like a number, with stroppy security guards, fanatical attention to the right pass, and the increasing attitude that they are the ones doing us a favour by allowing us to race our expensive toys, I might as well be in a position to get some sponsorship and be paid for it. At least the VSCC is more or less true to its roots. Perhaps I am just feeling a bit jaded in my impatience for the trialing season to start again.

I have often said that our business seems to run in almost a reverse economic cycle, in that when the world hits some kind of recession we usually do a lot better as the money that's being taken up with investment, business, and the associated time, is freed up to be enjoyed in their favourite hobby, Bugattis. I haven't heard anything recently about S.A.D. (or seasonally affected disorder, which is the depression brought on by the lack of sunlight through the winter) perhaps if, like me, you are interested in enjoying old cars in the traditional manner you run on a reverse cycle too. Now there's a thought, trialing on the NHS, who can we get to research into that?

Tim

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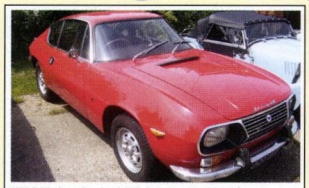
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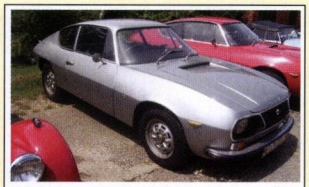
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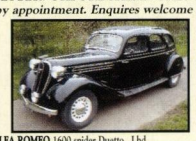
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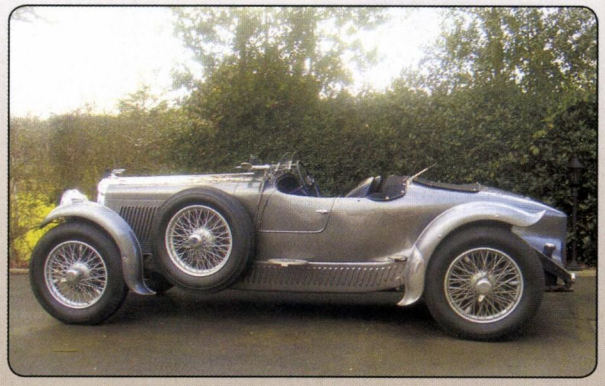
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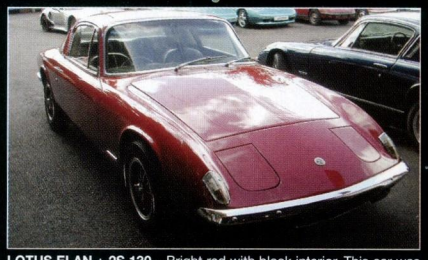
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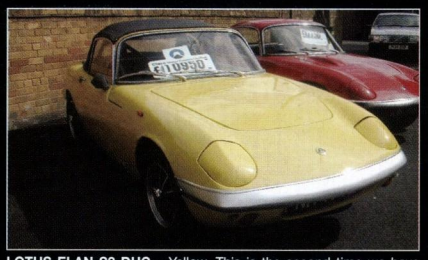
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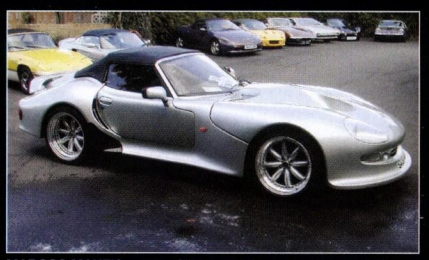
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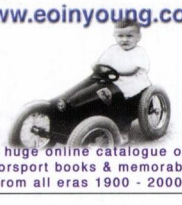
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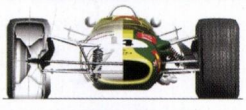
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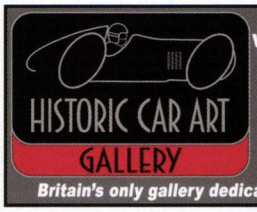
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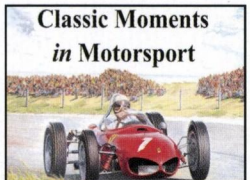
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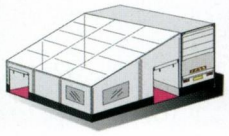
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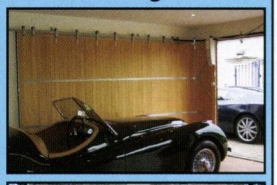
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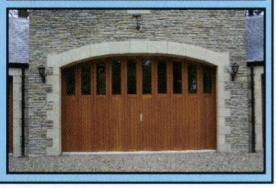
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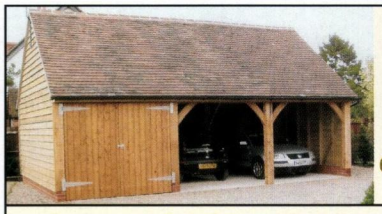
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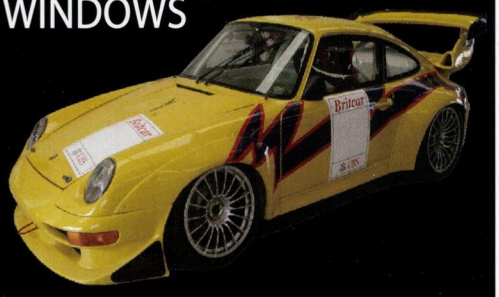
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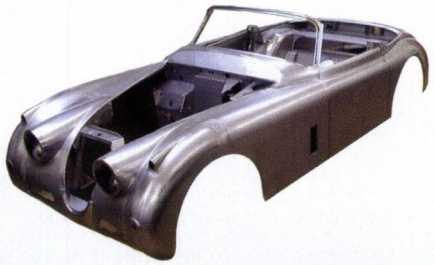
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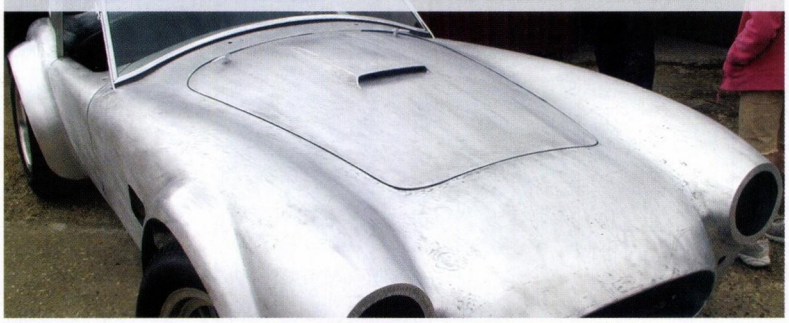


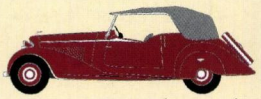
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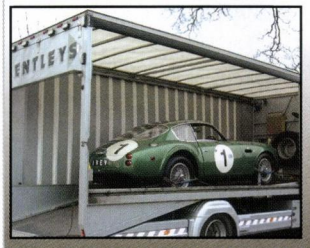


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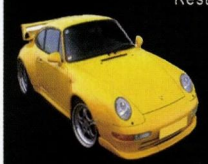
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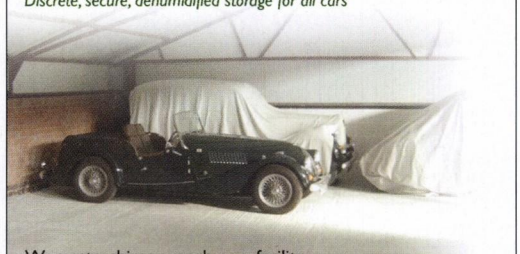




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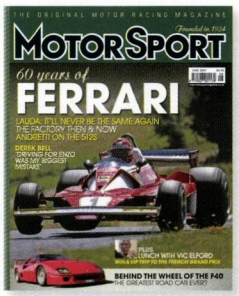
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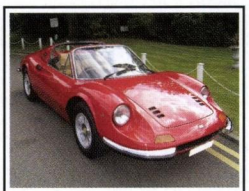
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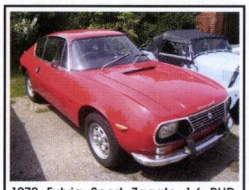


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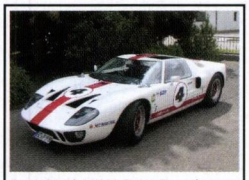
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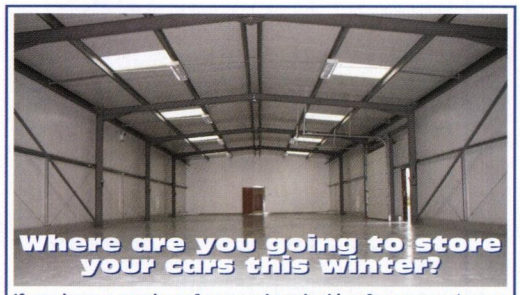


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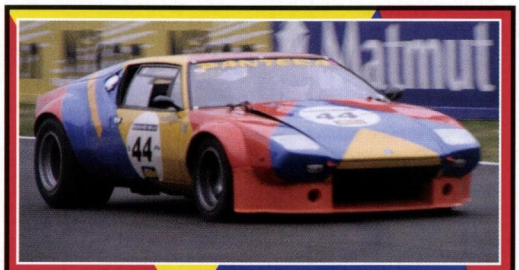
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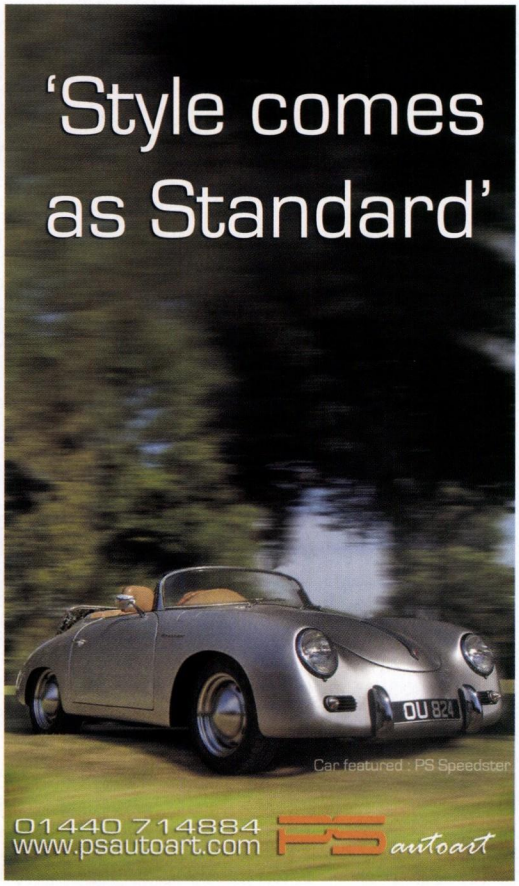
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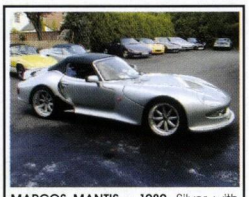
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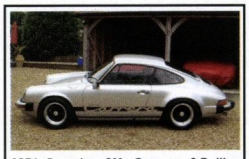
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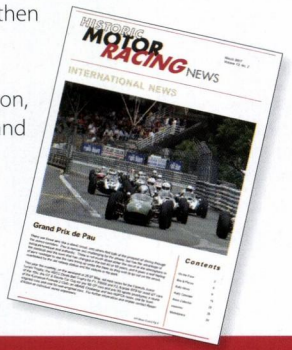
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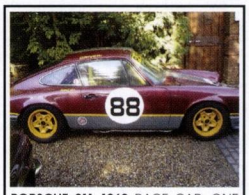
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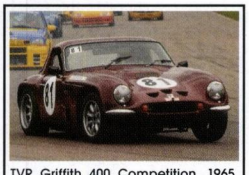
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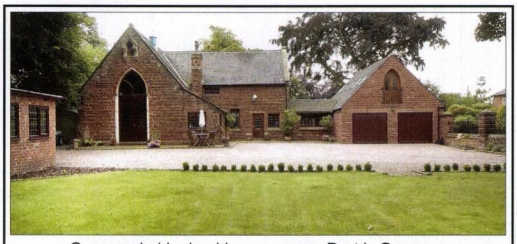
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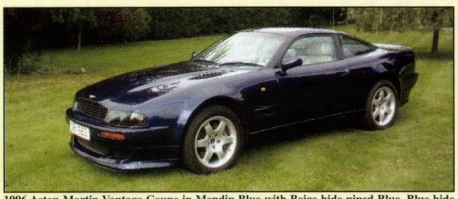
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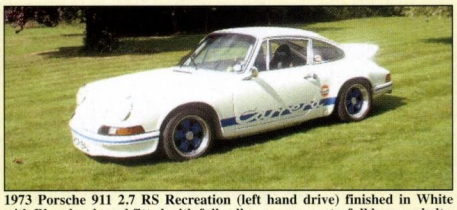
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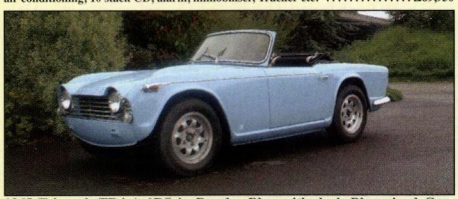
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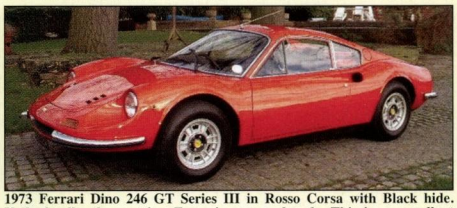
1973 Porsche 911 2.7 RS Recreation (left hand drive) finished in White with Blue decals and fitted with full roll cage, race seats, full harness belts, correct Fuch wheels, 3 litre fuel injection engine and lowered stiffened suspension. This is a beautiful example of the marque and is suitable for road and track days. £39,995



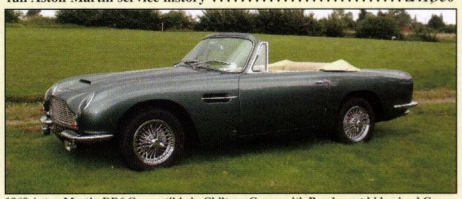
2001 Aston Martin DB7 Vantage Volante in Mendip Blue with Parchment and Pacific hide. A very nice 3 owner example fitted with all usual refinements including automatic transmission, 18" alloy wheels, upgraded hi-fi, 6 stack CD player, heated front screen and Walnut trim. Comes with full Aston Martin service history £41,950



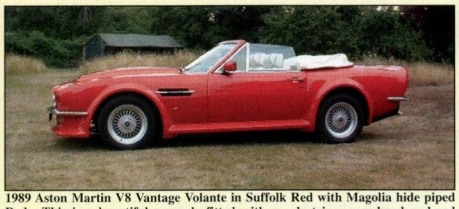
1965 Triumph TR4 A 1RS in Powder Blue with dark Blue piped Grey interior. This is a left hand drive example fitted with Black carpets and has recently had the benefit of a total repaint and is fitted with new hood and tonneau cover. Sensibly priced at £9,995



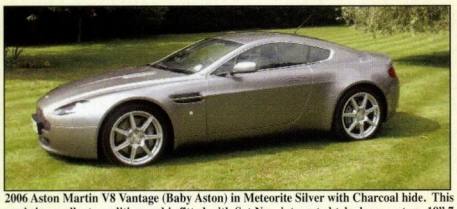
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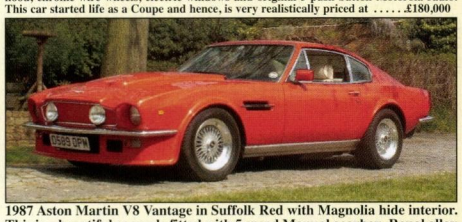
1969 Aston Martin DB6 Convertible in Chiltern Green with Parchment hide piped Green. This vehicle has been the subject of an in-depth restoration by Royle's of Darlington and this has resulted in an excellent car that performs very well and is easy to drive. Fitted with automatic transmission, power steering, wood rim steering wheel, Black mohair hood, chrome wire wheels, electric windows and original 5 push button Motorola radio. This car started life as a Coupe and hence, is very realistically priced at £180,000



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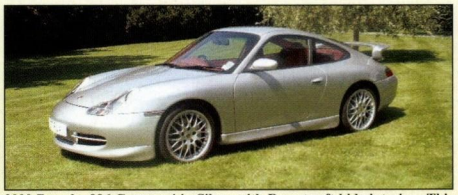
2006 Aston Martin V8 Vantage (Baby Aston) in Meteorite Silver with Charcoal hide. This car is in excellent condition and is fitted with Sat Nav, integrated telephone system, 19" 7 spoke alloy wheels, HID headlamps, bright finish grille, cruise control, heated front screen and seats, powerfold mirrors, 6 speed Manual transmission and all other usual refinements. Full Aston Martin service history, one owner, 12,000 miles £69,950



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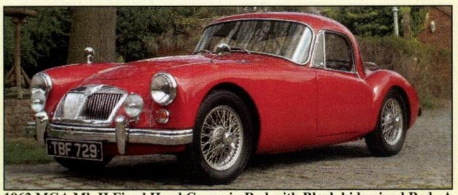
2000 Porsche 996 Carrera 4 in Silver with Russet soft hide interior. This vehicle is in very good condition and is fitted with all usual Porsche refinements including GT kit (Porsche fitted), Sat Nav, car phone kit, electric sunroof, Tracker and has full service history. 40,000 miles £29,950



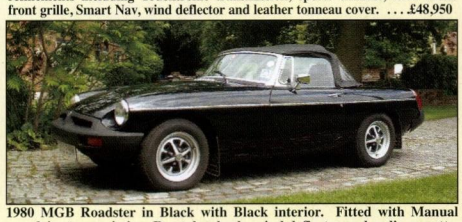
2002 Aston Martin DB7 Vantage Volante in Grigio Titanio with Atlantic Blue hide piped light grey. This car is a fine example fitted with a blue hood and light grey Alcantara headlining and Burr walnut wood. Fitted with all usual Vantage refinements including Touchtronic transmission, sports exhaust, wide mesh front grille, Smart Nav, wind deflector and leather tonneau cover. ... £48,950



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