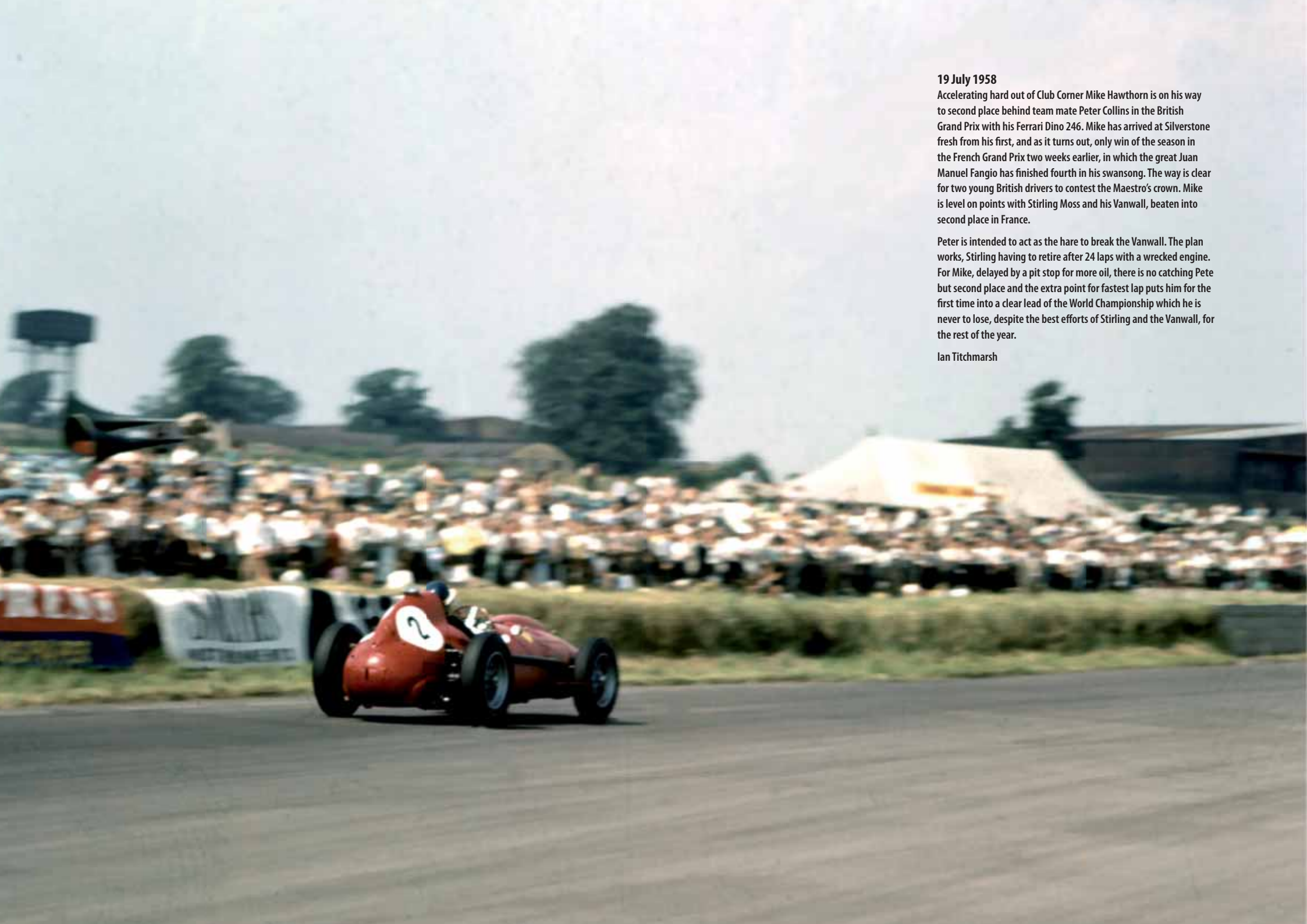




BULLETIN

Volume 29 No 2 • SUMMER 2008





19 July 1958

Accelerating hard out of Club Corner Mike Hawthorn is on his way to second place behind team mate Peter Collins in the British Grand Prix with his Ferrari Dino 246. Mike has arrived at Silverstone fresh from his first, and as it turns out, only win of the season in the French Grand Prix two weeks earlier, in which the great Juan Manuel Fangio has finished fourth in his swansong. The way is clear for two young British drivers to contest the Maestro's crown. Mike is level on points with Stirling Moss and his Vanwall, beaten into second place in France.

Peter is intended to act as the hare to break the Vanwall. The plan works, Stirling having to retire after 24 laps with a wrecked engine. For Mike, delayed by a pit stop for more oil, there is no catching Pete but second place and the extra point for fastest lap puts him for the first time into a clear lead of the World Championship which he is never to lose, despite the best efforts of Stirling and the Vanwall, for the rest of the year.

Ian Titchmarsh

THE BRITISH RACING DRIVERS' CLUB



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Front Cover

Lewis Hamilton – at his majestic best – reigns supreme in Monaco. On the rain-slicked streets of Monte Carlo, he dominates the Grand Prix which he admits is his "best race ever..." (Photo LAT)

Back Cover

Victory salute. Mike Conway scored an emotional victory in the GP2 sprint race at Monaco - his first victory in the Grand Prix-supporting category. (Photo LAT)

4 September 1988

Round 10 of the ETCC and a spanner is thrown into the Eggenberger Sierra v Schnitzer BMW title tussle by our very own Touring Car legend Mr Andy Rouse. Remember those end of season RAC Tourist Trophies. Three hours of magnificent touring car racing between the best in Europe and the UK. This year we also had Dick Johnson's red Sierra RS500 over from Australia and taking pole position! The Brits and Europeans were literally Shell-shocked. In the race, although Dick led for a long time, overheating seriously delayed the Aussie leaving Andy, ably supported by co-driver Alain Ferte, to see off the Eggenberger Sierra of Steve Soper and Pierre Dieudonne by a little more than eight seconds at the flag. The win for the Kaliber Sierra kept Steve and Pierre out of enough points to prevent Roberto Ravaglia winning the championship for BMW. Here, towards the end of the race, we see Andy heading into Stowe ahead of the Wolf Racing RS500 of Armin Hahne and Jonathan Palmer in another Rouse Sierra who finished fifth and sixth respectively, one lap behind.

Ian Titchmarsh



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PRESIDENT'S LETTER

Dear Fellow Member,
This is the best part of the racing season for me. The cold, wet winter testing is behind us, for at least a few more months, and we have a whole bunch of great events to look forward to at Silverstone. The Formula One Championship looks like becoming a classic, and the Classic looks like becoming a stupendous event in its own right. Touring cars will be back in August, and the F3/GT Championships will somehow squeeze in there too.

The response to the Renault World Series event was magnificent, and over 110,000 people in 18,000 cars found out that Silverstone is a great venue for the family as well as the race fan. We really should be very proud of the event management at Silverstone. Over time, the team is becoming more experienced and professional. At the time of writing, the British Grand Prix is a sell out for the Sunday, with the Saturday fast

catching up. Lewis Hamilton's driving may be a factor, but it takes a good team to translate his effect into something tangible.

Again, British Drivers are making their presence known in all racing categories around the world. I wish we could do more to help 'The Driver' generally in this sport of ours. Unlike golf, football, tennis, baseball (you name it!) motor sport has virtually no representation for the Professional Racing Driver amongst the organising bodies. The GPDA exists, but has no recognised official status, as far as I am aware. In a sport which requires millions of pounds to make the cars go, and puts enormous stress on the young competitor to find those sums, whilst also being expected to devote nearly all his life to preparation, the likely chance of him eventually earning a living from all that investment is minimal. Some might say we are lucky just to get the chance to drive. I can not argue with that.

But everyone else gets paid! No. I think it is only fair that a professional driver has a right to be properly rewarded. Perhaps the BRDC could play a part in that? Yet another crazy idea from your President? Perhaps. But... perhaps not?

Have a great summer.

Damon Hill OBE
President, BRDC

30 August 1998 (Right)

After 127 races since 1991, the year in which Michael Schumacher had made his brief but sensational Formula 1 debut for his team at Spa, Eddie Jordan is not only able to celebrate his first win at the top level but a remarkable 1-2. At the wheel of the winning car, the Jordan 198-Mugen Honda, is the 1996 World Champion, Damon Hill, without a win since his title-clinching victory at Suzuka. He has taken back the lead after Michael Schumacher's Ferrari F300 has ripped off a wheel by colliding with the rear of David Coulthard's McLaren MP4/13. Damon's team mate, Ralf Schumacher, like Jordan yet to win an F1 race, emerges in second place with a car better suited to the conditions. EJ takes the decision to tell Ralf to hold station, Ralf obeys, and the dream result is achieved. It is Damon's 22nd and final Grand Prix victory but what a result! As the race resumes after the final safety car period, behind the two Jordans at La Source can be seen the Sauber C17 of Jean Alesi, the Williams FW20 of Heinz-Harald Frentzen, Jarno Trulli's Prost AP01 (a couple of laps behind) and, in the background, Pedro Diniz's Arrows A19, just about the only finishers in what has been a challenging race to say the least.

Ian Titchmarsh





10 July 1988.

It was the first wet British Grand Prix for 27 years, since Aintree in 1961. An opportunity for Ayrton Senna to show British fans his supreme wet weather ability which had almost given him his first GP win at Monaco in 1984, the win which came a year later in similar conditions at Estoril. Those races were in Toleman and Lotus respectively. Now he was with McLaren, his team mate Alain Prost who had just held on to win in Monaco. It all happened on lap 14 when Ayrton's McLaren MP4/4-Honda was pressing Gerhard Berger's Ferrari F1/87/88C for the lead through Abbey. Ahead was Alain's McLaren traipsing disconsolately round. Gerhard hesitated momentarily, Ayrton pounced, took the lead, slithered past his team mate to lap him and drove away to an utterly dominant victory by 23.34 seconds from Nigel Mansell's Williams FW12-Judd. It was the great Brazilian's fourth win of eight that year in which he won his first World Championship. It was also the last time a turbo car won the British Grand Prix. Was it really 20 years ago?

Ian Titchmarsh

NEWS FROM YOUR CIRCUIT



Want you back for good...
The BTCC returns to Silverstone in
August after missing 2007.



Richard Phillips looks forward to a period of intense activity at Silverstone

The Formula 1 Santander British Grand Prix is the jewel in the crown of Silverstone events and I am delighted that fans, teams, drivers, guests and BRDC Members will be able to enjoy this year's race in front of a capacity 90,000 crowd. Tickets for the Sunday of the British Grand Prix were sold out by the beginning of June, the earliest I can recall, after record levels of demand and an increase in turnover for the business.

The success of Lewis Hamilton, and having three British drivers lining up on the start grid, has undoubtedly captured the public's imagination, and the British Grand Prix is once again regarded as one of the most exhilarating and glamorous events on the UK sporting calendar. Our three day, individual day and Family tickets have been extremely popular this year and all three British drivers can look forward to a fantastic reception and vociferous support from their passionate home crowd.

Away from the British Grand Prix, we enjoyed a healthy crowd at our first promoted event of the year, the Silverstone Supercar Showdown. Despite the April weather, a sizeable crowd enjoyed an action-packed two hour feature race, which saw British driver Ryan Sharp and team mate Karl Wendlinger win the Royal Automobile Club Tourist Trophy in the Jetalliance Aston Martin DBR9.

Looking ahead, the Silverstone Classic

is gaining momentum, with another strong line-up of cars, drivers and off-track entertainment planned for the last weekend in July (25/26/27 July), while we are also looking forward to the return of the British Touring Car Championship at the end of August. BTCC will be coming to Silverstone on 30/31 August for the penultimate round of the Championship.

2008 is a busy year when it comes to anniversaries in motorsport. In addition to the BRDC and Silverstone celebrating 80th and 60th anniversaries respectively, 2008 marks 50 years since the first ever round of the British Touring Car Championship. Appropriate celebrations are being planned for the Silverstone round of BTCC, details of which will soon be available on the Silverstone website – www.silverstone.co.uk.

On the business front I am also delighted to announce that Silverstone Circuits Ltd has won the contract to launch the Nissan GT-R super car across Europe. In partnership with our production agency, DWP, we will be running an unveil programme, known as the Nissan High Performance Tour, at a series of dealerships throughout Europe. This will be followed by a programme of driving experience days, the Nissan Race Academy, for customers and prospects at both Silverstone and Nurburgring in August, September and October of 2008. The project



continues into 2009 with further driving events at Silverstone, Nurburgring, Paul Ricard and MIRA.

This exciting new contract is a first for Silverstone which, along with the development of the new Porsche facility, clearly demonstrates the expanding portfolio that Silverstone, as a venue and destination, is able to offer.

I do hope you enjoy this year's Formula 1 Santander British Grand Prix, and that you are able to join us at our other forthcoming events.

Richard Phillips
Managing Director
Silverstone Circuits Limited



Thanks for the support

Lewis qualified on pole at Silverstone last year – his '08 performances have seen tickets sales soar ahead of July's race

“My best race ever...”

Lewis Hamilton declares after winning the Monaco Grand Prix, although his Canadian error hands Kubica the advantage. Peter Windsor reviews the season so far...

It's not often that one driver out of 22 uniquely has a tyre loading problem but that is exactly what happened to Lewis Hamilton in Turkey. You could blame “style” for this – or perhaps even Bridgestone or McLaren. Me? I think it was further evidence of why Lewis Hamilton is the fastest driver in F1 today.

What was the problem, anyway? Hirohide Hamashima of Bridgestone pointed to a difference in “driving style” between Lewis and his team-mate, Heikki Kovalainen (and thus, based on the problems Lewis also had in Turkey, 2007, between Lewis and Fernando Alonso). Project that a little further, and you'd have to look at a difference in style between Lewis and every other driver in the race.

I think the word “style” in this case is misleading. There is absolutely no doubt about the difference in “style” between, say, Lewis Hamilton and Fernando Alonso: Fernando rips into the steering wheel as he approaches a corner, massively loads up the outside front in a millisecond and then lives on a cocktail of car control and phenomenal reflexes; Lewis, by contrast, is silky-smooth with his movements, gentle-and-then-firm. He *warns* the loaded front before he works it.

That difference being so – and it is a





Victory salute (far left)
Hoisted aloft by his McLaren team-mates, Lewis celebrates his famous Monaco win

Rain main (centre left)
Out in front and pulling away, Lewis heads for victory

Rear view (above)
Jenson Button's season has been a mixed bag

Man of the moment (left)
Robert Kubica was sensational in Canada to take the World Championship lead

Grid position (bottom left)
Number 22 marks the spot

Something to keep the snappers happy (bottom centre)
Monte Carlo again provided the best that F1 can offer

Once, twice, three times a winner (bottom right)
Felipe Massa celebrates victory in Turkey

PushING on (top right)
Fernando Alonso has been a star for Renault
(Photos by LAT)

difference that exists, too, between Lewis and Heikki, although Heikki is much less aggressive with his initial steering loads than Fernando – it is inconceivable to me that this aspect of Lewis's “style” is the cause of the problem. If any drivers were going to overload the fronts in Turkey due to “style” – in a McLaren – the list would in my view include Alonso, Massa, Kubica, Webber, Glock, Sutil and Piquet. All of these drivers place much more initial load on the outside front than Lewis Carl Hamilton.

If not “style”, then, what? I think it was something more simple. I think it was “speed”. Speed in a McLaren – in a car with more aero efficiency than any car on the circuit bar the Ferraris (and thus already in a higher performance plane than any of their opposition). Mark Webber may have been flat through Turn Eight during qualifying with his Red Bull-Renault – but Webber's “flat” was by definition slower than Hamilton's “flat”. The McLaren, simply put, is a faster car than the Red Bull. There's

also no doubt that Hamilton was faster than Alonso through Turn Eight in 2007 – and that he was similarly ahead of Kovalainen in 2008. Like Ayrton Senna, or Michael Schumacher in recent times, Hamilton is one of those rare drivers who can exceed his car's natural speed on line-locked corners. That phrase hasn't come out exactly as I would have liked but there is no other way of stating it: Senna once crashed heavily at Cadwell Park because he knew he could take a crested corner without lifting. He was right. There was no understeer or oversteer. Ayrton was pin-point accurate. Trouble was – there was no steering either. With the front of the car now slightly off the ground, Ayrton simply ran out of road and crashed into a marshals' post. No other driver had ever had this problem because no other driver had ever taken on the challenge of taking the crested corner flat.

Michael had a similar accident during Saturday practice at Interlagos in 2005, when he left the road on the right-hander

behind the pits. No-one else ever crashed here because everyone else allowed for the bumps. Michael's Ferrari was not good that year but he wasn't going to let a couple of lumps in the road deter him from entering the corner – a line-locked corner, as at Cadwell – at the speed he (ital) knew (ital) was appropriate for the radius. Thus the accident.

And, thus, Lewis's "problems" at Turn Eight in Turkey. No driver is faster through Turn Eight than Lewis Hamilton – and when I say "faster" I mean "more committed to taking the corner at exactly the speed the physics allow". That is why, during qualifying, you saw Lewis absolutely at the peak of his ability, perfectly correcting a flick-oversteer moment at 155 mph. Other drivers, given frights like this, invariably

“ This track has belonged to Lewis since the day he first raced here in F3 ”

“give up the corner” and run wide onto the massive spin zone on the outside; Lewis would have none of that. The corner is a line-locked corner – and Lewis lived with every flick and lurch. No-one, in short, put more energy into the loaded right front.

Two weeks later, at Monaco, as we walked back to the paddock from the pit lane, I therefore congratulated Lewis on his tyre problem in Istanbul. He smiled sheepishly, a little unsure, I think, of what I meant. “You were too quick for the tyres,” I said. “And you were the only guy who had this problem. You should be flattered by that. It's the technology of F1 paying you a compliment.”

“Thanks,” he said, relieved. “I never thought of it like that...”



Lewis went on to win his Monaco Grand Prix. I say “his” because this track has belonged to Lewis since the day he raced here in F3. He was instantly at one with it in the way that other great drivers – Moss, Clark, Stewart, Lauda, Prost, Senna, Schumacher – were also instantly at one with it. He won in F3 (twice); he won in GP2; and now he has won in F1. As you watched the teams pack up after the race, the motorhomes melting into the Sunday traffic as quickly as the sun set over the Med, you had this undeniable feeling that all is right with the F1 world.

Monaco being Monaco – being the circuit which truly penalizes mistakes and therefore highlights both the flaws and the

qualities – it was fun to watch from places like the swimming pool section, and into Tabac.

On Thursday, when the Mediterranean was azure blue and the girls lay in bikinis, I bet my co-commentators at Speed TV that Heikki Kovalainen would hit the wall before qualifying started. I said this because Heikki has been on a roll recently and I could imagine him thinking that he would be able to continue that into Monaco. “Kovalainen out-qualifies Lewis at Monaco” is the headline I'm sure he had in mind.

Well, Monaco rewards manipulative drivers and penalises reactionary drivers. Heikki is of the latter variety – and he was penalized heavily on Saturday morning





Wave goodbye (far left)
DC's Monaco qualifying session ended moments later with a crash exiting the tunnel

I wish I could fly (left)
Giancarlo Fisichella's Kingfisher Force India leads Fernando Alonso around the streets of Monte Carlo

Rising son (above)
Kazuki Nakajima, son of former Grand Prix driver, Satoru, has impressed so far this season in his Williams-Toyota

Kerb crawler (top right)
Mark Webber blasts through the Monaco chicane and onto the seafront
(Photos by LAT)

(in the dry) when he mis-judged the entry to the swimming pool, recovered, approached the next (tight) right-hander with extra load on the left rear, got that entry slightly wrong, recovered – and then lost the lot on exit. Lewis made similar mistakes into the fast left-hander...but recovered with minimal time loss. That is the difference. At other circuits, Heikki would have spun and re-joined and everyone would have forgotten about it. At Monaco he hit the wall and it was uphill from there. Wary of making further mistakes, he was out-qualified by Lewis. And then came the problem on the dummy grid.

Nelson Piquet and Nico Rosberg were similarly predictable. Nico's practice and qualifying speeds at Monaco reflected his great ability to throw the car around between the walls, driving mainly on reflex, bravery and wonderful car control but with

very little manipulation in the Hamilton sense of the word. The establishment love Nico as much as they loved his Dad, Keijo Rosberg. They love oversteer drivers like Rosberg and Glock. They wind them up, beg for more.

And thus, on Sunday, the inevitable happened. Nico lost patience in traffic and finally, having lived on the reflexy edge throughout the weekend, he stuffed his car into the swimming pool wall. The establishment probably loved that one, too – although I doubt the engineers and management were too impressed in the subsequent Williams de-brief. What has been the problem at Williams post-Melbourne? Has it been that Nico has not got the best from the car on open circuits like Sepang, Bahrain and Barcelona – or is there genuinely a “single-lap” problem with the car? No-one knows.



As for Nelson Piquet, read Nico Rosberg minus a few levels of performance. He looked out his depth all weekend at Monaco – just as he looked out of his depth when he raced there in GP2 in 2006. What astonishes me still about Nelson is his lack of self-criticism. It defies belief that he cannot see the relative harshness of his brake, throttle and steering movements alongside the sharp precision of Fernando Alonso, let alone the fluidity of Hamilton and Kimi Raikkonen.

Speaking of whom, what happened? In a great car, on a dry track, Kimi should have won the Monaco pole. And then, in conditions he loves, he should have won the race.

Ok. His team messed things up on the grid. What about the pole, however? Again it went to Felipe, which suggests that there is a bit of a pattern



emerging of Kimi not being very good at the first corner of a Q3 lap. We saw this for the first time at Turkey last year. We saw it again at Monaco, where he was a little bit “soft” on his approach to Ste Devote. It’s almost as if he’s half-asleep and needs the adrenalin rush in order to perform.

The great thing about Kimi – about his being a perfectly manipulative driver – is that he is still able thereafter to put in an amazing lap – a lap almost good enough, or good enough, for the pole. He doesn’t make the error of trying “make up time” at the next corner or corners. He just drives the rest of the lap as it should be driven – as the structure in his mind tells him to drive it. Michael used to do this well – but then

he usually had to recover from a mid-lap mistake, not a first-corner one (first time at Shanghai aside!).

Kimi’s first-corner lethargy would be ok if it wasn’t for the ebullience of his team-mate, Felipe Massa – and for the blood-in-your-veins determination of Lewis Hamilton. As such, Kimi clearly needs to raise his first-corner, single-lap commitment level as the season takes shape. He did so to some extent in Canada, a fortnight later – but then lost out to Lewis in qualifying when the grip level deteriorated. Kimi feels that things have never really been the same since Bridgestone took over the monopoly. Things were more sensitive, more rewarding, he feels, when compounds were softer and

sidewalls more pliable. My old mate Carlos Reutemann would agree with that.

I can’t finish with Kimi, however, without saying a big “Yes!” in response to the late-race shunt he gave Adrian Sutil. Sickening for Adrian, of course – but what a save! Kimi made exactly the mistake that David Coulthard made on Saturday. The difference was that, while DC went straight into the wall, Kimi gave us a truly dazzling display of reflexes and car control – and he had been half-asleep in the first place! You don’t often see Kimi having to work like this. In itself, it was brilliant to watch.

...as was his demeanor after being rammed from behind by Lewis in Canada: helmet on, he tapped Lewis on the shoulder,





Rain suits Sutil (far left)

Adrian Sutil chases Rubens Barrichello round La Rascasse, venue of the Monaco Regional Lunch, during his charge up the order

End of the road (centre left)

Anthony Davidson and Takuma Sato are unemployed following the demise of Super Aguri

Monaco the stuff of (Pulp) fiction (left)

Our man chats with Hollywood producer and director, Quentin Tarantino

On the top step (right)

Robert Kubica – winner in Canada

The long walk home (bottom right)

Lewis heads back to the McLaren pit
(Photos by LAT)

pointed at the lights and quietly walked away. Can you imagine how Nigel Mansell or Michael Schumacher would have reacted in similar circumstances? For his part, Lewis had to sit back and accept the public humiliation along with his own disappointment. Running into the back of another car in the pit lane is inexcusable – and it was a reminder that (a) Lewis is still inexperienced and (b) McLaren are sometimes over-organized. Where was the voice in Lewis's ear, reminding him to watch-watch-watch the red light?

The closed-pit lane Safety Car rule meanwhile exists in order to prevent a mad rush of cars entering the pits the instant the Safety Car is deployed. Guess what? A mad rush of cars entered the pits when the Safety Car was withdrawn...

Finally, a word about Robert Kubica (who likes his name in racing circles to be pronounced “Koo-bick-a”). Whether you're looking at the way he is prepared to donate his Bahrain pole-winning race overalls to raise money for a school in Southern Sudan, or watching world rally rounds as an anonymous spectator, or heading up a poker game, or shocking the Ferrari drivers

with his speed over the marbles in Canada and then winning his first Grand Prix, you have to concede that this guy is blue-chip class. Now that he no longer has to play around with electronic engine “push”, or traction control, he is emerging as a Jochen Rindt to Lewis's Jackie Stewart. I love the way, too, that he always plays himself down: “We are surprised to be on the front row,” he said after qualifying in Canada. “Tomorrow we could have some big problems...” And then, upon winning his first: “Today was very good for us.” And he even manages to keep a straight face...

To end, let me ask a rhetorical question: had Lewis not clouted Kimi, who would have won the drag race into turn one – Kimi or Robert?

Peter Windsor, an Associate Member of the BRDC, is the award-winning Grand Prix Editor of the world's biggest-selling F1 magazine, F1 Racing, and is the pit lane/grid reporter for Speed TV's live coverage of F1 in the USA and Central America and for Network Ten Australia. When not on the road he lives in London, Sydney and Bogota.



RACING MEMBERS

The BRDC badge wins again and again in the FIA GT3 European Championship... James Beckett reports on BRDC activities in the world of international motorsport

By dominating the opening two rounds of the FIA GT3 European Championship at Silverstone during April, the Matech-prepared Ford GT quickly installed itself as the 'must have' car for the second FIA GT event of the season at Italy's legendary Monza Autodrome.

Reigning British GT champions, Bradley Ellis and Alex Mortimer, stepped up to the plate to participate in one of the V8 monsters, and despite the weather's best efforts to spoil their party, the duo ran off with two victories.

Bradley, one of the Club's newest Members, was able to scoop maximum BRDDC Gold Star points from his performances, while Alex, a BRDC Rising Star, took another significant step towards joining the ranks as a Full Member.

Although not able to record a further victory, Ian Khan maintained his form, by recording a podium position in the second race with his co-driver, Thomas Mutsch.

The Apex Motorsport Jaguar squad were also in action at Monza, although for Ben Clucas the weekend was short-lived. The number 32 XKR GT3 was crashed heavily during practice, and the car was unable to continue in the meeting. The number 33 car was pedalled by GT returnee, Ray Bellm and BRDC Superstar Stuart Hall.

Ray's return to international GT racing

was not straightforward, as the Jag struggled on the wet Monza track. Tyre wear, and grip levels, a constant problem – but, the much-loved British Racing Green project took another step forward which is good news for all.

Ryan Sharp was unable to repeat his FIA GT RAC Tourist Trophy victory with a follow-up at Monza in his GT1 Jetalliance Aston Martin DBR9. With his Austrian team-mate, Karl Wendlinger, Ryan did however add to his championship tally by finishing seventh.

After a much heralded switch from the IndyCar Series to NASCAR, Dario Franchitti's 2008 season hit the wall, literally, at Talladega, when the 2007 Indy 500 winner was injured in a NASCAR Nationwide event. Dario's Dodge suffered a blow-out sending it into the outside wall, and as the car headed back towards the infield he was collected at high-speed by the Ford of David Gunselman.

The impact was massive, and enough to destroy the Dodge and send Dario to hospital with broken bones. However, 'good 'ole boys' are made of solid stuff, and Dario has since returned to the tracks and the NASCAR Sprint Cup at the when of the number 40 Chip Ganassi Racing Dodge – although an accident at Pocono was another slight setback.

Staying stateside, the BRDC has been well-

represented in the Grand-Am series by Robin Liddell, who has performed well at the wheel of a Stevenson Motorsports Pontiac GXP.R.

Sharing driving duties with American, Andrew Davis, Robin – a regular in US-based GT events, has notched up podium finishes at both Lime Rock and Watkins Glen. His performances have earned him high-praise and his 'stock' as a front-running GT driver has risen accordingly.

Victory at the 'Brickyard' may have eluded Members of the BRDC, but they continue to knock on the door of success in the IndyCar Series.

Dan Wheldon looked set for a great Indy 500 result until a damper began to lose the will to live during the closing sixty laps. As his Target Chip Ganassi car began to fade, so did his hopes of another 'Baby Borg', but he remains in contention for overall honours – despite the fact that his team-mate, Scott Dixon, is on a roll.

Dan's season challenge continued with a fourth-place finish at the Texas Motor Speedway, this coming after a practice crash that saw his world turn upside down, literally. With damage to his primary chassis preventing it from competing further, the team worked feverishly to ready the spare car – and Dan rewarded the hard work with



a solid drive to the flag. Former Indy 500 winner, Honorary Member, Gil de Ferran, has also returned to the cockpit in the ALMS with an Acura-Honda, and finished on the podium first time out.

British racers in the DTM have been excelling, as race wins by Paul Di Resta and Jamie Green testify, while Oliver Jarvis and Robbie Kerr have been waving the Union Flag in A1GP. The 2007-08 A1GP season concluded at Brands Hatch, and Robbie put in strong patriotic performances, and with a new Ferrari-based A1GP machine being introduced for the 2008-09 season the A1GP world looks bright.

BRDC honour in the FIA World Touring Car Championship had been upheld this year by Chevrolet's Rob Huff, BRDC Gold Medal winner, Andy Priaulx and James Thompson.

The RML-engineered Chevrolet has been on the pace all season and Rob has been a regular in the higher positions, winning in Valencia, while Andy scored his first victory of the season around the French streets of Pau.

One of the performances of the year so far came from 2006 British F3 champion, Mike



I'm back (left)
 Gil de Ferran has made a comeback in the ALMS

The Eagle is flying high (below)
 Robin Liddell is a man in form in Grand-Am

Club colours (bottom left)
 James Thompson wears the badge with pride

Champagne moment (right)
 Paul Di Resta celebrates DTM victory

(Photos by LAT)



Team effort (top right)
 Mike Conway – winner of the GP2 Sprint race in Monaco – with his father, Mike, and management team, Martin Brundle and Mark Blundell (Photo Sutton Images)

Stock car smash-up (right)
 Dario has been out of action following a NASCAR crash

Dancing with delight (below)
 Bradley Ellis and Alex Mortimer won twice at Monza

(Photos by LAT)



Conway, around the streets of Monte Carlo in the Grand Prix-supporting GP2 Series events.

Tipped out of a podium placing on the final lap of the weekend's opening event, Mike bounced back in fantastic fashion to win the second GP2 race from pole position

– and score his first category success.

Mike made his GP2 debut at Silverstone during his F3 season of 2006, and with a full season under his belt, the Club hopes he will follow in the footsteps of Lewis Hamilton and Adam Carroll by winning in front of an appreciative British crowd at Silverstone!

SILVER THREADS

Please park here (right)
Tom Chilton is encouraged to line up on the grid

Bradley Ellis (below)
Along with BRDC Rising Star, Alex Mortimer, Bradley won the British GT race at Snetterton

The half time whistle has blown – and BTCC racers are in the lead. Ian Titchmarsh reports...

We are now at the halfway stage in the HiQ MSA British Touring Car Championship and former Champion Matt Neal's switch to the VX Racing team of Vauxhall Vectras, run by Associate Member Ian Harrison, has done him no harm at all in his bid to win his third BTCC title. The main obstacle in his way is his new team mate and reigning Champion, Fabrizio Giovanardi, whose vast touring car success, skill and experience are enabling him to score points in just about every race. But Fabrizio is not a factor so far as the Silver Star is concerned so Matt continues to lead the way here.

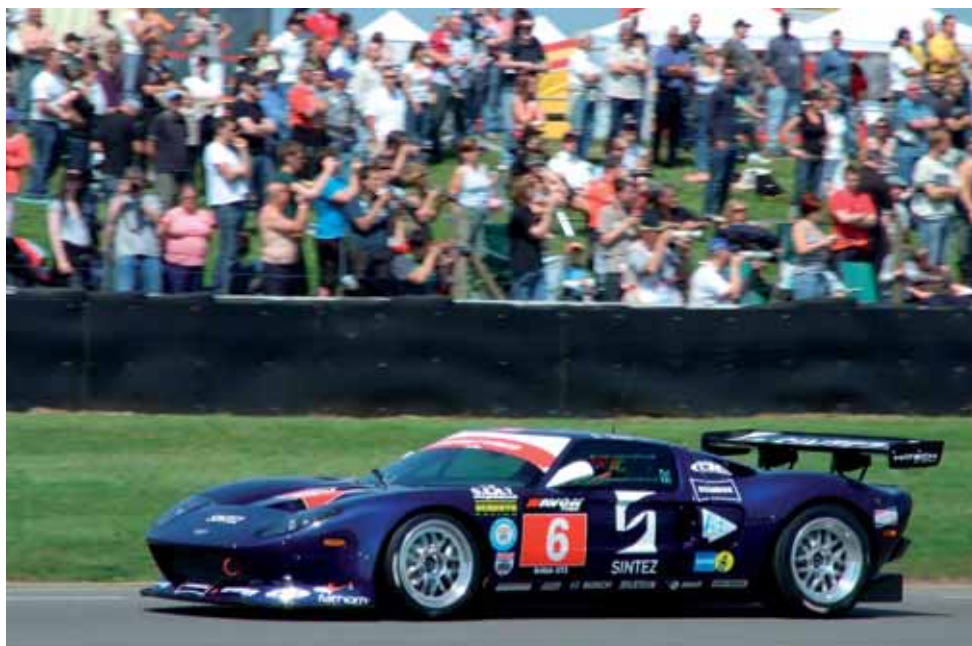
For Colin Turkington it has been a troubled start to the season with an early win at Brands Hatch followed up by some less than happy races, but Croft at the beginning of June saw a return to form for the Northern Ireland driver in the Team RAC BMW with two more victories. This has brought Colin into second place ahead of perennial championship contender Jason Plato and his Seat Leon TDi Diesel. Last year Jason led the BTCC almost all the way only to lose out to Fabrizio at the very last. This year, it is the Italian's turn to lead from the front but could the final outcome be the reverse of 2007. The penultimate round will be at Silverstone at the very end of August and could be crucial.

Although Racing Steps Foundation-backed and BRDC Superstar Oliver Turvey has been unable to repeat his Oulton Park first round win in the Championship Class of the British Formula 3 International Series, he has not been a stranger to the podium and is continuing to hang on in there surrounded as he is by the Touring Car contingent.

Oliver's plight, if plight it is, highlights the imbalance between Touring Cars

on the one hand and British F3 and GT drivers on the other. The former, with three races at every meeting, offer 30 scoring opportunities whereas there are only 16 scoring F3 races and 14 British GT races under the current system. This apparent unfairness is something which the Club Committee is resolved to review before next season. Views from Members are welcomed!

Ian Titchmarsh



BRDC SILVER STAR 2008 STANDINGS AS AT 09 JUNE 2008

1.	Matt Neal	(BTCC)	148
2.	Colin Turkington	(BTCC)	119
3.	Jason Plato	(BTCC)	116
4.	Darren Turner	(BTCC)	93
5.	Oliver Turvey	(British F3)	61
6.	Tom Chilton	(BTCC)	58
7.	Mat Jackson	(BTCC)	57
8.	Luke Hines	(British GT)	51
9.	Mike Jordan	(BTCC)	40
10.	Bradley Ellis	(British GT)	35
11.	Michael Bentwood	(British GT)	28
12.	Piers Johnson	(British GT)	20
13.	Stephen Kane	(BTCC)	17
14.	Jonathan Cocker	(British GT)	16
15.	Anthony Reid	(British GT)	7
16.	Tim Harvey	(British GT)	6
17.	Stephen Jelley	(BTCC)	4
18.	Stefan Wilson	(British F3)	1

GOLDEN WONDERS

Apologies for the fact that the points table in the last report was a little obsolete by the time the Bulletin appeared. A problem of printing deadlines, I'm afraid. The aim is to make this latest one more up to date although, with qualifying races coming every weekend, the picture may have changed again by the time you read this.

What has not changed, however, is that Lewis Hamilton is still at the top, now with 100 points to his name on the strength of his great drives in Turkey and Monaco about which you can read in depth in Peter Windsor's piece elsewhere in this issue. However, the pack behind Lewis is well shuffled as the Macau '07 effect recedes and this season's races come into play.

Both Andy Priaulx and Rob Huff have now taken wins in the World Touring Car Championship for BMW and Chevrolet respectively, despite the early season dominance of the Seat Leons, which keeps our reigning WTCC Champion in particular in touch with the McLaren F1 star.

Although the points are weighted a little in favour of F1, Le Mans 24 hour and Indy 500 success, the wide diversity of categories in which Members compete is well illustrated by the successes of Dan Wheldon in the IRL and by Robbie Kerr, in both the Le Mans Series for the Creation Autosportif team and in A1GP, which are giving them good helpings of points.

The FIA GT3 Championships are also seeing notable BRDC Members' successes

Lewis Hamilton continues to lead the race for the BRDC Gold Star, but after a 'no score' in Canada the pack aren't far behind...



in the Matech Concepts Team of Ford GTs, all the more impressive since the cars carry the largest available BRDC badges on their flanks! The first two races, at Silverstone in April, saw wins for Ian Khan and his German co-driver Thomas Mutsch whilst at Monza one of our newest Members, Bradley Ellis, accompanied by BRDC Rising Star Alex Mortimer, joint winners of the 2007 Avon Tyres British GT Championship, took the flag first both times. As they showed last year in the UK, Bradley and Alex are a well matched

pair and, if they carry on in their current vein, expect to see Bradley rising towards the top of the table.

In the DTM both Jamie Green and Paul di Resta, former winners of the BRDC McLaren Autosport Award, have already taken wins for Mercedes and are currently lying second and third in the series. More of the same is probable and there is every reason to suppose that they will be moving up the charts in time for the next report.

Ian Titchmarsh

BRDC GOLD STAR 2008 STANDINGS AS AT 09 JUNE 2008

1.	Lewis Hamilton	(F1)	100
2.	Andy Priaulx	(WTCC)	79
3.	Rob Huff	(WTCC)	65
4.	Dan Wheldon	(IndyCar)	60
5.	Robbie Kerr	(A1GP-LMS)	58
6.	Ian Khan	(FIA GT3)	54
7.	Dan Wheldon	(IndyCar)	51
8.	Paul Di Resta	(DTM)	46
9.	Bradley Ellis	(FIA GT3)	42
10.	Oliver Jarvis	(DTM-A1GP)	40
11.	Jamie Green	(DTM)	40
12.	David Brabham	(ALMS)	31
13.	Allan McNish	(ALMS)	31
14.	Mike Conway	(GP2)	28
15.	Marino Franchitti	(ALMS)	25
16.	Robin Liddell	(Grand-Am)	24
17.	Ryan Sharp	(FIA GT)	21
18.	Dario Franchitti	(Grand-Am)	21
19.	Mark Webber	(F1)	21
20.	Guy Smith	(ALMS)	20
21.	James Thompson	(WTCC)	19
22.	Peter Dumbreck	(Super GT)	17
23.	David Coulthard	(F1)	16
24.	Ralph Firman	(Super GT)	12
25.	Danny Watts	(Porsche Supercup)	10
26.	Darren Turner	(Grand-Am)	9
27.	Jenson Button	(F1)	7
28.	Justin Wilson	(IndyCar)	5

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RISING STARS



Formula Renault UK has a habit of unearthing some massive driving talent, but you wouldn't expect a white van man to be sat on top of the pile. But that's what's happened in 2008 with Adam Christodoulou.

During the week, he pilots a Mercedes Sprinter van for his dad's clothing firm. At the weekend, he is doing 140mph around the UK's tracks in his CR Scuderia machine.

Adam's calling card is not only his speed, but it is the way he delivers it. He explains: "I have always just tested karts as much as I can – all the time. And from that, it's helped me get the consistency you need to perform in Renault."

But he says that is not his only secret. "I am also good at getting to the limit straight away," he adds. "If I go out in qualifying and, let's face it, Formula Renault is all about qualifying I will do a quick lap and then maybe try one more and then park it. I will know that I have done my best straight away."

Adam is in the strange position of having cousin, Riki Christodoulou, a BRDC Superstar, as an on-track rival and that extends to the Mercedes Sprinter run on the motorway too. But, as you'd expect, it adds an extra edge to the rivalry (especially when they crashed into each other at Thruxton last season).

"He's just another competitor," says Adam. "But, after a qualifying session, I will always ask how he's doing. If I am not quickest, it's usually him anyway!" But it's Adam that's sitting pretty on top of the championship standings, just shy of the half-way point of the season, and the title seems a formality despite strong pressure from his cousin. Talk about keeping it in the family.

Matt James



Adam Christodoulou FORMULA RENAULT UK



Adam Christodoulou FORMULA RENAULT UK

Clap your hands!

On his 21st birthday, Tom Onslow-Cole tasted British Touring Car Championship success by steering his VXR Racing Vauxhall to victory around the high-speed airfield circuit that is Thruxton. By winning, Tom carried on his success first enjoyed at Snetterton last season when he secured victory at the wheel of a BMW. Tom is now a firm contender for the overall 2008 title.

Thumbs up at Brands

Tom Bradshaw scored a maiden Formula Palmer Audi victory at Brands Hatch, in this his second season in the category. The youngster is no stranger to winning, however, as proven in the North West Formula Ford 1600 Championship. A regular victor at Oulton Park, Tom has been seen in action this year at the wheel of the all-new DP08 Van Diemen FF1600.

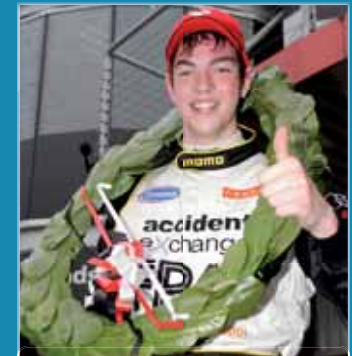
Wave your fans in the stands

Under a scorching Silverstone sun, reigning British Formula Ford Champion, Callum MacLeod drove Speedsport's 1971 Merlyn in a round of the HSCC Historic Formula Ford Championship at the International Trophy race weekend – just for fun. He won in impressive style, and hasn't ruled out driving the same car in November's Walter Hayes Trophy – something to look forward to!

(Photos by Jakob Ebrey and James Beckett)



Tom Onslow-Cole BTCC



Tom Bradshaw FORMULA PALMER AUDI



Callum MacLeod FORMULA FORD 1600



Superstars Boyd by success

RIKI CHRISTODOULOU FORMULA RENAULT UK



I like winning in my car...

If it isn't BRDC Rising Star Adam Christodoulou winning rounds of Formula Renault UK (see opposite page), then it's his BRDC Super star brother Riki. Riki has been in fine form this year driving and winning races for Richard Dutton's Daventry-based Fortec Motorsport squad.

Yes, Max is a Superstar...

Pole position qualifier at Rockingham during late May, 17-year old Max Chilton is a Formula 3 sensation. The Hitech Racing driver is showing vast maturity during this, his first full season of British Formula 3.

Oliver's career will go far...

Victory at Oulton Park on Easter Monday set Oliver Turvey's British Formula 3 off on the right foot. The former McLaren Autosport BRDC Young Driver of the Year is Britain's top prospect in the British F3 International Series driving a Carlin Motorsport Dallara-Mercedes Benz.

MAX CHILTON BRITISH FORMULA 3



(Photos by Jakob Ebrey)

OLIVER TURVEY BRITISH FORMULA 3



WAYNE BOYD BRITISH FORMULA FORD CHAMPIONSHIP



Wayne Boyd has hardly put a foot wrong during his domination of this season's British Formula Ford Championship.

It's hard to believe that the 17-year-old BRDC Superstar is only just over a year into his car racing career.

The racer from Templepatrick in Northern Ireland cut his teeth in the regional Formula Ford 1600 Championship before switching to the Duratec-powered machines and he simply hasn't looked back apart from when he wants to spot his rivals in his mirrors.

He's getting all the advice he needs, too, from the reigning champion and Jamun Racing Services driver coach Callum MacLeod. Ironically, Boyd is well on target to beat MacLeod's benchmark of 14 wins in a season.

But the learning process is something those who have worked with the teenager say marks him out as a star talent - it is his ability to absorb new situations quickly and get on top of them. And so it has proven this season. "Callum's been invaluable," says Boyd. "But there's a lot to live up to there. I know how good he is and I just need to listen to everything he says."

Boyd remains coy on the future, preferring to concentrate on the task at hand. "I am just looking at the next round, the next race and that's it. But I would dearly love to win the Formula Ford Festival. I was leading the Final in the Kent section last year when I was taken out by Peter Dempsey, and that still stings. Going back to Brands Hatch in October, there will be unfinished business for me. That's what I have got my heart set on."

Given the form he has shown so far this year, it'd be a brave man to bet against him.

Matt James

WAYNE BOYD BRITISH FORMULA FORD CHAMPIONSHIP



FROM POLE TO GOAL

DIXON RIGHT ON TARGET

Scott Dixon earned a record \$2,988,065 from a record overall purse of \$14,406,580 for his victory in the 92nd Indianapolis 500-Mile Race on May 25th.

Dixon, a first-time “500” winner, became the first native of New Zealand to win the Indianapolis 500 in an exciting, hard-fought race. Dixon, an Indianapolis resident, started from the PEAK Motor Oil Pole in the No. 9 Target Chip Ganassi Racing Dallara/Honda/Firestone, and he led the race seven times for a race-high 115 laps, beating Panther Racing’s Vitor Meira to the finish line by a margin of 1.7498 seconds after 200 laps.

Dixon successfully avoided the six accidents and other incidents responsible for the eight caution periods that slowed the race average speed to 143.567 mph, but despite the slow average the green flag running produced eighteen lead changes among nine drivers.

By finishing second, Meira earned him \$1,273,215, the first time anyone other than the winner of the Indianapolis 500 has won more than \$1 million - far exceeding the previous second-place record payout of \$739,665 to Helio Castroneves in 2003.

Marco Andretti finished third, with two-time Indy 500 champion, Helio Castroneves, in fourth position. Ed Carpenter, the step-son of Indianapolis Motor Speedway chief, Tony George, was fifth – a career best.

While Dixon celebrated in ‘Victory Lane’ the BRDC Members at the Brickyard were left to reflect on mixed fortunes.

2005 BRDC Gold Star and Indy 500 winner, Dan

Wheldon, Dixon’s Target Chip Ganassi Racing teammate finished twelfth. Dan’s pace, from the front row, was strong, but it dropped off due to a damper leak and after the final round of pit-stops he was out of contention for victory.

Justin Wilson, making his “500” debut found the wall in his McDonald’s Fast Food entry, while Alex Lloyd’s Indy dream ended with a crash on the exit of Turn 4 in the closing third of the race.

BRDC new boy, Ryan Briscoe, like Wheldon enjoyed a front-row start, but the Aussie’s day ended when his Penske-Dallara was involved in a pit-lane collision with the Andretti Green Racing Dallara of Danica Patrick, putting both out on the spot.

Words by www.indy500.com and James Beckett

Photos by LAT



I’m the one (left)

Scott Dixon celebrates victory at the Indianapolis Motor Speedway

Target to beat (right)

Chip Ganassi cars out in front, with Roger Penske’s duo and the rest in hot pursuit (Photos by LAT)





Lloyd lucks out (left)
Alex's Indy 500 ended in the Turn 4 wall

Rookie drive (right)
Justin Wilson leads into Turn 1

Out in front (far right)
Dan Wheldon leads into the Short Chute at the head of the pack

Down the front stretch (below)
Scott Dixon leads the Indy500
(Photos by LAT)



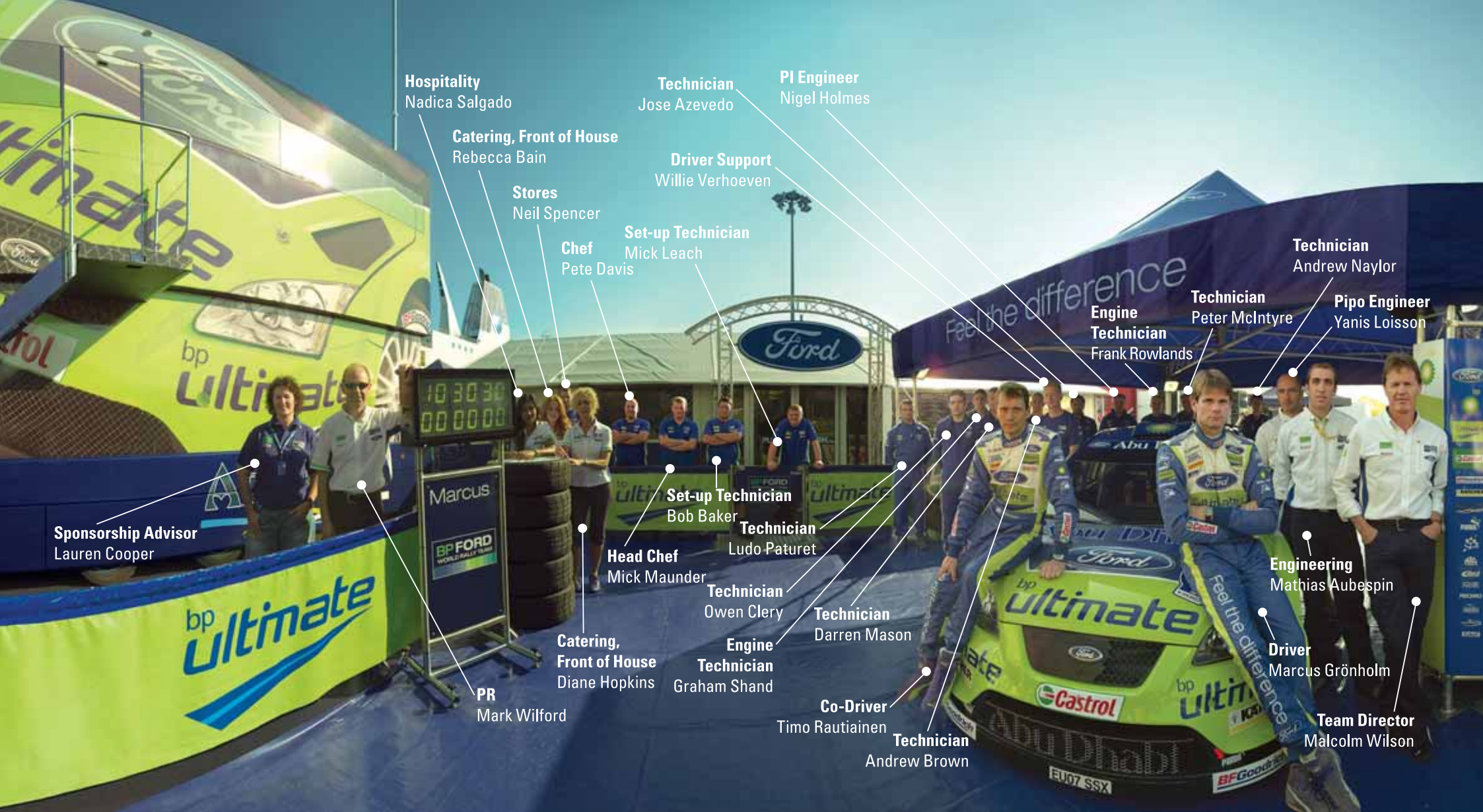
Indy 500 RESULTS
Indianapolis Motor Speedway May 25, 2008

1. Scott Dixon, Dallara-Honda, 200
2. Vitor Meira, Dallara-Honda, 200
3. Marco Andretti, Dallara-Honda, 200
4. Helio Castroneves, Dallara-Honda, 200
5. Ed Carpenter, Dallara-Honda, 200
6. Ryan Hunter-Reay, Dallara-Honda, 200
7. Hideki Mutoh, Dallara-Honda, 200
8. Buddy Rice, Dallara-Honda, 200
9. Darren Manning, Dallara-Honda, 200
10. Townsend Bell, Dallara-Honda, 200
12. Dan Wheldon, Dallara-Honda, 200

Did not finish

23. Ryan Briscoe, Dallara-Honda, 171
25. Alex Lloyd, Dallara-Honda, 151
27. Justin Wilson, Dallara-Honda, 132





- Hospitality**
Nadica Salgado
- Catering, Front of House**
Rebecca Bain
- Stores**
Neil Spencer
- Chef**
Pete Davis
- Set-up Technician**
Mick Leach
- Driver Support**
Willie Verhoeven
- PI Engineer**
Nigel Holmes
- Technician**
Jose Azevedo
- Technician**
Andrew Naylor
- Pipo Engineer**
Yanis Loisson
- Engine Technician**
Frank Rowlands
- Technician**
Peter McIntyre
- Technician**
Ludo Paturet
- Technician**
Owen Clery
- Technician**
Darren Mason
- Co-Driver**
Timo Rautiainen
- Technician**
Andrew Brown
- Engineering**
Mathias Aubespain
- Driver**
Marcus Grönholm
- Team Director**
Malcolm Wilson
- Head Chef**
Mick Maunder
- Set-up Technician**
Bob Baker
- Technician**
Ludo Paturet
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Technician Alex Mottram
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Technician Stewart Berry
Electrician Matt Irving
Set-up Technician Tom Lindsay
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Fabrication Simon Garner
Gearbox Technician Ian Lodge
Tyre specialist George Black
Rally Events Manager Dave Simpson
Tyre Technician Stephen Filson
Co-ordination John Millington
Sales Andrew Wheatley
Co-ordination Peter Martin
Chief Designer Christian Loriaux
Engineering Tom Fowler
Weather Specialist Phil Short
Engine Technician Ashley Fowler
Hospitality Nina Rose
Parts Co-ordinator John Godber
Car Controller Keith Adlard
Driver Mikko Hirvonen
Co-Driver Jarmo Lehtinen
PR Georgina Baskerville
Pilot Allan Bryers

detail.
Title.



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TOM THE EIGHTH...

As others around were losing their heads, Tom Kristensen kept his to drive to victory in the Le Mans 24-Hour Race again... James Beckett was at trackside to witness a memorable *Grand Prix d'Endurance*

An amazing 258,500 spectators lined the track to watch the raging battle between Audi and Peugeot at the 2008 Le Mans 24-Hour Race.

Six diesel-powered cars, three from each manufacturer, went head-to-head in a day-long battle around the most famous race track in the world, and after 381 laps – for most of it at record distance breaking pace, the number 2 Audi R10 TDi driven by BRDC Members Allan McNish and Tom Kristensen along with Dindo Capello, was at the head of the pack.

With torrential rain falling on one-third of the circuit during the final hour, and with tyre choices all-important, Audi, and Danish ace Tom Kristensen, kept level heads when the conditions could have forced an error, to retain the top spot and drive to victory.

The final lap may have looked calm, but the race was nothing of the sort. Run at a frantic pace, it was Peugeot who set the pace, and their 908 Hdi FAP machines streaked away from the Audi R10s to take an early advantage.

With two of the Peugeot cars (the number 8 and 9) experiencing problems that slowed their pace, it was left to the number 7 car of Marc Gene, Nicolas Minassian and 1997 FIA F1 World Champion, Jacques Villeneuve, to pick up the baton and run.

And run they did. If it had not been for a

small problem in the early hours, and heavy rain prior to dawn, then it would more than likely have been a French car declared as winner this year and not a German.

Gene drove for over three hours in the night to keep the Peugeot in contention, but the car's requirement to visit the pits more frequently eventually proved its downfall. Villeneuve's desire to equal Graham Hill as winner of the F1 World Championship, Indy 500 and Le Mans must wait for another year at least.

Peugeot did claim the moral high ground by finishing third with the number 9 car of Franck Montagny, Ricardo Zonta and Christian Klien, but at Le Mans who remembers who finishes second or third?

Not only in this the 80th anniversary year of the BRDC, at the Club's spiritual home, did Members win overall, they were also drinking champagne as winners of the GT1 class. For the second year on the trot, Aston Martin Racing, sporting the legendary colours of Gulf Oil, were triumphant. Club Members David Brabham and Darren Turner with Spaniard Antonio Garcia were top of the class – thirteenth overall.

Honorary Member Henri Pescarolo had the honour of one of his Pescarolo Sport cars being the first petrol-powered machine home, in seventh, driven by Harold Prema, Christophe Tinseau and Benoit Treluyer;

while Martin Short's Rollcentre Racing Pescarolo-Judd, with Vanina Ickx, Stephane Gregoire and Joao Barbosa behind the wheel finished eleventh. Rollcentre's Pescarolo was the first British-entered car home, and Rollcentre were also the first privateer entry to reach the flag at 3pm.

Top of the Pops – number 1 again (right)

Tom Kristensen takes the Audi R10 he shared with Allan McNish and Dindo Capello across the finish-line to score an incredible eighth Le Mans 24-Hour Race victory (Photo Jakob Ebrey)

Yes! (below)

Ten years after his first victory at Le Mans, Allan McNish was back on the top step of the podium at La Sarthe (Photo Jakob Ebrey)





Heading for home (above)
As the spectators return to the track early on a wet Sunday morning, the 009 Aston Martin Racing DBR9 sweeps through The Esses on its way to GT1 victory

Roll out the barrel (right)
Vanina Ickx acknowledges the flag as she drives the Rollcentre Racing entry past the chequered flag. Martin Short's team finished eleventh overall, the leading privateer entry and the first British team across the line



Heartbreak (above)
After a solid performance at the wheel of the Virgo Motorsport Ferrari, a trio of Members' hopes of a GT2 podium finish were dashed in the closing stages when the car developed terminal engine problems

Early exit (left)
Peter Dumbreck's Le Mans 24-Hour Race did not go past Saturday evening

(Photos by James Beckett)



Wearing the badge (left)
The Vitaphone Racing Aston Martin DBR9 displayed the BRDC badge, courtesy of its lead driver, Peter Hardman

Back in the race (right)
Dindo Capello takes the number 2 Audi back into the race after a routine pit-stop



Determined drive (far right)
Marc Gene climbs out of the number 7 Peugeot after a triple stint behind the wheel





FUTURE LOOKS BRIGHT FOR LE MANS SUPERSTARS

The 76th edition of the Le Mans 24-Hour Race saw two BRDC Superstars take to the track, and despite both being involved in crashes at some point during the event, the Le Mans future for Stuart Hall and Joey Foster looks bright.

On the back of his near-podium finish last season, when he finished fourth for Rollcentre Racing, Stuart arrived at La Sarthe as lead driver for the Poundon-based Creation Autosportif team. With BRDC Member Johnny Mowlem and former F3 race winner Marc Goossens joining him, hopes were high ahead of the event for a strong finish for the Japanese Aim-powered car.

However, everything went wrong for the team, when Stuart was spat off the track in the Esses during practice. It was crash that damaged the car badly – almost beyond repair, and sent Stuart to hospital for scans and medical checks.

Only after a meeting with track doctors the following day was Stuart signed off to race, and race he did. The Creation-Aim may have suffered its fair share of problems during the 24 hours, but the car, with Stuart at the wheel, crossed the finish line twelfth in class, 24th overall.

The number 45 Embassy Racing WF01-Zytek that Joey Foster made his Le Mans debut in, arrived for race week fully repaired following a pre-race test shunt, and Jonathan France's team were full of

confidence ahead of their Le Mans debut.

Joining Joey in the WF01 was Warren Hughes and BRDC Member Jonny Kane and the trio made sure that the Zytek-powered car ran strongly. After all three drivers had taken a stint at the wheel, the number 45 car was running fourth in LMP2 – and a dream result looked possible.

In this, his debut year of Le Mans prototype racing, Joey was at ease in the car and it was an unfortunate error as it was getting light in heavy rain on Sunday morning that saw Joey hit the barriers on the exit of one of the Mulsanne chicanes.

A rejoining car appeared in front of Joey, resulting in the WF01-Zytek leaving the track. Impact with the Armco was hard, and although Joey was able to bring the car back to the pits the WF01 was too badly damaged to continue, and his race was over.

Tim Harvey, Director of BRDC Superstars, said, "Stuart and Joey both displayed star qualities during this year's Le Mans 24-Hour Race. The event was not easy for them, and both experienced the highs and lows that international sportscar racing can offer."

He added, "Stuart and Joey are great ambassadors of BRDC Superstars and I am sure that they will both be racing in the Le Mans 24-Hour Race for many years to come."

James Beckett



Flying the flag (left)

A patriotic Embassy Girl prior to start of the race

On the grid (centre left)

Hawaiian Tropic girls added to the pre-race spectacle

All the fun of the fair (below)

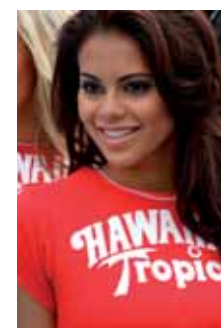
The atmosphere Le Mans offers is unique. The Team Modena Aston Martin DBR9 flashes past the big wheel

The right crowd and crowding (right)

Crowds flood on to the track, and pack the grandstands, to share in the post-race podium celebrations with the winning drivers

Five star performance (bottom right)

Henri Pescarolo's number 17 entry was the first petrol-powered car home (Photos by James Beckett)





1



2



3



LE MANS 24-HOUR RACE 14-15 JUNE 2008 RACE RESULT: 381 laps

1. Capello/McNish/Kristensen
2. Gene/Minassian/Villeneuve
3. Klien/Montagny/Zonta
4. Luhr/Premat/Rockenfeller
5. Lamy/Sarrazin/Wurz
6. Biela/Pirro/Werner
7. Primat/Tinseau/Treluyer
8. Groppi/Ayari/Duval
9. Mucke/Charouz/Enge
10. van Merksteijn/Verstappen/Bleekemolen
11. Ickx/Gregoire/Barbosa
12. Neilsen/Elgaard/Maassen
13. Brabham/Turner/Garcia
14. O'Connell/Magnussen/Fellows
15. Beretta/Gavin/Papis
16. Frentzen/Wendlinger/Piccini
17. Alphonand/Policand/Moreau
18. Raguse/Lahaye/Cheng
19. Melo/Salo/Bruni
20. Amaral/Pla/Smith
21. Goueslard/Bianchemain/Pasquali
22. Malucelli/Ruberti/Babini
23. Kaffer/Nielsens/Ehret
24. Hall/Goossens/Mowlem
25. Ferte/Aucott/Daoudi
26. Nicolet/Hein/Faggonato
27. Davison/Henzler/Felbermayr
28. Bouchut/Bornhauser/Smet
29. Barazi/Vergers/Moseley
30. Menten/Fittipaldi/Borcheller
31. Rostan/Devlin/Jeanette
32. Bergmeister/van Overbeek/Neiman
33. Itoh/Tachikawa/Kataoka
- NC. Terada/Takahashi/Kato

- Audi Sport North America Audi R10 TDI LMP1
- Team Peugeot Total Peugeot 908 HDI +4m 31.094s LMP1
- Peugeot Sport Total Peugeot 908 HDI +2 laps LMP1
- Audi Sport Team Joest Audi R10 TDI +7 laps LMP1
- Team Peugeot Total Peugeot 908 HDI +13 laps LMP1
- Audi Sport North America Audi R10 TDI +14 laps LMP1
- Pescarolo Sport Pescarolo 07-Judd +19 laps LMP1
- Team ORECA Matmut Courage-ORECA LC70-Judd +24 laps LMP1
- Charouz Racing System Lola-Aston Martin +27 laps LMP1
- van Merksteijn Motorsport Porsche RS Spyder LMP2
- Rollcentre Racing Pescarolo 04-Judd +29 laps LMP1
- Team Essex Porsche RS Spyder +34 laps LMP2
- Aston Martin Racing Aston Martin DBR9 +37 laps GT1
- Corvette Racing Corvette C6.R +37 laps GT1
- Corvette Racing Corvette C6.R +40 laps GT1
- Aston Martin Racing Aston Martin DBR9 +42 laps GT1
- Luc Alphand Aventures Corvette C6.R +46 laps GT1
- Saulnier Racing Pescarolo 06-Judd +48 laps LMP2
- Risi Competizione Ferrari F430 GT +55 laps GT2
- Quifel-ASM Lola B05/40-AER +56 laps LMP2
- Luc Alphand Aventures Corvette C6.R +56 laps GT1
- BMS Scuderia Italia Ferrari F430 GT +63 laps GT2
- Farnbacher Racing Ferrari F430 GT +64 laps GT2
- Creation AIM Creation CA07-AIM +65 laps LMP1
- JMB Ferrari F430 GT +69 laps GT2
- Saulnier Racing Pescarolo 05-Judd +70 laps LMP1
- Felbermayr-Proton Porsche 997 GT3 RSR +72 laps GT2
- Larbre Competition Saleen S7-R +75 laps GT1
- Barazi Epsilon Zytek 07S-Zytek +77 laps LMP2
- Team Modena Aston Martin DBR9 +79 laps GT1
- Bruichladdich Radical Radical SR9-AER +84 laps LMP2
- Flying Lizard Motorsport Porsche 997 GT3 RSR +92 laps GT2
- Dome Racing Team Dome S102-Judd +109 laps LMP1
- IPB Spartak Racing Lamborghini Murcielago GTR +115 laps GT1
- Terrasos Courage Mugen +157 laps LMP1

RETIREMENTS

KEY: BRDC Members BRDC Superstars

- Bell/Sugden/Mullen** Virgo Motorsport Ferrari F430 GT 289 laps – engine GT2
- Boullion/Collard/Dumas** Pescarolo Sport Pescarolo 01-Judd 238 laps – engine LMP1
- Lewis/Bryan/McMurry** Autocon Creation Judd 224 laps – gearbox LMP1
- Kane/Hughes/Foster** Embassy Racing WF01-Zytek 213 laps – accident LMP2
- Pompidou/Belicchi/Zacchia** Speedy Racing Team Sebah Lola B08/80-Judd 194 laps – accident LMP2
- Burgueno/de Castro/Valles** Epsilon-Euskadi Epsilon Euskadi-Judd 189 laps – mechanical LMP1
- Suzuki/Kageyama/Kurosawa** Tokai University-YGK Power Courage Oreca-YGK 185 laps – transmission LMP1
- Gounon/Johansson/Nakano** Epsilon-Euskadi Epsilon Euskadi-Judd 158 laps – transmission LMP1
- Panis/Pagenaud/Fassler** Team ORECA Matmut Courage-ORECA LC70-Judd 147 laps – accident LMP1
- de Pourtales/Nada/Simonsen** Kruse Schiller Motorsport Lola-Mazda 147 laps – mechanical LMP2
- Pickett/Graf/Lammers** Charouz Racing System Lola-Judd 146 laps – engine LMP1
- Vilander/Biagi/Montanari** AF Corse Ferrari F430 GT 111 laps – driveshaft GT2
- Erdos/Newton/Wallace** RML MG Lola EX265-MG 100 laps – damage LMP2
- Evans/Berridge/Stretton** Chamberlain Synergy Lola B06/10-AER 87 laps – engine LMP1
- Hardman/Leventis/Negrao** Vitaphone Racing Aston Martin DBR9 82 laps – engine GT1
- Chiesa/Leuenberger/Alexander** Speedy Racing Team Spyker C8 GT2R 72 laps – engine GT2
- Vasiliev/Dumbreck/Kelleners** Spyker Squadron Spyker C8 GT2R 43 laps – engine GT2
- Narac/Lietz/Long** IMSA Performance Matmut Porsche 997 GT3 RSR 26 laps – accident GT2
- Ojeh/Gosselin/Sharpe** Trading Performance Zytek 07S-Zytek 22 laps – accident LMP2



TANKS FOR THE MEMORIES...

May 28 2008, BRDC Superstars undertake team building exercises courtesy of the Royal Tank Regiment
 Tim Harvey, BRDC Superstars Director, reports from Salisbury Plain.

It was with a mixture of excitement and trepidation that 6 of our 2008 BRDC Superstars arrived at the 2nd Royal Tank Regiment at Tidworth near Thruxton, for a day they would never forget. Jonathan Adam, Stuart Hall, Joey Foster, Ben Hanley, Ricki Christodoulou and Duncan Tappy were joined by Members Ian Titchmarsh, Derek Warwick, Matt Neal, Steven Kane, Johnny Mowlem, BRDC Secretary Stuart Pringle and BRDC Superstars Director Tim Harvey who spelt out what was in store for the youngsters and their slightly older and more illustrious Members! The purpose of the day was to build teamwork amongst the drivers by exposing them to the military ethos and submitting them to a physical and competitive day within regimental teams.

As guests of Egypt Squadron, part of the 2nd Royal Tank Regiment, the Superstars and members were placed in one of 4 groups including up to 8 regular tank crews. They then took part in a series of competitive exercises designed to test both their strength and fitness as well as their teamwork and leadership skills. The synergy between a tank crew and a race team is uncanny and the Superstars were able to see the dynamics of this in operation as each crew has a commander, driver, gunner and loader mirroring a race teams' team manager,



mechanics and specialists.

Following an enlightening and at times humbling briefing by Major Charles Burbridge, our host for the day, our drivers were 'kitted up' with some fetching overalls and helmets, although there were no Arai or Sparco labels to be seen! This was strictly business and left our Superstars in no doubt as to what lay ahead. Apart from going out on patrol where drivers were told to expect the unexpected, and a drive in a Challenger 2 tank, the remaining activities all took place against the clock. Track pad changing on a 7 tonne tank track, wheel changing, crew extraction and emergency camouflage drills all exposed the effort and competitive nature of the Superstars who were anxious not to let down the regular crews or each other. The opportunity to do this alongside members who could advise and discuss their current programmes was another key element of the day.

The highlight of the day, the log run had to be cancelled due to the monsoon conditions but it was a happy, exhausted and more learned team who assembled for the announcement of the winning troop including Stuart Hall, Duncan Tappy and Johnny Mowlem at a beer and barbecue finale.

Tim Harvey



In the driving seat (above)

The ultimate driving machine?

Eyes left (below left)

Stuart Hall and Duncan Tappy on parade

Thumbs up (below)

Riki Christodoulou shows his appreciation





Listen in (right)

Club Secretary, Stuart, tells Joey Foster, "In my day, we did it like this...."

Watch your back (top right)

Stuart Hall – sharp shooter (far left)
Le Mans Series to the Tank Regiment in one easy step...

A long and lonely road (above)
Superstars on patrol

With thanks (left)

A momento from the BRDC is handed over to the 2nd Royal Tank Regiment by Tim Harvey

Photographs by Mike Hoyer/Jakob Ebrey Motorsport Photography



UNDER THE SPOTLIGHT:

JAMIE GREEN

Elsewhere in this edition of the Bulletin you will be reading about the latest exploits of Lewis Hamilton at the top of the Formula 1 World Championship, and looking forward to the prospects of Lewis winning the British Grand Prix. As a counterpoint to Lewis's outstanding achievements, this piece is about another young Member whose early career in cars mirrored but outshone that of Lewis but who, by force of circumstances, is now plying his trade for Mercedes at the front of DTM races rather than in F1.

Consider that in their first car racing championships, the 2001 Formula Renault Winter Series and the 2002 Formula Renault UK Championship, Jamie Green finished ahead of Lewis Hamilton both times – fourth as against fifth and then second against third. At the end of that first full season of car racing Jamie won the Formula Renault race at Macau by over two minutes, a week later finished ninth in his first Formula 3 race in Korea, and then received the McLaren Autosport BRDC Young Driver of the Year Award, an accolade rarely won by a driver after just one season of car racing.

Not that Jamie, any more than Lewis, had not been racing something on four wheels before. In fact it had begun for him with an 850 Mini in Junior National Ministox.



Out in front (below)
This is the view of Jamie's Mercedes that his DTM rivals have been seeing rather a lot of recently (Photos by LAT)

The car was a tenth birthday present from his parents; it arrived on a Tuesday and by Saturday he was racing. Two months later Jamie had won the British Championship, a one off event rather than a season-long affair. For the next two years Jamie and his lorry driving Dad campaigned Ministox at such places as Brayfield, Long Eaton, Crewe, Skegness, and Hartlepool with ever increasing success.

Then Jamie discovered karting during an enforced temporary absence from Ministox. He was instantly hooked, his two Minis (one for shale, one for tarmac in case you're wondering) were sold, and the proceeds ploughed back into a couple of karts, one for Jamie and another for his younger brother. From 1995 to 2001 Jamie rose through the ranks of karting, his extraordinary talent first attracting some sponsorship from Isuzu Trucks and then catching the eye of passionate karting enthusiast Paul Fletcher. With Paul's support Jamie was able to progress to the highest level in international kart racing, his successes including a win at the Valence circuit in a round of the European Formula A championship, a rare achievement for a British driver.

By 2001 Jamie's thoughts and ambitions were turning to car racing but, convinced that Paul Fletcher's passion for kart racing would preclude any move to racing cars, he had no means of progressing. Enter Trevor Foster, Race Director of Jordan Grand Prix, whose son was also kart racing. Trevor, whose years with Eddie Jordan both in Formula 1 and before had given him the opportunity to assess many young drivers, saw something in Jamie which convinced him to arrange a test session with Member Richard Dutton's Fortec Motorsport



Formula Renault team at Silverstone, followed by an entry in the 2001 Formula Renault Winter Series with the results already mentioned.

The manner in which Jamie won the 2002 McLaren Autosport BRDC Award had so impressed Mercedes, who used to provide a DTM car for the finalists' test days, that they were keen for Jamie to drive a



Mercedes-powered car in the F3 Euroseries. After careful consideration it was decided to have a season of British F3 with Carlin Motorsport in the knowledge that Mercedes would support him into Europe the following year.

First time out at Donington Park, Jamie won both races. Second time out, at Snetterton, Jamie ran over the kerb too

“First time out at Donington Park, Jamie won both races”

aggressively exiting Riches in qualifying which launched the car into a monumental accident. Carlin worked wonders to repair the car for the following day when a somewhat battered and bruised Jamie managed to secure a fifth and a second place. It is difficult to resist the conclusion that this shunt took the edge off the rest of the season which still saw Jamie finish second in the championship. Meanwhile Lewis was dominating the Formula Renault

UK Championship in his second season.

For 2004 Jamie and Lewis both landed in the F3 Euroseries and it was Jamie who utterly dominated the championship which, with seven wins, he had secured with four rounds still to run. He finished 51 points ahead of Alex Premat (139 to the Frenchman's 88) and behind him were Nico Rosberg (4th), Lewis (5th) and Robert Kubica (7th), all of course now highly rated Formula 1 drivers.

Jamie was now at a crossroads in his career. Without the budget to move into GP2 or World Series by Renault, and with the need to earn a living, the offer from Mercedes to move into the DTM was an irresistible option. A string of pole positions was soon racked up but it took until nearly the end of his third season, last year, for the first win. This was immediately followed by another while this year there has been a third which sees Jamie currently lying third in the championship after five races with another seven still to go including the Brands Hatch round on 31st August. It was there in 2006 that Jamie lost his first win,

after leading much of the way, when he ran wide out of Graham Hill Bend. Although he still finished second behind the Audi of Mattias Ekstrom, to this day Jamie reckons that that small error may have cost him the chance of a return to single seaters at the highest level.

Let's hope he's wrong because make no mistake Jamie Green has all the credentials and talent required to succeed in Formula 1. By the time you read this he will have just turned 26. He keeps a toehold in Formula 1 by occasional straightline testing for McLaren. And perhaps most importantly of all he has a new manager this year in the person of none other than Anthony Hamilton, father of his old rival. This is the result of a conversation at last year's British Grand Prix and the confidence and guidance which Anthony was already providing, Jamie believes, helped him to those two DTM wins at the end of 2007. We should be hearing much more about Jamie Green over the next few years.

Ian Titchmarsh



Leader of the pack (top left)
Jamie scored victory in the European Formula A Championship, and here he leads Lewis Hamilton (yellow helmet)

Round the bend (centre left)
Jamie at speed in the stunning V8 DTM Mercedes-Benz

Crowd favourite (left)
On his way to F3 Euroseries glory

Race winner (right)
Jamie on the DTM podium (Photos by LAT)



A Shark in Wolf's Clothing

ROB BARFF DRIVES THE MITSUBISHI LANCER EVO X FQ 300 SST

As someone who grew up in the 1980's idolising Group B rally cars I've always had a fondness for this genre of vehicle. Cars designed by engineers with a motorsport history tend to go down in the book of legend and I've always been a big fan; the Audi Quattro Sport S1, the Lancia Delta Integrale and more latterly, the Subaru Impreza WRX. Over the last two decades one of the major Japanese challengers to Subaru's crown has been Mitsubishi. Since its introduction in the 1970's when Mitsubishi began a successful rallying campaign with the Lancer, and more latterly since the iconic EVO name was first introduced in 1992, the cars have always enjoyed a certain reputation. 16 years since the original EVO was launched, the latest incarnation, the Mitsubishi Lancer EVO X FQ300 SST costing £35,999, is the car I have to test today.

As a competition driver myself I'm keen to portray how this car drives and not to get bogged down in acronyms and unnecessary technicalities however be assured that the latest EVO is bristling with intelligent Japanese technology; "S-AWC", Super All Wheel Control – integrating Active Yaw Control, Active Centre Differential and the ABS system & "ASC", and Active



Stability Control, a system to be left on for regular road driving and de-activated for circuit misbehaviour! My vehicle is the automatic gearbox version, or Dual Clutch Sports Shift Transmission; with all the even gears on one clutch and the odd gears on the other, designed to maximise the speed of gear changing and minimise the time lost between gears. The system has three modes, a Normal mode for relaxed driving, Sport mode for more spirited road use and Super Sport for aggressive shifts, designed to be used on circuits only. It's powered by a 2.0 litre turbocharged 4 cylinder unit producing 295PS and a healthy lump of torque; 416Nm. Resting on 18 inch alloy wheels you can see hints of other manufacturers detailing in the styling however the car retains it's classic

short wheel based aggressive stance but now sports a distinctive boxy, bull nosed snout. The latest incarnation of the EVO still resembles a thinly veiled rally car, it's a mean looking bit of kit.

The route I have chosen to assess the Mitsubishi is a mixture of environments, I'm going to begin on some bumpy sinuous B roads, progress to a flowing single carriageway A road, move onto the motorway and dual carriageway A43 before arriving at the 3.2 mile Silverstone Grand Prix Circuit where I hope to do some big slides later! Unfortunately the weather has not been kind and Northamptonshire is blanketed under dark skies and heavy April showers, however this will give me a chance to really get a feel for the benefits of the four wheel drive system.

So I've had my morning coffee, read the owners manual, had a quick glance at the Mitsubishi website and been briefed by a rather nervous member of the Mitsubishi PR team before heading out with car in its least aggressive guise; I'm keen to assess, and then portray, all the different characteristics of this car and plan to build up steadily.

The 'de rigueur' Recaro seats are extremely comfortable and support you in

all the right places however personally I'd like to be sat a little lower in the car and be able to get the steering wheel closer to me, but perhaps that's due to the strange shape of my body! The internal design springs no surprises; however the feel and usability of the controls are good and the voice activated Bluetooth integration system quickly pairs with your telephone.

My initial response to driving the EVO X was one of surprise, it was just so well mannered, perhaps too well mannered? It may look like the automotive equivalent of a hoody wearing thug however at no point did I feel like it was going to thump me, well not yet anyway! The ride quality was good, the spring rate sufficient to ensure a firm ride with the damping doing well to absorb the bumps and surface imperfections. The 18 inch wheels and slightly taller profile tyres give you a really good feel for the road without the nervousness of perhaps a more fashionable 19 inch rim and lower profile tyre combination. And with the gearbox in its normal automatic mode the car looked to change up into sixth gear as early as possible, flicking to the Sports mode dropped it down to fourth ensuring no turbo lag upon corner exit. As you would imagine, in terms of country lane handling,



the car is mighty. It has a vast depth of grip and even leaning on the car perhaps harder than the conditions would ideally advise the car remains poised and comfortable. On the greasy lanes you can feel the stability programs cutting in and out yet they do so unobtrusively. When you choose to change gear manually, either by using the sequential lever situated in the tradition position, or the steering column mounted paddles, the gear change is perfectly efficient but I'd still prefer to have a true manual gearbox than the SST. The SST system is good but my jury is still out... One point worth noting is that manual shifting lever is mounted in the correct manner, with the driver pushing the lever away to change down and pull back to change up. Why all manufacturers don't mount their sequential levers like this is a complete mystery to me?

Deceleration is taken care of by Brembo brakes and as you would imagine the car is comfortably overbraked for regular road use with a firm and progressive feel to the pedal. Powering out of wet roundabouts the power delivery is smooth and linear to the 7000rpm red line with no noticeable lumps in the torque curve or any turbo lag. Although I can't help feeling a little underwhelmed, for a car with such a sporting pedigree I perhaps expected a like more punch out of the corners. Hopefully allowing the car off the lead around Silverstone will change my opinion?

And after a quick splash and dash we are sitting in the pitlane at Silverstone. The car has significant presence and gets admiring glances from many of the other track users, and with the track surface still wet I feel a spot a giant killing might be in order on this BRDC members track day! Holding



the SST mode change switch forwards for three seconds changes the car to the Super Sport gearchange setting and gives the driver an extra 500rpm to enjoy. I also turn off the ASC to avoid excessive mechanical intrusion and head out of the pitlane up towards Maggotts.

Yikes!! The change in the car is Jekyll & Hyde like; it's fair to say that I was a little

“The rate of acceleration and the speed of the gearchange is ferocious”

underwhelmed with the road performance however the car has completely changed in character now. The rate of acceleration, thanks to the traction of the four wheel drive and the speed of gearchange, is ferocious, and once into the bends I have never driven a car where the power is being so obviously passed from wheel to wheel. It is a curious feeling initially, however with a couple of laps under my belt I can predict how the cars balance will change mid corner as the S-AWC attempts to recover mid corner slides and get the power down as efficiently as possible. Through the faster corners the car has huge capabilities, there's a tiny little bit of understeer as you load the Yokohama's into the corner, however a split second lift will regain the grip and then the car grabs the road surface for you. Keeping the throttle balanced to the clipping point will ensure the car remains settled, then as you accelerate from apex to exit the transmission delivers more power to the rear wheels ensuring that long lazy powerslides are the order of the day.

And speaking of powerslides... Trail

braking into slower corners will gently promote very progressive oversteer and as you climb onto the power to exit again the car produces a powerslide that Richard Burns would have been proud of! This is a car that, with the systems turned on, will lap the greasy circuit almost as fast as anything else here (and there is some seriously exotic competition!) and with the systems turned off allow a professional driver to have a great deal of fun indeed. It develops so much grip you can even use the kerbs in the wet!

Approaching 140mph on the Hangar Straight there is surprisingly little wind noise from the A pillars or wing mirrors and even after a number of laps the brakes, although very hot and a little spongier than earlier still shed the speed well.

I'm left with the feeling that this is one of a new breed of roadcars (a la BMW M5 / Lexus IS-F) that enjoy a dual personality. It provides subtle, understated performance on the road, yet is extremely capable on the track. It's also good news that the manufacturer's development engineers are finally developing control / safety systems that work well on the road yet allow the driver to enjoy the very outer edges of the car performance capabilities within the confines of a circuit.

The latest Mitsubishi EVO is a very good car and a worthy successor to its predecessors. I've been impressed with both sides of its character, it represents intelligent technology and I haven't mentioned the abhorrent fuel consumption once. But that's the Golf diesel driver in me I'm afraid!

Rob Barff

Photos by Jakob Ebrey

John Blunsden

Stuart Pringle meets **John Blunsden** – Member number **649**

Club Secretary Stuart Pringle continues his quest to find out more about the Members who make up the British Racing Drivers' Club.

I hope that through the Meeting Members features the sheer depth of talent and experience that makes up the eclectic membership of the British Racing Drivers' Club is starting to become apparent. It is certainly far more varied than purely racing drivers... Having featured a designer, doctor, manufacturer and engineer, this time I have the chance to meet a writer and publisher. As has proved the case with all interviewees to date, there is of course much more to John Blunsden than these simple descriptions...

John is a modest and extremely youthful 78 year old who is still active in his working life. The quickest point of reference for most Members is that he is the man behind the BRDC Anniversary books of the last thirty years or so. He is yet another Member who has been immersed in a way of life that has revolved around motor cars and was clearly far more than just a job.

Looking back John describes his as a life filled with words and wheels. He was car-mad from as early as he can remember, and



his career, though it has involved several changes in direction, has been entirely concerned with cars, motorsport and the millions of words either written or spoken about them.

Having narrowly survived the blitzes of Bristol and then London, John's interest in motor racing was sparked in 1949 by the discovery of a well-worn copy of Motor Sport magazine while on National Service with the Royal Engineers in the Canal Zone

Quiet contemplation (left)

John readies himself for a stint behind the wheel of the JCB Lotus 30

Handshake (right)

John, the fully-fledged journo, with 'The Commendatore', Enzo Ferrari. (Photos courtesy of John Blunsden)



of Egypt. He decided to write to Raymond Mays, asking for advice about how to become involved, and had a courteous reply suggesting an apprenticeship, but this was unaffordable because of his need to earn a salary instantly on demobilisation in order to support his somewhat impoverished family.

So he joined the motor trade in 1950 and had various jobs including those of salesman, buyer (during which he bought several cars from BRDC Member John Habin of 500cc F3 fame) and sales manager with different companies around London and Surrey until, with some backing from a friendly customer, he was able to start his own modest used car showroom in West Wickham, Kent in 1955.

By then he was active in motorsport through membership of various clubs, including the London Motor Club (mainly competing, with considerable success it has to be said, in rallies, driving tests and hill-climbs). Then, following a particularly

successful 1955 season with his own Ford 100E, he was invited by a friend, Bill Lambert, to buy a half share (for the princely sum of £650!) in the ex-Leslie Johnson C-Type Jaguar (car No 8) which Bill had just bought, but whose wife was forbidding him to race. Being unmarried at the time, John was a free agent in this respect, and was able to scramble a late entry for the 15-lap Martinhe Trophy race at the Boxing Day Brands meeting.

John took the car (MHP 825) down there for a practice session, introduced himself to Archie Scott Brown, who was testing his disc-braked and Weber-carb'ed C-Type for the same race, and asked him to have a few laps in his early SU and drum-braked model to see what he thought of it. "It's perfectly safe, but of course quite slow," was his verdict after a few tail-sliding laps. With people like Archie, Mark Lund, Mackay Fraser, Berwyn Baxter, Chris Threlfall and Cliff Davis in the entry list, he was certainly jumping in at the deep end, so John rightly



“Track testing for Moto Racing became the most popular feature of the magazine...”

Ready for another track test (left)
This time in a Tyrrell Racing Organisation car. Sitting on the rear wheel, John goes through final procedures with Ken Tyrrell (centre) before taking to the track (Photo courtesy of John Blunsden)

feels it was something of an achievement that in his first race he managed not to be lapped over those 15 laps!

John candidly admits that he thought at the time that this might have been the beginning of something good, but alas it was not to be. Shortly afterwards, Bill was diagnosed as suffering from cancer and was told he had only a few weeks to live. So they had to unscramble their joint ownership of the car in a hurry; Bill bought John's share back and resold the car into the trade, from where it went to John Bekaert, who had considerable success with it after it had been updated to Webers and discs.

Another blow in 1956, of course, was the Suez Crisis, and John decided it was a good time to get out of the motor trade. He had been writing a column for the Croydon Advertiser, and was also helping Dick Twelvetrees to edit the London Motor Club's magazine, and it was through Dick that he was introduced to Teddy Vacher, who was looking for an assistant editor of his monthly

magazine Commercial Vehicles. So for a year or so John was learning and writing about and subbing stories on HGVs – all fascinating stuff, but not really his scene. So when the call came from the newly launched Moring News, asking if he wanted to become their Associate Editor, John didn't hesitate.

John took over the editorship of the paper at the end of 1958, when Cyril Posthumus resigned to go freelance, and then he followed suit in the spring of 1961 having decided that his modest salary might have been just about tolerable for a bachelor, but was woefully inadequate for an about-to-be-married man.

Soon after, John formed a business partnership with and former News Chronicle motoring correspondent Alan Brinton, the Motor News & Features agency taking over the editorship of Motor Racing and Sportscar magazines amongst others, at the request of Knightsbridge Publications' proprietor John Webb, as

well as serving newspapers, magazines and radio stations far and wide from their base at Brands Hatch and later from their respective homes until Alan's death in 1996.

Track testing, which John had introduced during his time on Moring News, was a 'natural', of course, for Motor Racing.

It was in 1968 that John decided that he needed a second string to his bow and contemplated starting a book publishing company. But before doing so he received a call from a former colleague, who was part of a consortium who had bought Anthony Salmon's trade magazine company (Tony wanted to sell Garage and Motor Agent so as to devote all his time and energy to being Secretary of the BRDC) and discovered that in doing so they had inherited a moribund book company, Motor Racing Publications. John was asked if he would be interested in giving the new owners a help in re-establishing MRP and running it for them? John agreed to do so on the understanding that he would have complete editorial freedom - in due course he bought a majority shareholding, and ultimately became the company's sole owner.

John's first MRP book was Marathon: Around the World in a Cloud of Dust, by the late Nick Brittan, which was Nick's story of competing in the first London-Sydney Marathon of 1968. Then came the first of a series of Motor Racing Years, continuing a run which had previously been published by Knightsbridge Publications until that company's closure.

The emergence of the classic car scene

in the early-Seventies pointed MRP towards marque histories and a long series of Collector's Guides, of which around 60 titles have been published since the first. Amongst the latter have been volumes marking the BRDC's Diamond Jubilee and Silverstone's: Fifty Golden Years.

In the public domain, the most recent additions have been Ian Wagstaff's The British at Le Mans, the third volume of Doug Nye's multiple award-winning BRM: The Saga of British Racing Motors, and Phil Kerr's new autobiography To Finish First: His Years Inside Formula One, Can-Am and Indy 500. Appropriately, Sir Jack has provided a glowing Foreword, and Bernie Ecclestone the Final Word in Phil's book. No change there, then, by Bernie!

I ask John to look back on his career and try and identify the real high points – something which is always and unfair question. He makes the point that life as a motoring journalist in the 1960s was unique in that he and his fellow wordsmiths built genuinely close friendships with many of the drivers of the day.

Track testing for Motor Racing became the most popular feature of the magazine and compilation book followed. He drove many more cars than actually appeared in print and (100+ for 60-70 printed) and sites the Brabham BRM, GT40, works Aston, F2 Matra, Ferrari 250LM amongst the highlights. John modestly admits that he unofficially broke lap records at Brands on more than one occasion whilst testing these cars and feels that this recognition that he was a driver who could hold his own was a factor in him being elected an Associate Member of the BRDC in 1973. "It really was such an honour; I can't tell you how chuffed I felt".

FROM SICILY TO CAPE TOWN

'Which Targa Florio winner resides in Cape Town, South Africa?', asks Greg Mills. . .

BRDC badged and raring to go
Colin, prepared for battle at Le Mans
(Photo Greg Mills)

It's no trick question. But the answer is more than just a name. For the story of BRDC member Colin Davis' motorsport career and accomplishments covers the story of the pre- and post-war motor racing in Britain and Europe, and of a more innocent if more dangerous, and certainly less commercialised era. It also has an unusual path, far from the beaten racetracks of England.

Son of the legendary Le Mans winner (with Dudley Benjafield and Bentley in 1927) and Sports Editor of Autocar SCH 'Sammy' Davis, Colin, now 74, began his career in 1954 with a Cooper Norton 500, before switching to sportscars in long-distance events. While his father was a doyen of the British racing scene as both a Bentley Boy and one of the founders of the Vintage Car Club of Great Britain, Colin made Europe, and Italy in particular, his racing base.

As Westminster-educated Colin recalls, 'I always wanted to race, but my father was unable to assist financially. I bought the Cooper from a legacy left by my grandmother of £1,000 – at the time it bought something! In fact my father asked my mother where 'the boy' had got the money from, although he did attend many of my early races. At the 100 mile event at Silverstone in 1954 in which I made my debut [and finished second] he was in the pits giving me signals.'

It was force of family circumstance that led him to Italy. 'My parents split up in 1956. My

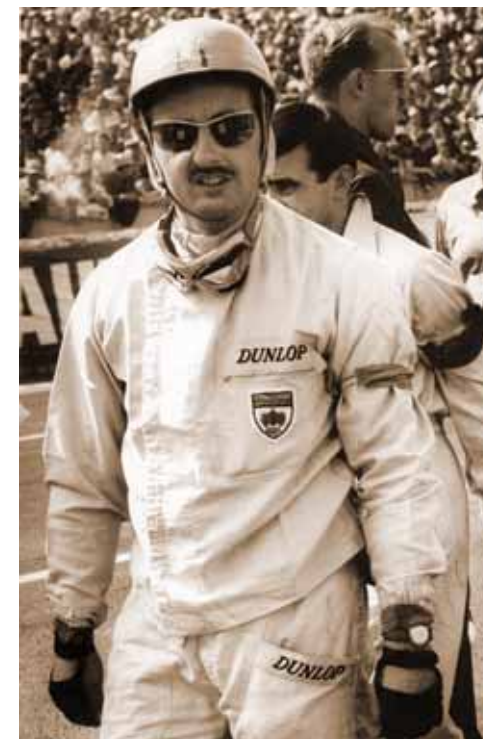
mother, who had trained as a singer in Italy before the war and was fed up with the weather in England and in poor health, wanted to move to the continent. I had borrowed my old Cooper back to win the Gran Premio di Roma Castelfusano, witnessed by three of the racing Maserati brothers Ettore, Ernesto and Bindo. I was introduced to them, and they said 'Please if you come to Italy maybe we can arrange something'. They were good to their word, and when I returned to Italy to assist my mother I was given a test at Modena where I set fastest lap in the OSCA 1.5 litre.'

After the successful test he was signed on a race-by-race contract, only for the team's season to be suspended after Alfonso de Portago's fatal Mille Miglia accident. 'I was offered a drive in that Mille Miglia, but said I could not do so in full conscience as I did not know a metre of the road. After the Fon's and Eddie Nelson's accident which claimed the lives of 15 spectators too, racing was stopped, leaving me standing around without enough money for postage stamps.'

Towards the end of 1957, with the ban on racing relaxed, he won the Coppa d'Oro della Sicilia at Syracuse and also at Vallelunga, both in an OSCA. 'The Maserati brothers were very pleasant people, except that they would sometimes sell a car which I was supposed to be racing. Then they would say to me, 'We could not shut up shop to provide you with cars to

race!' It was a great shame that they went out of business with the Gran Turismo car, the only bad OSCA I ever drove. After driving it I said that it lack directional stability, but Ludovico Scarfiotti said that it was wonderful and, believing him, they pushed it into production to the ultimate financial downfall of Fratelli Maserati.'

In Italy, Colin drove for De Tomaso, for Scuderia Centro Sud in Grands Prix and sportscar races, and, from 1960, for Scuderia Serenissima. Colin competed in two World Championship Formula One Grands Prix, finishing 11th in the 1959 Italian Grand Prix in a Scuderia Centro Sud Cooper T51-Maserati. His GP start may, however, have come sooner and taken his career in a different direction. While still based in the UK, he finished second in Tommy Atkins' F2 Connaught at Goodwood in 1956, earning him a five lap test in the F1 car at Silverstone. 'I knew I had only a few laps to make an impression, and knew, too, that the F1 drivers took Maggotts flat. I put my foot down and aimed the car at the apex but instead of hitting a paint mark, they had put a kerb there a fortnight before. The car spun and ended up in a ditch with a broken windscreen that cut my face. There was no possibility of any further laps in the F1 car after that.' And in 1957 he drove Horace Gould's 250F Maserati in the Modena GP, but on Horace's instructions 'I only did five laps to get the start money. I did not really have enough laps



to pass judgement on the car, but like dear old Stirling Moss I was not happy with the central throttle.'

In 1958 he shared his OSCA with Alessandro de Tomaso to a second overall in the 12hrs of Messina and an index win and 11th overall at Le Mans. He proved one of the stars of the new Formula Junior, winning at Albi, Pau, Naples and Reggio Calabria in 1959 and at Pau, the Monza Lotteria, Messina, Syracuse, Salerno and Reggio

BLAST FROM THE PAST

Calabria in 1960 mostly in a Taraschi and OSCA. During his successful inaugural 1959 season in the Juniors which culminated in his winning the Trofeo Mondiale – World Championship – for the Formula, ‘Guglielmo Dei who ran Scuderia Centro Sud [literally ‘Central South’, denoting the region south of Rome] offered me a drive in their F1 Cooper-Maseratis alongside Ian Burgess. But Dei was only interested in starting money. As soon as he could retire the car, the happier he was. I was let down by Dei at the British GP when he sold the drive to a South American, Fritz d’Orey. I did the Italian event only after [Centro Sud member] Sabbatini had intervened on my behalf, but thereafter Dei, who I was no longer on speaking terms with, said that I would be a piede – on foot – and without a drive more or less until hell froze over. Not only would he not provide me with a car, but he also prevented me from driving for others. Then Giovanni Volpi, the son of Mussolini’s former minister of finance, and an extremely wealthy man, who ran Scuderia Serenissima [literally, ‘the most serene’] bought me out of my Centro Sud contract and essentially saved my racing career. I was then free to race anything, which I did.’

In 1960 he finished fifth in the Cuban Grand Prix in a Serenissima Cooper-Monaco, shared a Ferrari to a class win in the Nurburgring 1000kms, and finished sixth in the TT. The following year his results included a fifth in the Paris 1000kms and fourth in a Ferrari 250GTO with Carlo Maria Abate in the Nurburgring 1000kms, while he retired the OSCA from Le Mans and the Targa. In 1962, he retired from the Sebring 12-hour and Le Mans with the Ferrari, but finished third in the Paris 1000kms sharing the same Scuderia Serenissima car with Scarfiotti. ‘I drove whatever came my way, from 750cc cars to four-litre sportscars, in order to make a living – just – from it. You must remember that this was a different



time. There was a great deal of conservatism in sponsorship. My father, for example, was not allowed to race again for Bentley lest it compromise his journalistic independence, and nor was my mother allowed to drive a non-British car when they were married.’ Little wonder he says that the modern era ‘is missing

the romance and drama we enjoyed. Perhaps this is because it has become too technical, not having the human element it once had.’

He was recruited by Porsche team-manager, Huschke von Hanstein, after the Baron had seen him drive in the Osca. The offer came through in the winter of 1963 ‘when I was

busy having pneumonia. Huschke was a great disciplinarian, rather like a director of a movie in the way he conducted the racing team, but since he had been a driver himself and had won the Mille Miglia, he understood a driver’s needs.’ Colin had already gained some experience with Porsche having driven Jean

Behra's F2 car at Reims in July 1959.

The partnership soon brought results. In 1964 Colin won the 1964 Targa Florio in a works Porsche 904 GT with Antonio Pucci, and earned third in the Paris 1000kms with Edgar Barth, though he retired the 904 GTS (with Barth) from the Nurburgring 1000kms and the 904/8 (again with Barth) from the Reims 12-hour and (with Gerhard Mitter) from Le Mans. This was the first of three happy years with the Stuttgart team, further highlights of which were his second-place in the 904/6 in the 1965 Targa with Mitter, and fourth at Le Mans in 1966 in the 906L with Jo Siffert. South African Peter de Klerk, a team-mate at Le Mans, who finished sixth in another works 906 partnering with Udo Schutz, says of Colin that he was 'A bloody good, quick driver, and a most likeable guy. But that is not all. An event at Le Mans is very hard work, especially in the rain and especially if you are driving four-hour stints like they did.'

After the '64 Targa victory, Colin sent his father a telegram which read 'What fun! You Le Mans. Me Targa.' 'What fun' was a well-used interjection of my father's,' he explains. The two also shared a common helmet design, grey with the heraldic Davis wolf above the peak, 'but I added the 'E' to denote the eldest son, whereas my father raced with the heraldic cross as well on his.' Sammy Davis died on his 94th birthday in 1981.

By 1967, the year of his racing retirement, Colin had 'reached a point where I had the best car I was likely to get for some time. I had also seen other drivers go on too long, ending their careers in disaster or pity. I watched someone of the calibre of Graham Hill trying to qualify at Monaco in the mid-1970s, just squeezing on the grid of a race he had won many times. This was probably not down to him, but rather that he was not getting the cars. I was also the father of a small daughter. The cars and circuits

were also more dangerous in that era, and we expected that there would be very bad crashes with fatalities. And the ultimate incentive of going that little bit faster diminishes if you are happily married' – which he remains today to his charming Czech-born wife Eva. The two met during Colin's 'gap' year between school and national service, when he sat next to her during a language course in London. He changed from journalism in order to pursue the romance.

Problems with the Alfa T33 which, by then, he was driving for Autodelta, also helped him to make up his mind. 'We were practising on the old Mugello road course with the Alfa, and experienced all sorts of problems. Coming out of the pits, with a stone wall embankment on one side and a precipice on the other, the steering column broke just as a lorry was coming towards me. I dared not touch the brakes as I did not know which way it would veer. The car managed to get itself to a clearing without any danger. Carlo Chiti introduced me in the pits to the head of Autodelta, and I explained that the car had the horsepower but too many problems to beat Porsche. That did not go down too well. Come the race, the car broke a steering arm. After making it back to the pits, despite my protestations, Chiti told me that it was just a puncture and refuelled the car, installing [co-driver] Spartaco Dini in the driver's seat. Eventually it took the Clerk of the Course to force them to lift the bodywork to discover the broken part.'

Colin was 'told afterwards that the car had been reengineered from top-to-bottom by Autodelta, and I was asked to test it. However, I did not believe it likely as they did not have the time to do all of this. Subsequent events proved me right.'

Tired of political and economic instability in 1970s Italy, Colin, Eva and the 11-year old Francesca emigrated in 1976 from their home on the Mediterranean coast to a life of relative

Through the streets (far left)

Colin at the wheel of a Porsche during the famed Targa Florio

The star's in the car (right)

Colin was mighty during the 1959 Formula Junior season (Photos by Greg Mills)



anonymity in Cape Town. Colin freelanced for 15 years with the state broadcaster as a film and book critic, while Eva continues to work as a translator and foreign language teacher. Colin has largely left motorsport behind, going to the local race-track at Killarney 'a few times with old friends like David Piper', though he continues to follow Formula One in the media. The only pointers of this modest man's racing career are a living room in their Oranjezicht home dotted with spectacular silverware recently polished by their four admiring grandsons visiting from Canada and his encyclopaedic recollection of events, tracks, cars and people of nearly half a century ago.

His best circuit? 'It would be either the Targa or the Nurburgring. But it would have to be the Targa. 72km and nearly 900 corners per lap, it was so difficult to learn, and had so much diversity, going from sea level up into the Sicilian hills.'

And the best driver? 'Stirling Moss was undoubtedly the best driver I drove against. Dan Gurney was like Stirling; someone who should have won the World Championship. Jo Siffert was probably the best co-driver I had – someone who was quick but did not indulge in internecine struggle with his team-mates to

prove himself quickest.'

It is notable that four of Colin's team-mates from his most successful period in the mid-1960s – Scarfiotti, Mitter, Bobby Klass and Siffert – were all killed in racing cars. It is a measure of the man that Colin Davis not only survived a most dangerous era, made a decent living as a professional driver in the days before the commercialisation of the sport, and was able to progress in spite of often turbulent and nationalist team politics, but won one of the toughest races of all in so doing.

Dr Mills heads the Brenthurst Foundation in South Africa, dedicated to strengthening African economic performance. In his spare time he has authored four critically-acclaimed books on Southern African motorsport (all published by Ecurie Zoo in Johannesburg – voszoo@global.co.za – for the benefit of the SA Motor Racing Legends Fund): For the Love of It: John Love and an Era of Southern African Motorsport (2005); Springbok Series: An Era of Sports and Saloon Car Racing in Southern Africa (2006); 'Love First, Tingle Second!': Sam Tingle's Motorsport Scrapbook (2006); and 'PIPES!' David Piper and the Springbok Series (2007). He is currently working on a book on BRDC member Paddy Driver.



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THE STEPHEN JELLEY DIARY

Tin tops...why not?



Negotiations had been on-going for some time as to what I would be doing for the summer racing season. The plan at the end of 2007 was that I was going for GP2, and we would just have to find the money somehow. GP2 Asia became a possibility and everybody agreed that to be competitive in GP2 maximum time was required in the car so Asia made sense. For the summer season however all the teams' views were different. No teams wanted a 'rookie' driver and no teams were willing to move on the budget. Towards the end of last year I tested a DTM car and although I would have loved to do it the team still wanted loads of money. My management and my F3 team boss 'Boyo' had spoken about the possibility of testing the West Surrey Racing-Team RAC BMW and the parties had been talking. I have to admit that at first I was not sure as the S2000 specification cars didn't sound that appealing next to a GP2 or a DTM. We agreed to do the test, and meeting at the WSR workshop.

The test went very well. I just got in and drove the thing. Dick Bennetts told me that he had thought that an able F3 driver would

go well in the BMW. I found driving the car round Pembrey very different and although this 'ratio' may be similar it's all done at much lower speed, meaning I was over driving, and sideways often. The other thing I found was that the BTCC car compared to anything else I have driven has no brakes! This makes the braking distances long, making overtaking possible and the championship good to watch. All in all the car is a nice thing and although derived from a road car it is very much a racing car, small changes to roll bar or camber settings can be immediately felt and although there may not be the large amount of car changes available (as in a single seater) this means the driver has more to do and the engineers have to get creative.

In the end joining West Surrey was an easy decision, a professional team, with an excellent major partner in RAC and the scope to learn a new category and add another string to my bow.

Whatever I drive, whenever it is, I'll give it my all. Not because of commitment or whatever, but because I'm a racing driver and we are all competitive individuals who love to drive and do anything to win - be it an F1 car or a soap box I can't think of a better job.

After some encouraging pre-season tests, when the racing started it got bloody tough.

The beginning of the season was not helped by dovetailing GP2 Asia and the BTCC. My last GP2 weekend was also my second BTCC weekend, and I ended up racing in Dubai on the Friday, flying over night to Heathrow, landing at 7am and arriving at Rockingham five minutes before the start of the first practice session. My normal preparation for driving a race car is to be very prepared. Sleep correctly, eat correctly, and make sure I'm well hydrated. I had slept for a couple of hours, crammed into my economy seat, eaten a British Airways omelette at around 5am consumed some orange juice and a sip of water in the car. I would have stopped to buy more but I had to run from the plane to the car and from car to race car; timings were tight.

I was confident after a night's sleep. The car suffered power steering failure in a big way during race one, spraying oil over my front brakes, making both steering and braking very tough. In the last race I experienced my first proper wet race in the touring car and one of the wettest I have ever experienced. Rockingham is a low grip circuit, the rain was pouring, and my heated screen had all but

packed up.

The inside of a touring car in the wet is what I imagine the inside of a kettle is like just before boiling. It was raining inside the car from a combination of condensation and the roof rack holes letting water in. This was bearable while driving in clean air. but the safety car came out and the team thought I should turn off the heated screen to save battery power as the alternator is not too beefy, I won't turn that off again! I may as well have had my helmet on backwards and at the re-start I arrived at the first corner having to guess where to break. Unfortunately guessing wrong, I went straight on ruining any chance of points.

BTCC meetings are different from F3 meetings – the fan base is huge. F3 is not about the spectator, it's about developing drivers and at some meetings the drivers out-number the crowd. It's a great feeling having a big crowd watching and the crowd gets the chance to interact with the drivers. Nobody has a bad word to say and everybody is very positive.

I'll try my best to give them something to watch!!

Stephen Jelley



HISTORIC MONACO



Black Beauty (left)

Julian Bronson had already won at Monaco in 2002 with ERA R14B and was therefore a natural choice to repeat the feat in the famous ex-Raymond Mays R4D, currently owned by Mac Hulbert. Expectations were high but Julian had the chance for no more than a few laps around Silverstone in the car before heading for Monaco. Principal opposition came from Matt Grist in the Alfa Romeo Tipo B (P3) with which Louis Chiron had finished second in the 1934 Monaco GP. R4D's Monaco record was rather

less illustrious; in a previous iteration it had been disqualified from the 1936 Coupe Prince Rainier when Raymond Mays was pushed to restart after a spin. A previous visit to a Monaco Historique had seen the car withdrawn before the race. This time, after a tremendous tussle with the Alfa, Julian prevailed by just 2.9 seconds to add a Monaco win to R4D's remarkable cv. Here the two cars are seen heading up Beau Rivage just after the start chased, but not for long, by Paddins Dowling in R11B which retired on this first lap.

Since 1997 the Automobile Club de Monaco has held one of the most authentic historic motor racing events in the world. Usually the Grand Prix Historique de Monaco takes place over the weekend before the Formula 1 Grand Prix but this year it was brought forward by a further week to allow for the Cannes Film Festival taking place just down the coast in between.

The ACM goes to considerable trouble to try to ensure that the cars which compete in the seven races reflect the history of the Monaco Grand Prix since it was first run in 1929. Thus we have races for pre-1947, front-engined 1947 to 1960, rear-engined 1954 to 1965, 1966 to 1974 and 1975 to 1978 Grand Prix cars together with a pre-1953 Sports Car race to recall the fact that in 1952 the Monaco Grand Prix was run as two races for up to and

over 2-litre sports cars, and a Formula Junior race.

This year sees the 50th anniversary of that most seminal of single-seater categories, Formula Junior, and so a capacity grid was assembled of very early, mainly front-engined cars such as would have taken part in the 1st Grand Prix de Monaco Formule Junior in 1959.

Every race has its highlights, some of which we hope will be conveyed by Jim Houlgrave's photographs on these pages, but for many the sight and sound of 3-litre Formula 1 cars being driven with real skill and commitment, and overtaking, is second to none.

For the record, the winners were as per the table below.

Ian Titchmarsh

Photography by Jim Houlgrave



Tony G in the lead (above)

Full Member Dr Tony Goodwin, now in his 70s and threatening to retire, first raced at Monaco in 1964 with his Lola Mk 2 with which he came 12th in the final of the first Monaco Formula 3 race (won by Jackie Stewart in the Tyrrell Cooper-BMCT72). These days Tony races a Gemini Mk 2 in Historic Formula Junior events, a car which dates back to 1959 and was therefore very eligible for this year's FJ race. Tony took pole position by a typically tiny FJ margin of just 0.047 sec from the

1960 American-built Mk 1 BMC (for British Motor Car Distributors) of Professor John Monson. Tony led initially but could not keep the more sophisticated American car behind him indefinitely and eventually had to settle for second. Here the Gemini leads the BMC into Rascasse on the first lap, closely followed by the untypically blue Stanguellini-Fiat of Simone Stanguellini, grandson of Vittorio who founded the celebrated Italian company. The Stanguellini car is blue as the car with which Henri Grandsire won the French FJ Championship in 1960.

Pre-1947 Grand Prix Cars	Julian Bronson (GB)	ERA R4D
Front-engined Grand Prix Cars 1947 – 1960	Duncan Dayton (USA)	Lotus-Climax 16
Pre-1953 Sports Cars	John Ure (GB)	Frazer Nash Le Mans Replica
Pre-1960 Formula Junior	John Monson (IRL)	BMC-BMC Mk 1
Rear-engined Grand Prix Cars 1954 – 1965	Simon Hadfield (GB)	Lotus-Climax 21
Grand Prix Cars 1966 – 1974	Duncan Dayton (USA)	Brabham- Ford BT33 DFV
Grand Prix Cars 1975 – 1978	Paul Edwards (USA)	Penske-Ford PC3 DFV

A Yard apart (left)

A classic Monaco overhead shot of a Grand Prix car in action in the streets of the Principality offers the opportunity to appreciate the lines and design of an early 70s Formula 1 car. This is the ex-Denny Hulme/Peter Revson 1971 McLaren M19A with which Brian Redman finished fifth in the very wet 1972 Monaco GP. Brian was deputising on that occasion for Revvie who was on Indianapolis duty and he was present again this year. He recalled how he and Denny in the other YardleyMac had together visited the escape road at St Devote on the first lap and dropped to the back of the field. Brian then set about passing as many of the 26 cars as he could on his way to fifth place, three laps behind the winning BRM P160B of Jean-Pierre Beltoise but in turn three laps ahead of his team mate. Denny never liked racing in the rain and finished a lowly 15th. In 2008 this superb machine is now raced by Italian Roberto Crippa who, in pleasantly warm and dry conditions, brought it home eighth, one lap down on the Dayton/Folch battle.

**Red Square (left)**

OK, so the Lotus 16s were way up the road but don't these two Italian cars epitomise the last of the front-engined era of Formula 1! Barrie Baxter in the TecMec-Maserati and Tony Smith in his ex-Phil Hill, Italian Grand prix-winning Ferrari Dino 246 power their way in a glorious blare of sound though Casino Square during their race-long battle. Initially they were disputing third place, which would have meant so much to Tony who, unlike Barrie, had never been on the podium at Monaco before. Tony tigered his way past only for Barrie to move back ahead a few laps later. By then both were destined for the podium anyway following the retirement of Joaquin Folch's Lotus.

Applause (above)

On their slowing down lap around the Swimming Pool Duncan Dayton and Joaquin Folch deservedly acknowledge the tumultuous applause from the large crowd who had just witnessed one of the best races ever seen at a Monaco Historique. The gap at the flag was 0.243 sec and it had been little more than this at any stage as the American and the Spaniard summoned up all their skill and experience to defeat each other. Duncan led away from pole position in his 1970 ex-Rolf Stommelen/Tim Schenken Brabham BT33 and just, but only just, kept Joaquin's 1974 ex-Jochen Mass/James Hunt McLaren M23 behind him throughout the 10 laps. The win, his second of the weekend and a record eighth at Monaco Historiques, was all the sweeter for Duncan for the fact that he had barely raced since sustaining a very serious neck injury at his swimming pool last July.



HISTORIC MONACO

What's happened to the V8s? (right)

Simon Hadfield in Bob Tabor's ex-Jimmy Clark 1961 Lotus 21 leads Full Member Alan Baillie's ex-Gerard Racing 1964 Cooper T73, powered by four cylinder Coventry-Climax and Lotus-Ford engines respectively, into St Devote at the start of the pre-66 rear-engined GP car race. The V8s follow, headed by James Hanson in the Scirocco-BRM which rarely found itself so near the front in period. While Simon, in only his second ever race at Monaco, led all the way to a convincing win which recalled in a minor key Sir Stirling's defeat of the V6 Ferraris in 1961, Alan fell back to fourth at the flag behind the Scirocco and the Lotus 24-BRM of Marcus Mussa after some cars had been excluded controversially for running out of period ignition systems. The only other occasion when a Scirocco finished so well up was in the 1963 Austrian Grand Prix, courtesy of Tony Settember. But don't be fooled: it was a non-championship race back then, Sir Jack's winning Brabham was five laps ahead, and there was only one other finisher.



Brian Red – the man (left)

Our Brian in a Formula 1 Ferrari may be an anachronism but this image is irresistible. This is the 312B2 with which Jacky Ickx gave the Scuderia its only Grand Prix win in 1972, followed home on the Nordschleife by the late Clay Regazzoni. Brian did in fact drive a monoposto Ferrari at the 'Ring – in the 1968 Formula 2 Eifelrennen on the long lost Sudschleife – but in 1972 he was finishing fifth, as at Monaco, in the M19A McLaren. Although Jacky was on hand in Monaco both as Race Director and to drive the 1998 Crosthwaite & Gardiner replica of a 1936 V16 Auto Union C-type, it seems that Audi weren't too keen on him demonstrating "his" Ferrari. However, now as then in the World Sports Car Championship, Brian Redman was ready to take over a Ferrari from the great Belgian.

Bottomless tank (below)

No, this isn't a Ferrari lapping a little British sports car. It is the dice for fifth place between the very well driven 1950 Ferrari 340 America of German enthusiast Michael Willms, a car once raced in the Mille Miglia by Alberto Ascari as a 275S, and the 1952 ex-Horace Gould Cooper-MG T21 in the grip of the irrepressible Simon Diffey. Time after time Simon would outbrake the Ferrari into corners, his efforts from way back

on the descent to the Chicane being particularly spectacular, only for the Italian car to power past on the next straight stretch. The run from Anthony Noghes to the flag along the Boulevard Albert 1er left the 1250 cc MG engine of the Cooper just a tad breathless against the 4-litre V12 Ferrari which, despite Simon's best efforts, crossed the line just 1.74 secs in front. Afterwards Simon revealed that he had completed the whole event on one tankful of petrol.



RUNNERS AND RIDERS

CLASS OF 2008

The Santander British Grand Prix takes place at Silverstone 'The Home of British Motor Racing' on July 6. In this, the 80th Anniversary of the British Racing Drivers' Club, Silverstone celebrates its own 60th Anniversary.

For 60 years Grand Prix racing has been the cornerstone of racing action at the circuit, and these 20 gladiators follow in the footsteps of those before them – all ensuring that Silverstone's heritage is maintained for another year.

Photographs by LAT

1 DRIVER: Kimi Raikkonen (FIN)
TEAM: SCUDERIA FERRARI MARLBORO
CONSTRUCTOR: FERRARI



2 DRIVER: Felipe Massa (BR)
TEAM: SCUDERIA FERRARI MARLBORO
CONSTRUCTOR: FERRARI



9 DRIVER: David Coulthard (GB)
TEAM: RED BULL RACING
CONSTRUCTOR: RED BULL RENAULT



10 DRIVER: Mark Webber (AUS)
TEAM: RED BULL RACING
CONSTRUCTOR: RED BULL RENAULT



3 DRIVER: Nick Heidfeld (D)
TEAM: BMW SAUBER F1 TEAM
CONSTRUCTOR: BMW SAUBER



4 DRIVER: Robert Kubica (PL)
TEAM: BMW SAUBER F1 TEAM
CONSTRUCTOR: BMW SAUBER



11 DRIVER: Jarno Trulli (I)
TEAM: PANASONIC TOYOTA RACING
CONSTRUCTOR: TOYOTA



12 DRIVER: Timo Glock (D)
TEAM: PANASONIC TOYOTA RACING
CONSTRUCTOR: TOYOTA



5 DRIVER: Fernando Alonso (E)
TEAM: ING RENAULT
CONSTRUCTOR: RENAULT



6 DRIVER: Nelson Piquet (BR)
TEAM: ING RENAULT
CONSTRUCTOR: RENAULT



14 DRIVER: Sébastien Bourdais (F)
TEAM: SCUDERIA TORO ROSSO
CONSTRUCTOR: STR FERRARI



15 DRIVER: Sebastian Vettel (D)
TEAM: SCUDERIA TORO ROSSO
CONSTRUCTOR: STR FERRARI



20 DRIVER: Adrian Sutil (D)
TEAM: FORCE INDIA FORMULA ONE TEAM
CONSTRUCTOR: FORCE INDIA



21 DRIVER: Giancarlo Fisichella (I)
TEAM: FORCE INDIA FORMULA ONE TEAM
CONSTRUCTOR: FORCE INDIA



7 DRIVER: Nico Rosberg (D)
TEAM: AT&T WILLIAMS
CONSTRUCTOR: WILLIAMS TOYOTA



8 DRIVER: Kazuki Nakajima (J)
TEAM: AT&T WILLIAMS
CONSTRUCTOR: WILLIAMS TOYOTA



16 DRIVER: Jenson Button (GB)
TEAM: HONDA RACING F1 TEAM
CONSTRUCTOR: HONDA



17 DRIVER: Rubens Barrichello (BR)
TEAM: HONDA RACING F1 TEAM
CONSTRUCTOR: HONDA



22 DRIVER: Lewis Hamilton (GB)
TEAM: VODAFONE McLAREN MERCEDES
CONSTRUCTOR: McLAREN MERCEDES



23 DRIVER: Heikki Kovalainen (FIN)
TEAM: VODAFONE McLAREN MERCEDES
CONSTRUCTOR: McLAREN MERCEDES



Obituaries

ARCHIE BRYDE

By James Beckett

Archie's career in motor sport began in 1939 when he finished sixth in the Saloon Car class of the RAC Rally. He also contested the Lewes Speed Trials in an SS100 while also undertaking practice sessions at Brooklands in an Alta, although a gearbox problem prevented him from actually lining-up on the grid.

Immediately after the war, Archie contested races at the wheel of a Jaguar XK120, and also raced a Cooper 500cc in 1951.

Handed an Allard J2X for 1952, Archie raced the car at Monaco, Reims and Boreham, while in the same year Ward Thomas drove Archie's Cooper 500 to victory in the Grand Prix des Frontieres.

Archie acquired the prototype Cooper-Bristol, with basically a wartime BMW engine installed, which had debuted at Goodwood in the hands of Juan Manuel Fangio. Archie drove this car at Silverstone in the Daily Express International Trophy, the Ulster Trophy at Dundrod, Brands Hatch, Goodwood, Charterhall, Boreham, Castle Combe and in the Grand Prix de France at Comminges where the car was not fast enough to challenge the cars from Scuderia Ferrari and Renault Gordini.

Archie recognised, that although he was not a bad driver, there were others who were faster, and he placed Mike Hawthorn

in the car at Dundrod. He also had Hawthorn in the car at the Grand Prix de France at Reims, where the partnership finished seventh, and the French Grand Prix at Rouen, where he retired.

Hawthorn also drove the Cooper Bristol in the Ulster Trophy, while Reg Parnell also took a turn behind the wheel winning at Boreham and finishing seventh in the British Grand Prix at Silverstone.

The Cooper Bristol was hard-driven, and started to suffer numerous retirements with one unfortunate incident happening at the Daily Express International Trophy, where Archie had been following Louis Chiron,

whose fuel tank had been leaking. The car caught fire, and Archie escaped with minor burns.

Archie eventually sold the car to Bernie Ecclestone, ending his career as a driver – however he was to remain involved with motoring and motor sport.

As Aston Martin Lagonda importer to Italy, Archie completed a deal with John Wyer whereby Archie's Swiss company Autonautica and Aston shared the production costs of twenty-four Aston Martin Zagato cars. The first car was delivered to Jean Kerguen for competition at Le Mans, and many of the cars can still be seen in historic racing events throughout Europe.

Archie's man at the wheel
Reg Parnell at speed in Archie Bryde's Cooper Bristol during the 1952 British Grand Prix at Silverstone (Photo by LAT)





24 HOURS ARE NOT ENOUGH

James Beckett makes his annual pilgrimage to the Mecca of motorsport...

It was a good plan. We would go to Le Mans. An idea that was conceived in the pub. Four weeks later the plan was a reality, and with my friend James in the co-driver's seat of the Mini, off we set for France.

It was that trip across the Channel, and a drive through France, that cemented my love affair with visiting the world's most famous motor race.

That was 1996, and it is now 2008 and I am fresh back from making my thirteenth trip to La Sarthe.

Little has changed in many ways for me on my trips. I enjoy the drive to the circuit, I arrive early enough to watch the all-important qualifying sessions and I try, but usually fail, to stay awake for the entire race. I love it, and long may it continue. I can't help but think with 365 days in a year, 24 hours are just not enough!

The talking point for all ahead of this year's race – the 76th edition – was the battle for supremacy that would take place between Audi, the German company who have made the race their own in recent years, and Peugeot, the French lion with a patriotic home crowd on their side.

Head-to-head races in rounds of the Le Mans Series this year have gone Peugeot's way, so Peugeot arrived at Le Mans with an all-star driver line-up consisting of former Grand Prix and established sports car stars for their three cars, while Audi's team had a familiar Le Mans look to it.

Lines were drawn, and with three diesel-powered cars apiece battle commenced. Peugeot, who set the pace during the pre-race test, claimed first blood and the pole position with a stunning performance by Stephane Sarrazin at the wheel of the number 8 car during the first evening of qualifying.

On race day the three Peugeots held off the challenge of Allan McNish to lead at the start. Incredibly fast, incredibly nimble and with the French tricolours flying, the Peugeot trio

looked set to dominate.

However, problems forced the number 8 and 9 cars to lose time and it was left to the number 7 of Marc Gene, Nicolas Minassian and Jacques Villeneuve – a man looking to equal Graham Hill's unique triple crown of winning the F1 World Championship, the Indy 500 and Le Mans – to uphold French honour.

And number 7 did a good job until time was lost in the small hours, and when the rain began to fall Audi made their move. The R10, more nimble and more versatile in the conditions than the 'twichy' Peugeot, made up ground to take the lead. It was then role reversal. Instead of being chased, it was up to Peugeot to do the chasing.

They did, and crowds returning to the circuit after a night of frivolity in the campsites or at the fun fair, were treated to a right royal battle as the number 7 Peugeot attempted to hunt down the number 2 Audi.

The battle wasn't decided until the final lap. Audi blocked Peugeot's offensive, and at the centre of the battle was a man who is as cool as the world's coolest cucumber – Tom Kristensen.

TK just got on with his job and his job is winning Le Mans – a job he is very good at. At 3pm Tom Kristensen was at the wheel of the leading car when the chequered flag was waved.

With Peugeot less than a lap back, Audi claimed a memorable victory in a memorable race, victory adding another chapter to their fabulous Le Mans record book. It was win number eight for the German manufacturer, win number three – a hat-trick – for the R10 diesel, win number two for Allan McNish, win number two for Dindo Capello and amazingly win number eight for TK himself – stuff that would get the Hollywood scriptwriters excited, now there's an idea...

Am I going back again next year for my fourteenth? You bet! Only 364 days to wait.



The magnificent eighth
2008 – win number eight for TK

The race is on
Peugeot lead the way

Big wheel, big fun
Joey Foster doesn't have time to enjoy Le Mans' night life as he flashes past the fairground

Under the floodlights
The unique atmosphere of Le Mans
(Photographs by James Beckett)



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SECRETARY'S LETTER

I wrote in the last Bulletin of the need to ensure new Members joining the Club were given a warm welcome. I have been heartened to have received a number of comments back from Members agreeing that this is an important point for any Club. That is not to say, however, that there should be a switch of focus solely onto the new (and therefore it follows younger) Members of the Club at the expense of those who have made up the membership for up to and including six decades.

The BRDC is a broad church indeed and seeking to offer a Club which appeals to all of its membership equally is a challenge indeed.

I hope that you will agree that over the last year, a revamped Bulletin has gone a long way towards combining contemporary reportage of motorsport events featuring Club Members together with a more fulsome dip into the history of the Club though the activities of its older Members.

The welcome contribution from Paul Frere – tragically, the last thing he wrote – and the feature on Colin Davis, this month, are the types of stories that not only make eye opening reading in themselves, but also set an example to the generation that follows them of the humility and sportsmanship with which BRDC Members have conducted themselves on an

international stage in the past.

I know there are many other such interesting tales out there within the membership and I would urge those for whom modesty prevents an approach to the Bulletin to think again! The Editor wants to hear from you and he wants to be able to share your story, both in words and in pictures (we are aware of some exceptional personal photographic collections) with your fellow Members who share your interest in your sport.

On a similar theme of the maintenance of history, the BRDC Archive and Library is home to not just Club history, but also some more personal artefacts donated by individual Members keen to ensure their future survival and appreciation. I'm aware that many Members have extensive libraries and records of their racing activity. It is possible that your passion of motor sport is not shared by your wife, or possibly even your children, and given that the average age of the membership of the Club is 62 years old there may be a number of Members wondering what to do with these most comprehensive collections built up over many years.

Please do not forget the BRDC Archive and Library when making your will! One hates to be morbid about these things, but there is certain inevitability and it would be remiss of me not to remind you that your

Club can benefit from your generosity and a little prior planning.

The BRDC 80th Anniversary Display and Parade is proving popular and I am pleased to say that there will be a strong turnout of cars representing the 80 years of the Club. If you would like to enter a car there are still spaces – and surprisingly more from the 80's, 90's and 2000's than one would expect – please do complete the Booking Form which was sent with your Grand Prix information or request another one from the office.

I look forward to seeing as many of you as possible at the Grand Prix – it should be another memorable event in this Silverstone's 60th Anniversary year.

Stuart Pringle
Secretary, BRDC

MEMBER NEWS

The BRDC Benevolent Fund

The Benevolent Fund was established by way of a Charitable Trust in November 2000 and its registration number is 1084173.

Currently the Trustees of the BRDC Benevolent Fund are David Richards, Chris Bliss and Michael MacDowel, who are all Members of the BRDC.

We were fortunate that two generous benefactors provided initial funding, the late Mr. Ken Tyrrell and Mr. John Britten who both donated £25,000. The BRDC club made an initial contribution of £25,000. In addition, Sir Jackie Stewart OBE, generously donated £25,000 in May 2002.

The name of the Trust is the 'BRDC Benevolent Fund' and the objects of the Trust are the relief of financial need among:

- (1) Members of the British Racing Drivers' Club Ltd and their families and dependents: and
- (2) persons involved with motor sport generally and their families and dependents.

The Trustees are conscious of the fact that most people are reluctant to ask for help if they are in difficult financial circumstances due to ill health or bereavement within the family. Pride plays a pivotal role in this reluctance as does a dislike of one's personal affairs becoming widely known.

For this reason confidentiality is assured for those who make contact with the Trust Fund and the Trustees are hopeful that 'word of mouth' will play an important role in bringing possible cases to their attention.

Our facilitator, Mrs. Ruth Ritchie, who has over 20 years experience in Social Services, will on a case by case basis, visit and discuss details with potential beneficiaries and prepare a report for the Trustees consideration and action.

Ruth Ritchie is fully conversant with the benefits

available from statutory or voluntary bodies and her experience is proving invaluable when advice and practical help have been required in a number of cases.

Please use the Benevolent Fund. It is here to help people who, for whatever reason, may need it.

The Trustees, BRDC Benevolent Fund
c/o Mrs. Ruth Ritchie (Facilitator)
45 Beech Tree Road
Holmer Green
High Wycombe HP15 6UR
Tel/Fax: 01494 712330
Email: ruthnranrit@yahoo.co.uk

Michael MacDowel

Ecurie Ecosse in Scotland

There was a large turnout of BRDC Members on the annual Ecurie Ecosse Tour held in May.

They all gathered in brilliant sunshine at the Fors House Hotel in Thurso and were joined by the Club's most northerly Member, Ronnie Mackay who has a dealership in Thurso.

The Members (pictured bottom right) were, back row, Michael Wheatley, Stuart Graham, Neil Corner, Nigel Corner, Adrian Hamilton, Paul Michaels, Martin Colvil, Willie Tuckett, Andrew Fletcher, Sir Paul Vestey (Part hidden) and Ian Skales. Sitting are, left to right, John Coombs, Hugh McCaig, Ronnie Mackay and Graham Gauld.

The only member on the Tour missing from the photo is Colin Pearcy who had gone to visit John O'Groats when the photo was taken.

Graham Gauld

ARE YOU READY FOR THE CHALLENGE?

As announced in the last issue of the Bulletin, the fifth-running of The Secretary's Challenge will take place on Sunday 2 November at the Walter Hayes Trophy.

The end-of-season spectacular plays host to this special race for Club Members, BRDC Superstars and BRDC Rising Stars.

The 15-lap epic around the Silverstone National Circuit attracts a wide-variety of cars, and it is hoped that the 2008 running will see the biggest entry to date.

The rules are simple, the race is open to individuals from all categories of the Club who hold a valid 2008 competition licence, and their car must be a sports or saloon. Please put the date in your diaries and prepare for action!

Entry Forms will be available from the Club website – www.brdc.co.uk – from 1st September.

The podium of 2007 (Photo Jakob Ebrey)



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Book reviews

The Bulletin team recommend a worthy addition to your library

GENTLEMAN JACK: The Official Biography of Jack Sears

Graham Gauld

Veloce Publishing PLC

ISBN-13: 978-1845841515

Whether by design or accident, publication of this long-awaited biography of the BRDC's former President, has neatly coincided with the 50th anniversary of the British Touring Car Championship of which, when it was known as the British Saloon Car Championship, Jack Sears was the first winner with his Austin A105 Westminster.

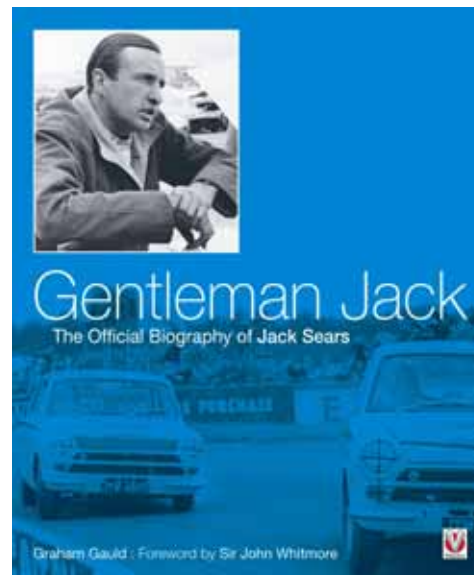
In his opening paragraph author and Associate Member Graham Gauld says: "One of the great pleasures of working with Jack Sears on a book like this is that he is the possessor of the most accurate memory of any racing driver I have ever met, as well as being the most erudite." And it shows. Graham makes it clear that Jack was meticulous in his co-operation and supervision of the book's production.

Not only is the story of Jack's life totally authentic but it is supplemented by a marvellous array of photographs from the family archive and by an exhaustive list of every competitive motor sport event in which Jack took part, beginning in 1950 with an MG TC in the BARC Eastbourne Rally ("5th overall, 2nd in Class, 1st Class

award") and culminating some 15 years later at the 1965 Oulton Park Gold Cup meeting where Jack finished "3rd overall, 2nd in Class" in a Team Lotus Lotus Cortina (behind Jack Brabham's Ford Mustang and team mate Jimmy Clark incidentally). Such was the company Jack used to keep! In fact the record is not 100% complete because this reviewer can distinctly recall seeing Jack driving a Healey 3000 at Snetterton at a Historic Sports Car Club meeting in the late 80s, memorable not least because Jack was power sliding the Big Healey through Russell as if he had never been away.

For someone who discovered motor racing during the heyday of Jack's career this book is completely and utterly fascinating. Here are the images of Jaguar 3.8 Mk 2s and Lotus Cortinas on full opposite lock (and one or two wheels in the air in the case of the latter), of the vast Willment Ford Galaxie with which Jack won his second British Saloon Car Championship in 1963, of the open and coupe Cobras and so on. Speaking of Cobras, it was of course the AC Cars Coupe which Jack tested, totally legally, at speeds of up to 185 mph at 4 am on the M1 in the summer of 1965 in preparation for Le Mans. When the story leaked to the press, questions were asked in the House of Commons and national speed limits were on their way.

Although Jack had just two races in a



contemporary single seater, the first of which produced a third place and joint fastest lap in a Formula 2 Yeoman Credit Cooper-Climax T51 in 1960 at Crystal Palace, so that his career never took him in the direction of Formula 1, he certainly had a habit of becoming a centre of attraction at British GP support races. Whether it is the scrap at Aintree between Michael Parkes and Jack in Tommy Sopwith's Equipe Endeavour-entered Jaguars against the remarkable Australian star Bob Jane, or a year later at Silverstone when he locked horns with Colin Chapman in a pair of 3.8 Mk 2s or, perhaps

most memorable of all, the extraordinary "red mist" drive from the pit lane after being black flagged to win in the Willment Cobra roadster, the stories and the pictures are all here in this absorbing book.

Jack retired from racing after a serious accident while testing a Lotus 40 at Silverstone in September 1965 but no sooner had he recovered than he found himself prevailed upon to lead the organising team for the London to Sydney Marathon of 1968. Of course Jack's involvement in motor sport did not end there as he became a long-serving director of the BRDC, Chairman of the Board of Silverstone Circuits Ltd and of course ultimately the Club's President in succession to Gerald Lascelles. He also found time to chair various RACMSA committees and to be a Steward of the Royal Automobile Club. Oh yes, and he is currently Chairman of the Ferrari Owners' Club.

The book concludes with chapters on Jack's son David and his achievements in racing, whether as driver, entrant or driver manager, and an appendix describing the collection of very valuable cars assembled by Jack's father, Stanley.

If there is a disappointment with the book it is the lack of any colour pictures but that said, it is worth every penny of the £24.99 cover price.

Ian Titchmarsh

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CLUB AND REGIONAL EVENTS

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JULY

- 4** BRDC GRAND PRIX BALL
BRDC CLUBHOUSE
CONTACT: Club Office Tel: 01327 855922
- 5** BRDC BBQ
BRDC FARM
CONTACT: CLUB OFFICE TEL: 01327 855922
- 6** BRDC POST GP 'GET-TOGETHER'
BRDC FARM
CONTACT: CLUB OFFICE TEL: 01327 855922
- 14** BRDC TRACK DAY
SILVERSTONE GRAND PRIX CIRCUIT
CONTACT: Jan Stevenson Tel: 01327 850931
- 16** BRDC SOCIAL LUNCH
CLUBHOUSE
CONTACT: Aspire Hospitality Tel: 01327 855100
- 25-27** BRDC HISTORIC SPORTSCARS
SILVERSTONE CLASSIC
CONTACT: Duncan Wiltshire Tel: 01379 678101
- 27** 80th ANNIVERSARY DISPLAY AT THE SILVERSTONE CLASSIC
BROOKLANDS TO SILVERSTONE
CONTACT: Club Office Tel: 01327 850922

AUGUST

- 3** SCOTTISH GOLF DAY
Tba
- 20** BRDC MEMBERS' LUNCH
CLUBHOUSE
CONTACT: Aspire Hospitality Tel: 01327 855100

SEPTEMBER

- 17** BRDC SOCIAL LUNCH
CLUBHOUSE
CONTACT: Aspire Hospitality Tel: 01327 855100
- 26-28** BRDC HISTORIC SPORTSCARS
SPA FRANCORCHAMPS, SIX-HOURS
CONTACT: Duncan Wiltshire Tel: 01379 678101

OCTOBER

- 1** BRDC CLAY SHOOT CHAMPIONSHIP
E.J. CHURCHILL'S WEST WYCOMBE SHOOTING GROUND
CONTACT: Club Office Tel: 01327 855922
- 15** BRDC MEMBERS' LUNCH
CLUBHOUSE
CONTACT: Aspire Hospitality Tel: 01327 855100

NOVEMBER

- 1** WALTER HAYES TROPHY FORUM
CLUBHOUSE
CONTACT: James Beckett Tel: 01327 855925
- 19** BRDC SOCIAL LUNCH
CLUBHOUSE
CONTACT: Aspire Hospitality Tel: 01327 855100

DECEMBER

- 8** BRDC ANNUAL AWARDS
CAFÉ ROYAL
CONTACT: Club Office Tel: 01327 855922
- 17** BRDC CHRISTMAS LUNCH
BRDC CLUBHOUSE
CONTACT: Aspire Hospitality Tel: 01327 855100

19 July 1958 (opposite)

Peter Collins blasts through Woodcote to take the chequered flag for the last time, and win the British Grand Prix. Just over two weeks later he is to lose his life in the German Grand Prix. From the fall of the flag Peter has rocketed his Ferrari Dino 246 off the second row of the 4-3-4 grid to lead into Copse Corner, never to be headed. He has returned to the peak of his form and is totally uncatchable. Stirling and the Vanwall do all they can but have to retire with engine failure. Peter's Ferrari never misses a beat, unlike team mate Mike Hawthorn who has to stop for more oil. It is unlikely it would have made a difference to the result. This is Peter Collins's day. Tragically there are no more.

Ian Titchmarsh



