

SILVERSTONE SHADOWS

CLOSER TO THE ACTION
IN THE 80S & 90S

Bryan Apps

FOREWORD BY NIGEL MANSELL

The years 1985 to 1997 were memorable in the annals of the British Grand Prix. They witnessed four spectacular wins by Nigel Mansell, and one each by Damon Hill and Johnny Herbert, but these bare facts don't begin to tell the story of the excitement and drama of the races held during those years.

In this, the author's second book based on his remarkable collection of photographs and memorabilia, he recreates the 'up-close' excitement of the paddock and the pits during the twelve British Grands Prix races held at Silverstone, and one at Brands Hatch.

As with his book *When Motor Racing Was Fun*, the author's almost unique relationship with the team owners and drivers, coupled with his inexhaustible passion for the sport of motor racing, provides the reader with an insight rarely achieved. His superb collection of personal photographs, the detail of his recollections and his boundless enthusiasm is transferred here to the page, bringing the reader 'Closer to the Action' of some of the most exciting and innovative years of British motor sport.

ABOUT THE AUTHOR

Bryan Apps has been an Anglican priest in the Diocese of Winchester for nearly 50 years. His passion for motor racing was ignited at the age of twelve by a visit to Goodwood in 1949. He corresponded with Raymond Mays, who was both the originator of the E.R.A. and the instigator of the B.R.M. project in the 1950s, and in later years was the guest of Ken Tyrrell in the pits at Silverstone.

His paintings of racing cars and drivers from the earliest days of the Sport, and which appear in *When Motoring Racing Was Fun*, are wonderful evocations of their period and they have led to lasting friendships with many of the most famous racing drivers from before and after the Second World War.

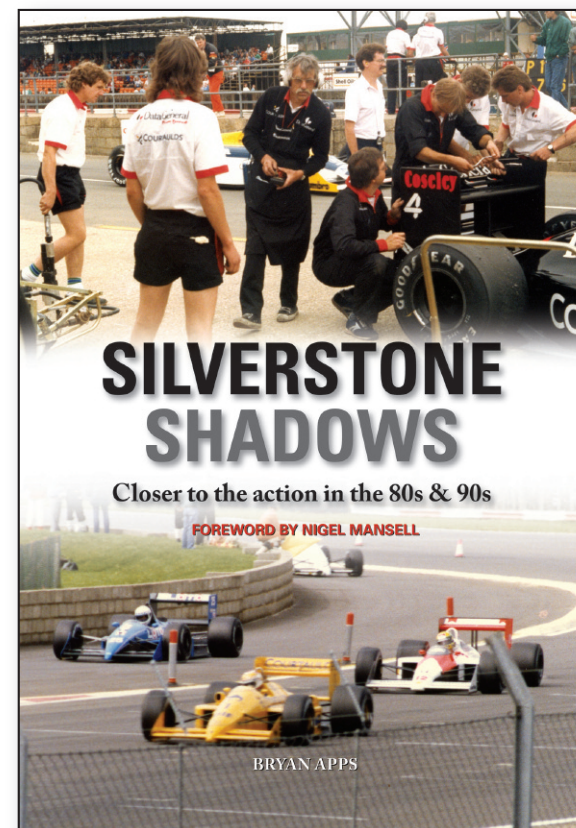
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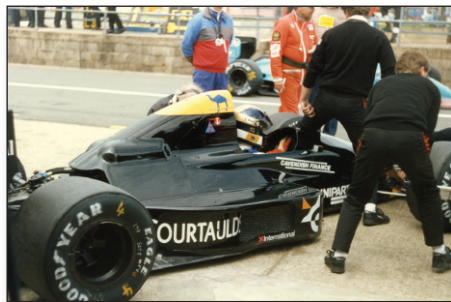
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Above: Julian Bailey about to set out for another practice run.

Top left: Mark Blundell preparing to go out on to the circuit.

Left: Ukyo Katayama in his 021 Tyrrell Yamaha. He was 22nd in practice and finished 13th in the race.



Nigel Mansell passing the Tyrrell pits at some speed in his Ferrari with which he would be fastest on practice but retire on lap 55 of the race with a defective gearbox.

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Jacques Laffite's Ligier Renault which was 16th in practice and finished 1st in the race.

Ricardo Patrese's Alfa Romeo caused excitement when he broke lap 1. This was the last Alfa Romeo to compete in Formula 1.

Receiving attention, Patrese was 16th in practice and finished 9th after completing 40 laps of the race. Chevrolet's Alfa retired on lap 17 with engine trouble.

THE 1986 BRITISH GRAND PRIX BRANDS HATCH JULY 11 12 13

"Mansell's Brands Triumph" — *Motor Sport*

THE PADDOCK PASS THAT Bernie Ecclestone had sent me covered all three days and I decided to go to Brands Hatch on the Sunday to watch the race itself. Arriving early I chanced to meet Nigel Mansell in the paddock and he was delighted to have the opportunity to offer him my best wishes for the race. In spite of his recent serious road accident, Frank Williams was able to be there to watch Nelson Piquet claim pole position and Nigel Mansell, who had troubles with his car in practice and who everyone had come to see win the race, complete the front row of the grid. I was also able to meet Max Tyrrell again and he told me that he was pleased that Bernie had "faced me up with a pun."

Only turbo-engined cars were eligible to race in 1986 and the two 015 Tyrrell Renaults of Martin Brundle and Philippe Streiff were lighter and more robust than the previous year's car. The development of the new cars had been seriously delayed by a number of major accidents earlier in the year and, after Philippe Streiff's car spun on Friday afternoon, aerodynamic changes were hardly made overnight. The two new 11th and 16th in the starting grid, Ayrton Senna whose Lotus had the very latest F1/86 Renault engine was 3rd in practice, behind the two Williams Hondas, Nelson Piquet had a spectacular blue from his turbo during the warm up on Sunday morning but the mechanics were able to prepare it for the race without recourse to the spare car.

There was a festive atmosphere before the race as everyone eagerly looked forward to the start. In the course of an air drive, a rear tail-fin bumper flew unobtainably low over my head so that it seemed temporarily to blank out the sky! The good natured crowd of 150,000 enthusiasts appeared to be crammed into every square inch of ground around the sun-drenched circuit.

The race: 75 laps of the 2.644 mile circuit

At the start of the race Mansell was the quickest away from the line but, as I watched in dismay, his car suddenly slowed down going into paddock bend with what turned out to be a broken half shaft coupling which limited its power to only one wheel. His race was over before it had begun, but almost immediately, so was the race itself as a multiple collision occurred behind him! Four Jacques Laffite had to be flown by helicopter to St. Mary's Hospital with badly injured legs and when the race was eventually restarted, it resumed part from Mansell had the good fortune to be able to resume his place on the grid alongside Piquet in the square Williams Honda.

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BRITISH GRAND PRIX 1986 BRANDS HATCH

Starting Grid

1. N. Mansell Williams Honda 1:49.127 sec
2. N. Mansell Williams Honda 1:49.127 sec
3. A. Senna Lotus Renault 1:49.127 sec
4. G. Berger Benetton BMW 1:49.127 sec
5. K. Brundle McLaren TAG 1:49.127 sec
6. A. Prost McLaren TAG 1:49.127 sec
7. T. Fabi Benetton BMW 1:49.127 sec
8. A. Senna Lotus Renault 1:49.127 sec
9. D. Brundle Benetton BMW 1:49.127 sec
10. M. Blundell Tyrrell Renault 1:49.127 sec
11. M. Blundell Tyrrell Renault 1:49.127 sec
12. M. Alboreto Ferrari 1:49.127 sec
13. T. Boutsis Arrows BMW 1:49.127 sec
14. A. Jones Ligier Ford 1:49.127 sec
15. R. Patarso Benetton BMW 1:49.127 sec
16. P. Streiff Tyrrell Renault 1:49.127 sec
17. P. Streiff Tyrrell Renault 1:49.127 sec
18. P. Streiff Tyrrell Renault 1:49.127 sec
19. J. Laffite Ligier Renault 1:49.127 sec
20. J. Laffite Ligier Renault 1:49.127 sec
21. A. Branca Minardi Modena 1:49.127 sec
22. J. Palmer Zakrodor 1:49.127 sec
23. H. Hubertbauer Zakrodor 1:49.127 sec
24. C. Sweener Arrows BMW 1:49.127 sec
25. P. Dinucci Dall'Ara Alfa Romeo 1:49.127 sec
26. H. Hubertbauer Zakrodor 1:49.127 sec
27. A. Berg Stella Alfa Romeo 1:49.127 sec



Close up of the great Ayrton Senna who was 3rd in practice but retired on lap 52 with gearbox trouble. Tragically, he died at Imola the next year.