

**NIGEL ROEBUCK**  
SAFETY: HAVE WE GONE TOO FAR?

**RENAULT & HONDA IN CRISIS**

*The power struggle  
of 2015* by Mark Hughes

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# MAGIC

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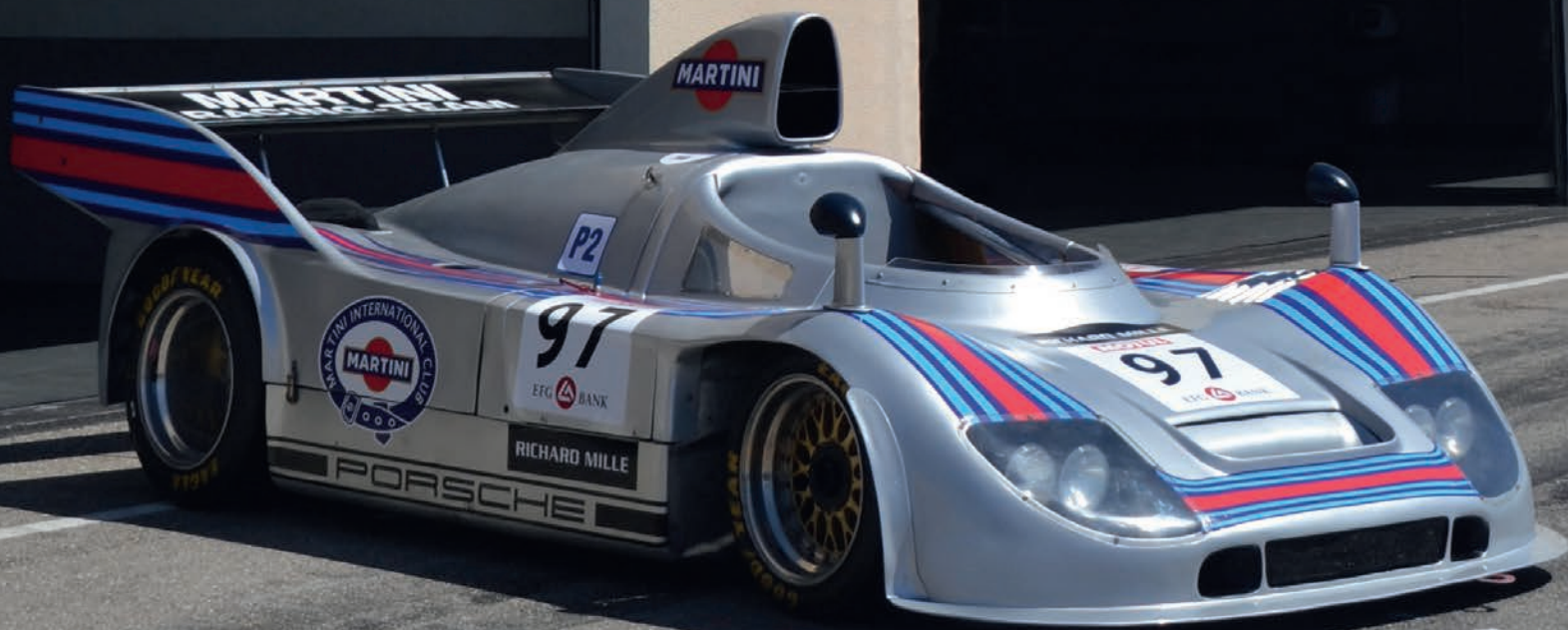
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**“YOU NEED TO BE PRETTY strong to deal with the business of motor racing,”** writes Tyler Alexander in a new book documenting his incredible life in the sport.

Like any of his generation who fully embraced such an existence, this founding member of McLaren suffered more than his fair share of loss over the years. The quote refers specifically to his feelings after close friend Peter Revson was killed in 1974, in a Formula 1 Shadow at Kyalami. Alexander’s words on the tragedy are understated, just as they are on the subjects of Timmy Mayer, Bruce McLaren and Ayrton Senna. They do not hide his strength of feeling – in fact their bold simplicity enhances it – but within those words there’s an unspoken acceptance that death is part of the deal.

Tyler’s thoughts returned to me on that Saturday morning in July when we awoke to news that Jules Bianchi had finally succumbed to the injuries sustained more than nine months earlier in Japan. In the hours that followed, the outpouring of grief and sympathy from fellow racers and fans was genuine and heartfelt. The reaction also reminded me once again that the old acceptance of the ultimate price is now out of step with modern thinking. Sure, we all know motor racing is still dangerous – but decades of progress in levels of car and circuit safety have hardened attitudes to fatal accidents.

During his career, Alexander’s response to tragedy chimed with the majority in racing paddocks or on spectator banks: “Well, we just have to get on with it, don’t we?” Now, such stoic fatalism – while completely understandable as a coping mechanism, especially in the context of time – is never enough. Today there are always consequences in the wake of fatalities. And that’s surely as it should be.

Nevertheless, as Nigel Roebuck discusses at length in this issue, despite society’s heightened sensibilities we find ourselves questioning whether motor sport has become too risk-averse. In the immediate wake of the dreadful Bianchi news, Nigel knows he’s walking a fine line, but I found myself on the same tightrope while watching on TV the Indycar race from the California Speedway back in June. So-called ‘pack racing’, as 200mph single-seaters swarm



**DAMIEN SMITH**  
EDITOR

just inches apart on ovals, lap after lap, is both thrilling and terrifying all at once. In this age of safety above all else, I couldn’t quite believe what I was seeing. Was this really 2015? Didn’t Dan Wheldon lose his life in exactly these circumstances? Then again, I couldn’t take my eyes off it.

After Ryan Briscoe’s nose-diving, multi-flip shunt ended the insanity (thankfully without harm), I stopped holding my breath and nodded vigorously as Will Power and Penske crew chief Tim Cindric roundly criticised what had been allowed to go on. Then they cut to AJ Foyt, who smiled and shrugged something about it just being motor racing – and I found myself nodding again, this time a little sheepishly.

And that’s the most pressing contradiction of modern motor racing, right there. When do daring risk and feats of bravery cross the boundaries of unacceptable danger? In Bianchi’s case, that’s easy to answer because of the strange nature of his accident. It simply shouldn’t have happened. But for most series, most tracks and most drivers, week in, week out, where is that line?

In the wake of all this progress, it’s become so much harder to define.



WE CELEBRATE THE MAGIC OF Monza with this issue, in the knowledge that its Formula 1 future remains shrouded by doubt because of the

financial pressures and demands imposed on Grand Prix venues in the era of CVC. The circuit, too, offers an example where motor racing walks that line. Our affections for the place are all wrapped up in the high-speed avenues between the trees and those barely latent dangers.

During the British Grand Prix, I found myself contemplating Silverstone’s place in comparison to Monza. Both have their traditions and wonderful high-velocity characters, but nothing is ever simple when it comes to the airfield in the centre of England. Silverstone is just so different from how it used to be.

Free from the shackles of having to watch the race in front of a bank of TV screens, I left the windowless press room in the concrete Wing and wandered down to the inside of Club Corner, on the bit of new terracing beside the pit entry. Thirty-four years earlier I’d been standing on tiptoes on the other side of the track, cheering John Watson to victory at my first British GP. Back in 1981, where I stood now was the barren apron to one of the criss-crossing runways, and my vantage point all those years ago was just... there: about where that giant grandstand starts its sweep around what is now the last corner. And that mass of people over there on the outside of Vale, *that* was the track.

If I close my eyes, I can still picture ground-effects missiles shooting down from Stowe, a yellow flash for Renault, red for Ferrari, orange for Arrows and



The Silverstone landscape may have changed since Watson’s 1981 victory – but the passion hasn’t

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# MATTERS OF MOMENT

www.motorsportmagazine.com/author/dsmith

Silverstone isn't about The Wing; it's about the crowd that throngs the grandstands



so on, my ears stinging to the unwavering engine notes without the hint of a lift for fearsome Club. How could there be a person inside that thing, going *that* fast? The screams would continue all the way up through Abbey, and out of sight. Shivers down the spine, even now when I open my eyes.

How can I feel the same way about a place that looks entirely different, where most familiar landmarks have long been swept away? And then it hits me. Look at that crowd, under those same, familiar big skies. The Silverstone masses are a match for any *tifosi* in my book, especially on a day like this with a home hero to cheer. Fired by a genuinely exciting Grand Prix – Hallelujah! – the atmosphere crackles and it occurs this really could be nowhere else.



The Silverstone of Wattie and Mansell is gone – but it's still Silverstone.

The Wing? That's irrelevant to the vast majority of the 140,000 throng.

Most of them can't get anywhere near it, anyway. Walk the circuit and discover the great vantage points for a still-fantastic place to watch Grand Prix cars. And if you look closely, every now and then you will find a familiar view, a patch of track that hasn't changed too much or a bit of forgotten old kerbing.

The magic of Monza is much more obvious, because chicanes and run-off aside, it's all as it was. Silverstone isn't like that. It couldn't be if it wanted to hang on to its race. But somehow, almost despite itself, the old airfield is just as special. What would we do without either of them?



## IN NEXT MONTH'S ISSUE

A revealing Lunch With... 'Il Grande John' Surtees

ON SALE AUGUST 28



COVER IMAGE BY LAT

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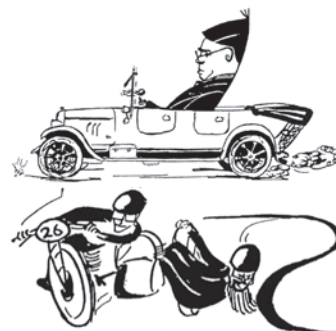
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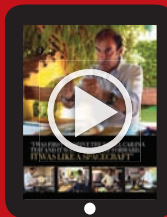
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IN THE SPIRIT OF BOD AND JENKS

## THIS MONTH'S EXTRAS ON OUR TABLET EDITION



- Pirro sparkles in 2010 Sebring 12 Hours
- On board at Monza in a Peterson March
- Inside 'Gobstopper' on top Goodwood run





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# THE MOTOR SPORT MONTH

## IN PICTURES

JULY 5, 2015

## British Grand Prix

SILVERSTONE, UK

Protocol usually demands that F1 drivers head for a media conference in the podium ceremony's slipstream, but Lewis Hamilton improvised after winning the British GP for a third time. Formalities over, he crossed the pitlane and scaled the debris fence to acknowledge a sizeable section of the estimated 140,000 crowd – a gesture the fans appreciated.







# THE MOTOR SPORT MONTH IN PICTURES



JULY 2-5, 2015

## British Grand Prix

SILVERSTONE, UK

Following a string of uneventful GPs, F1 came to life at Silverstone. Fans were treated to a tense race – with the preferred outcome, as far as most were concerned – and sideshows included a Eurofighter display, the Red Arrows, jockey Frankie Dettori (talking here to Martin Brundle) handling podium interviews and, on Thursday evening, a Madness concert.

ALL IMAGES: JACOB GREY



**↑ CHATEAU IMPNEY, UK, JULY 11-12**  
Last used in 1967, the Midlands hillclimb venue enjoyed a successful relaunch. Here, William Way's tiny Austin 7 passes the huge hotel at the complex's heart. Jack Woodhouse (Lotus 20/22) set FTD.

**↓ BATTERSEA PARK, UK, JUNE 27-28**  
The inaugural FIA Formula E campaign concluded in London, with the series' first double-header. Sébastien Buemi and Sam Bird won the races, while Nelson Piquet (leading the group below) took the title.



SIMON ARBRON



UAT



# THE MOTOR SPORT MONTH IN PICTURES



## ◀ VILA REAL, PORTUGAL, JULY 11-12

Operational (on and off) since 1931, the Vila Real street circuit hosted its maiden world championship event when the WTCC dropped in. Citroën drivers Yvan Muller and Sébastien Loeb lead here, but their team-mates José María López and Ma Qing Hua took the victories.

## ▼ PENDINE SANDS, UK, JULY 21

The 90th anniversary of Sir Malcolm Campbell's 150.368mph land speed record was commemorated, when Don Wales drove his grandfather's famous 18-litre 350bhp Sunbeam.

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# Nigel Roebuck



## F1'S SAFETY EVOLUTION

In the wake of Jules Bianchi's accident in Japan last season, the FIA trialled a 'virtual safety car' system that would oblige drivers to slow significantly, should the need arise. This was formally implemented in Melbourne earlier this year, although it wasn't required in an F1 race until Max Verstappen crashed in Monaco.

ALL IMAGES: LAT

# REFLECTIONS with Nigel Roebuck



AMONG THE PHOTOGRAPHIC folders on my iPad is one entitled 'Offbeat', wherein reside a couple of hundred racing images meeting that criterion. Here you will find such as Gilles Villeneuve airborne – naturally – on a snowmobile, John Surtees, wearing goggles but no helmet, driving his Lotus 18 through Riverside traffic at the 1960 US Grand Prix, Lorenzo Bandini chatting up Françoise Hardy at the launch party for *Grand Prix*, the retrieval of Alberto Ascari's Lancia

following its plunge into the Monaco harbour in 1955...

One of my favourites is of Spa Francorchamps in 1968: a farmer is milking his cows in the rain while Graham Hill's Lotus 49 flashes by in the background. Separating them is a fence of barbed wire, erected to keep the animals in the field, and there was – is – much of it around the old circuit. If you doubt me, park by the *friterie* at the exit of the Masta Kink, walk back a few yards and take a look.

For countless years it has been my ritual, on the Thursday before the Belgian Grand Prix, to drive around the old circuit, frequently pausing to take photographs, most of which get deleted because they merely duplicate those from previous visits. Even as I take them, I am aware of this, but still I can't help myself because this place has a mystic hold on me. No matter how many times I set off around the 'old' Spa, still the same thought occurs: no, no, they can't possibly have raced Formula 1 cars here...

They did, though, and it is to my eternal regret that, although I saw the Ferrari 312Ps of Redman/Merzario and Ickx/Regazzoni finish 1-2 in the Spa 1000Kms in 1972, I was never there for a Grand Prix. In 1970, the year before starting work as a racing journalist, I went to Monaco, Zandvoort and Monza, so why not Spa? Had I known this would be the circuit's F1 swansong, assuredly I would have made the trip, but I didn't – which shows how little nous I had in those days, for it was known that there was pressure to have it removed from the world championship schedule. Ah me...

According to those who raced there back in the day, the most testing part of the circuit was the Masta Kink, a left-right flick – bordered by houses – with a downhill approach, and taken flat only by the very skilled, the *very* brave. Jackie Stewart remembers 'the Kink' as the most challenging corner in all of motor racing: it was here in 1966 that he aquaplaned off the road in what was the worst accident of his career.

According to the lamented Innes Ireland, "The excitement of Spa stemmed from driving on an everyday road. The first time I drove there, I was sort of putting my front wheel across somebody's doorstep and I found that idea very appealing..."

One of Spa's great glories, which happily survives in the current circuit, is of course Eau Rouge, as dramatic a series of swerves as ever you will find. Thanks to 'aero', in the modern era it has become comfortably flat for one and all, and I find that regrettable, for time was when it separated the great from the good, when a Prost or Senna would reckon to keep from lifting maybe once or twice in a weekend, and that was it.

Twenty-five or so years ago there were rumblings about the need for change at Eau Rouge: it's a fact that run-off was minimal, and the death of Stefan Bellof in the 1985 Spa 1000Kms was a shocking reminder of its perils. Given the local topography, not much could be done about the actual sequence of corners, so there arose the question of a chicane before them. Senna the purist was outraged, I remember: "If you take away Eau Rouge," he said, "you take away the reason I do this..."

Ultimately, though, there *was* a chicane before Eau Rouge, and the irony was that it came about as a consequence of Ayrton's fatal accident in 1994.

For anyone too young to remember, it is probably nigh impossible to appreciate how Grand Prix racing was at that time. When Gilles Villeneuve and Riccardo Paletti were killed, in 1982, the public reaction was much as it had always been: yes, it was desperately sad, but once in a while inevitable in a sport that could never be safe.

Twelve years on, though, when Senna and Roland Ratzenberger died at Imola, the world had clearly changed, and the 'risk-averse' mentality we take for granted these days manifested itself vividly in press coverage across the world. "In the name of sport," screamed the *Daily Star*, sandwiching the headline between photographs of Senna and Ratzenberger slumped in their cockpits. And at the bottom of the page: "These young men were killed giving us thrills."

Had any driver other than Senna been lost, society's response would have been way less acute, but as one of the most celebrated people on earth his death transcended sport, and as shocked as anyone by the worldwide response was Max Mosley, then president of the FIA. "I'll confess I was stunned," Mosley

said, "because, to me, being an F1 driver was like being a fighter pilot – there was a small but finite risk that you would come unstuck. That didn't alter the fact that it was very sad, particularly if you knew the person, but it could happen. However, the public doesn't seem to react like that these days..."

Pressure on the FIA was therefore intense to make changes to this 'killer sport', and although Mosley wisely resisted any knee-jerk reaction, that pressure only increased at Monaco a fortnight later, when Karl Wendlinger crashed his Sauber at the chicane. Initially it didn't look very serious, but Wendlinger suffered life-threatening head injuries and suddenly it felt as if it were impossible to escape unhurt from a Formula 1 accident.

Not surprisingly the ambience in the paddock was jumpy in the extreme, and at a press conference hastily convened the following



Jackie Stewart at Eau Rouge in the final GP at the original Spa, a race Roebuck regrets missing



Martin Brundle and Eddie Irvine tackle the fiddly Eau Rouge chicane in 1994. Happily, it wasn't there long

morning Mosley announced a plethora of changes, some to be introduced immediately. By the terms of the Concorde Agreement that would ordinarily have been impossible, but these were not normal circumstances. "Because of the gravity of the situation, and the force of public opinion," Mosley said, "the time has come to push aside such considerations, and simply do what is right, in the general interests of the sport. There will be loud criticism from certain quarters, but it will have to be ignored."

The rule changes related primarily to a reduction of downforce and horsepower, as well as safety modifications to the cars. All of these duly came into effect – but so also did manifold alterations to circuits. And while many of these were justified, some were not. At Barcelona, a month after Imola, practice was delayed so that a temporary, wholly unsatisfactory, tyre barrier chicane could be inserted before a corner through which the drivers had for years raced without qualm.

Mosley announced a plan to eliminate what he called "life-threatening corners" from Formula 1, and 16 were identified. As time went by, though, several drivers began to reflect on the circuit changes, and to allow that there had been a degree of overreaction.

"It seemed," said Gerhard Berger, "that the world had gone crazy, that, for some reason, F1 had suddenly become much more dangerous. We looked for some common link in the accidents at Imola and Monaco, but really there wasn't one – it was all horrible coincidence..."

After an exhaustive investigation, the FIA reached the same conclusion, but still the conviction remained that certain corners were unacceptably perilous, and one of those – perhaps inevitably – was Eau Rouge. When we got to Spa in late August, it was with dismay that we looked on a chicane at the bottom of the hill – a slow left-right leading into the fabled switchback.

As Berger remarked, this if anything was more dangerous than the corners it sought to protect: "You're still coming down the hill flat out, but now if anything goes wrong you're going to run head on into a guardrail..." Many of us that weekend remembered what Senna had said about Eau Rouge, about his *raison d'être* as a racing driver.

That said, it was undeniable that some changes had to be made, not least to Tamburello, where Ayrton had died; with a river immediately beyond the corner there was no way to increase run-off, and when we went back to Imola in 1995 a chicane had taken the place of the flat-out left-hander. "Ironic, isn't it?" murmured Professor Sid Watkins that weekend. "It's been changed because of Senna's accident – and the way it is now, he would have hated it..."

A chicane before Eau Rouge, though, was a different matter, for it changed the whole ethos of the Spa we knew, and although the word was that it was only temporary, pending a significant increase in run-off area, not many of us believed it. That being so, in 1995 it was a delight to be proved wrong: the work had indeed been carried out and the chicane was nowhere to be seen.



EARLIER THAT YEAR, AT MAGNY-COURS, I INTERVIEWED Bernie Ecclestone. At one point we got on to the subject of TV audiences, which – unpalatably, if perhaps not surprisingly – had surged upwards in the aftermath of the Imola disasters.

"After Senna got killed," said Ecclestone, "everyone said, 'That's it, Formula 1's finished, forget it'. Remember that? 'Brazil,' they said, 'don't even have a race in Brazil...'. This year we had the biggest crowd ever in Brazil. The TV ratings have been bigger than ever, and at every circuit the crowd has been up. Now, don't ask me why..."

All I could suggest in possible explanation was that the death of Senna had inevitably exposed Formula 1 to a wider world, and also that – in the starkest terms – it had served to remind a new generation that this was indeed a serious business, where tragedy meant what it said.

Twenty years on, though, F1 has changed out of recognition, with ever more emphasis on The Show, and – coincidence? – ever smaller audiences, be it at the circuits or in front of the TV. The cars are way slower – and quieter – than they used to be, and fans are befuddled by a multiplicity of rules, penalties and the like, which never used to exist.

As well as that, the classic circuits are gradually disappearing from

REFLECTIONS  
with  
Nigel Roebuck

the schedule, replaced by new ones in countries where there is no cultural link with Formula 1, where very often a Grand Prix is sought by a despotic regime keen to buff up its unsavoury image with a big cheque. CVC stakeholders, studying their portfolios, really like this; the rest of us do not.

As Martin Whitmarsh said a couple of years ago, “Modern-day circuits are not only boring – they’ve also been designed terribly for overtaking. The place that leaves me speechless is Abu Dhabi: one of the longest straights in F1 – and you put a single-file chicane at the end of it!

“Here’s a flat piece of sand, together with apparently unlimited money, so you could do anything, couldn’t you? You could say, ‘Why does Interlagos generally have a good race – or Spa?’ Overtaking is an outcome, isn’t it? It’s not just a matter of ‘a corner’ – it’s a combination of the preceding straight, and the corner before that straight, but apparently that’s not given any thought...”

Throw in the fact that since 1994 attention to safety has been so obsessive as to eliminate as much as possible anything even vaguely risky, and the cumulative effect has been to dilute the excitement of F1 – which in turn has diluted its audience. There might have been massive crowds at such as Silverstone and Montréal, but in 2015 these are against the trend.

The downturn in interest has of course had a dire effect on the finances of most – not all – of those involved in F1, which is why in the recent past such efforts have been made, by the so-called F1 Strategy Group and others, to come up with ideas to halt the slide. Nearly all have smacked of panic, of blundering round in the dark, a readiness to try any gimmick going.

A return to refuelling? Well, why not? Might work better than last time. How about a reverse grid? Now there’s an idea...

Others, though, have considered rather more fundamental aspects of the sport. What was it that people used to love about F1 that isn’t there any more? And perhaps it is no more than inevitable that some have lately dared to suggest that maybe one element lacking today is danger.



THESE WORDS I WROTE YESTERDAY, AND IN LIGHT OF THIS morning’s news – not unexpected, but no less raw for that – they of course seem crass: Jules Bianchi, a shy and charming character, and potentially a great racing driver, succumbed to the grievous head injuries he suffered at Suzuka last autumn.

‘Safety’ in motor racing must remain a relative term, for tragedy will always find a way to intrude, as on this occasion. Cars and circuits may be immeasurably safer than they used to be, but Bianchi collided not with a rival or barrier, but with a heavy-duty recovery vehicle, and I could understand in the immediate aftermath what his father was getting at when he said he felt as if, rather than racing, his son had been

involved in a road accident. Remembering the Mosley list of ‘life-threatening corners’, one should surely include any with a JCB operating on the track side of the guardrail. As Alain Prost commented, had Bianchi run into Adrian Sutil’s abandoned Sauber, he might well have been hurt, but the consequences would have been far less severe than hitting a tractor.

This morning, too, I have been remembering something Kevin Magnussen said to me in Montréal. As a friend of Bianchi, he was

naturally much distressed by what had befallen him, but at the same time he considered – rightly, in my opinion – that the circumstances of the accident were exceptional, and not a reflection of contemporary F1 as whole. “I know Jules well,” he said, “and it’s terrible when there’s an accident like his – but it doesn’t mean that the *sport* is fundamentally unsafe. No matter what you do in the world someone will get hurt...”

That same weekend in Canada, speaking of the need to galvanise Grand Prix racing, Räikkönen raised more than an eyebrow or two during a TV interview with Jean Alesi.

“When I first arrived in F1,” said Kimi, “it was more exciting for everyone – it really was the top. You would have thought the cars would have become faster, but with rule changes they have tried to make them slower. We must do something to make watching F1 more exciting, and – although we don’t want to see anyone hurt – make it a little more dangerous. It’s part of the game...”

You may say, if you wish, that Räikkönen has never been mainstream, and if anyone in the paddock were going to come out with a phrase like ‘make it a little more dangerous’, it was surely he;

his words, though, resonated with not a few, including Niki Lauda, who, God knows, has a greater understanding of racing safety – or, 40 years ago, the lack of it – than most.

Niki stopped a little short of Kimi: “Dangerous, no – but riskier. I’m not saying we should neglect safety, but if the cars were faster the thrill for both the drivers and the spectators would automatically increase. In that way, we have to go back...”

As calls ring out for the magic solution of ‘a thousand horsepower’, it seems odd now to remember that, according to Mosley, it was for reasons of safety that the 3-litre V10s – the best of which were approaching 1000bhp – were replaced by the 2.4-litre V8s, which made a lot of racket but not much else. Now, as Lauda suggested, the mood is to go back, to return to the days when Grand Prix cars were difficult to drive, when many more people wanted to watch them. In other words, to bring back some ‘edge’.

Whatever else, Niki said in closing, there must be no ‘manipulation’ in Formula 1. “It’s the worst thing you can do in a sport – and I mean artificial elements like a reverse grid, or adding weight to cars, as Bernie has proposed. This must not happen.” Amen to that.



“WE MUST DO SOMETHING  
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I MAY HAVE BEGUN THIS COLUMN BY MENTIONING BARBED wire at Spa half a century ago, but, pondering the ruminations of Räikkönen and Lauda, I'm hardly advocating a return to those days.

Having said that, it does seem to me that one or two of the ingredients of contemporary Formula 1 might be open to reevaluation, and I talked them through with Jackie Stewart, the man who – more than any other single figure in motor racing – forced the powers-that-be to confront the question of safety: as Chris Amon has said, every driver in the last 50 years is in his debt.

“Stirling Moss,” Stewart began, “is a great friend of mine, and someone I've always profoundly admired, as a driver and as a man, but we've always had different views on safety. Stirling has always said that it was not a good thing for motor racing because it reduced the challenge, and so on. I think that if we were to have multiple fatalities in this day and age, the whole future of the sport would be put into question, not least from an insurance point of view.

“At the same time – and no one loves Formula 1 more than I do – the fact is that on many occasions over the years it's been criticised for... dullness. During the Schumacher-Ferrari years, for example, the cars clearly had a considerable advantage over the competition – and team orders were strongly in force – so it wasn't surprising that spectators became frustrated.

“Whenever you get domination by a particular team – like four consecutive world championships for Red Bull and Vettel – it seems that no one else can win a race, and it's the same now with Mercedes-Benz: you can hardly blame them for doing a better job than anyone else, and it's to their credit that Hamilton and Rosberg are allowed to race, but even so periods of one team dominating are never good...”

So how, in terms of fan appeal, can Formula 1 be reinvigorated? For a start, we agreed, there needs to be a *drastic* reduction in the almost ceaseless radio conversation between driver and engineer. When Richie Ginther was chasing Moss in the closing laps at Monaco in 1961, he was shown a pit board by Ferrari saying, ‘Ginther Give All’, which rather got on his nerves: “What the hell did they think I was giving?” These days, by contrast, a Grand Prix often comes across like a seminar.

Nico Rosberg recently commented that he was happy to see changes made to reduce pit wall influence, with regard to starting clutch procedures. “It gives me the opportunity to try and beat Lewis in that area,” he said. “Until now it was difficult, because it wasn't really in the driver's hands...”

“I'm glad to see attention being paid to this,” said Stewart, “but it needs to go a lot further – the public doesn't like the idea of a driver being *instructed* all the way through a race. And another strong negative that I get from the sport currently is that it's completely wrong that people can go off the race track, and regain it with no penalty, in terms of time or position.”



‘Give them an inch, and they'll take a mile’ might have been coined for racing drivers, and it was no more than inevitable that ‘run-off’ – particularly after it metamorphosed from gravel to asphalt – should have fundamentally changed their approach to the job.

“Back in the day,” Phil Hill once said to me, “there was something you had to have going for you, which was your brain sorting out where it was safe to mess around, and where it wasn't – like Spa or the Nürburgring. But take a corner like Thillois at Reims – I was the master of spinning at Thillois! Why? Because there was an escape road there. If there had been a wall, it never would have been that kind of corner...”

“Exactly,” said Stewart. “Take a track like Abu Dhabi, where the run-off areas are *huge* – and with a surface compatible with the circuit. I've never forgotten the 2010 race, when four drivers were in contention

for the championship, including Alonso and Webber. The two of them made early first stops, which was a mistake, and then found themselves stuck behind Petrov's Renault – this was the last race before DRS was introduced.

“In his efforts to get by Petrov, Fernando – whose driving I admire enormously, as you know – went off the road four times, but Mark was unable to benefit because there was so much grip in the run-off area that running wide didn't penalise the driver – or provide an opportunity to overtake for the one who'd stayed on the track. For me that ruined the race.

“The new culture of building circuits with such enormous run-off areas – not gravel now, but hard surfaces that in some cases give even more grip than the track itself – has allowed drivers an unrealistic amount of privilege in terms of using more than the race track without losing out. I know Charlie Whiting introduced a system whereby they can be penalised for it – but then it takes time for that to be judged, by Charlie or the stewards, and that doesn't help the spectators or the TV audience.

“I think more penalties should be introduced for using more than the actual surface of the race track, so that drivers will be categorically penalised, either through losing time or else through the judgement of the stewards.

“Of course nobody wants to see drivers seriously injured or killed: we can't have that – but neither can we have them routinely using a metre or two off the race track, and not losing by it. I don't see anything wrong with putting something over a certain width at the edge of the track before they get on to a surface that will allow the cars to be slowed down before hitting the deformable barriers: on the outside of the kerb, for two or three metres there should be a slick surface before you get grip again...”

And what about tyre-warmers? For many years they have been the norm, and whenever a ban is proposed – as, most recently, a year or so ago – the drivers immediately shriek about safety. In the dread ‘traction control’ era – by which I mean the years during which it was officially permitted, rather than a means of cheating – moves by the FIA to

# REFLECTIONS

with

# Nigel Roebuck

outlaw it again were welcomed by most drivers, but not all. “Well, it is safer, you know...” one said to me. Ye Gods.

It is only in Formula 1, of course, that tyre-warmers are used. Everywhere else, including in IndyCar, they are banned, and somehow the drivers manage to cope – just as they did in Grands Prix before somebody thought of them. Prior to his debut with Williams, Juan Pablo Montoya spent two electrifying seasons with the Ganassi team, and I have a particular memory of a race at Elkhart Lake, when all the front-runners pitted at the same time, and JPM – putting his flair and car control to work – pulled out three or four seconds on the rest on that first ‘cold tyres’ lap.

In F1, though, the drivers apparently want no part of that, and Pirelli, too, has shown little enthusiasm for it.

Personally I think Max Mosley’s observations were on the money in 2008, when a tyre-warmer ban was again under discussion: “Some of the things that have been said are just ridiculous, as with the ban on traction control. There are no safety issues whatsoever – particularly with a single tyre supplier.

“It’s all such rubbish, this. In F1 the reaction to any proposed change is always to say it’s either unsafe or unworkable – they said that about the *parc fermé* rules, remember? Now they’re glad to have them – the mechanics get a night’s sleep, and still the cars are ready for the race. People adapt, don’t they? A ban on tyre-warmers will reduce costs, that’s all...”

In terms of bringing back some ‘edge’ to Formula 1, how did Stewart view it? “Well, it would certainly be a start. There’s no down side to banning tyre-warmers, as far as I can see. For one thing, they cost a lot of money, and I think that’s an unnecessary expense, particularly for the small teams.

“More importantly, it would provide a greater challenge to the driver – and that would apply in qualifying, too. One thing about motor racing that *never* changes, you know, is that you have to drive according to the conditions, whether it’s a wet track or cold tyres or whatever.

“In the old days Ken Tyrrell used to say to me, ‘Forget pole position, Jackie – it doesn’t matter. You make good starts because your head’s together at the beginning of a race...’ I’m not claiming any credit for that, but if I won most of my races in the first five laps, mainly it was because most of the other guys did not have their heads together. It wasn’t to do with tyre-warmers or anything else – because we didn’t have them. You had to drive in a way that allowed you to take the advantage...”

“Doing away with tyre-warmers would unquestionably put more emphasis on the driver: you’ve got to drive within the limits of the track and the car, and that’s the end of it.”

Something else that has undeniably served to reduce the drama of a GP is the pitlane speed limit, introduced by the FIA immediately after the catastrophic Imola weekend in 1994: once the race had been restarted, following Senna’s accident, Michele Alboreto’s Minardi shed a wheel as it accelerated away and four mechanics were injured.

Watch a pre-1994 race now and it’s startling to be reminded of how pitstops used to be. By contrast, there remains something almost comic about the way they are now, with a car trundling down the pitlane, getting its tyres changed in a blur, and then trundling out again. While few would advocate a return to how it used to be, could not the speed limit be raised a little?

“Undoubtedly,” said Stewart, “pitstops used to be much more spectacular without the speed limit, and certainly on television these days they look too slow – the contrast between the car crawling in, the mechanics going mad for two and a half seconds, then the car crawling out again... it’s not much of a spectacle, I agree.

“My problem with getting rid of the speed limit, though, is that there’s so much tyre-changing these days – it’s an intrinsic part of Formula 1 now, and so the pits are much more crowded. Maybe a bit more speed wouldn’t do any harm, but I don’t think you could open it up again.”

Finally we got on to the question of the safety car, introduced to Formula 1 back in 1993. At the time the idea did not meet with universal approval, some deprecating the very idea of the field being closed up, of a leader’s advantage being lost. Leaning out a long way, you could see their

point of view, but the system had been in use for ever in the USA and, as Mario Andretti said, “Sometimes you gain, sometimes you don’t, but over a season it balances out...”

Whatever else, it was difficult to take issue with the proposition that, in some instances, the use of a safety car was a necessity, nothing less. Everyone’s judgement is different, and of course the race director has in front of him information we do not, but there have been occasions when its deployment seemed unnecessary to me, others when I was surprised that it wasn’t sent out.

Something I really dislike, though, is the ‘safety car start’ – in effect, a rolling start, employed nowadays whenever race day is wet, and sometimes when the track is merely damp.

Time was when really terrible weather would occasion a delayed start, but TV schedules wait for no man, so that sometimes the pack has tooled round behind the safety car for several laps until conditions were considered acceptable for racing to begin.

In today’s world there is probably no alternative, but to have a ‘safety car start’ simply because the track is wet seems a step too far to me: these are, after all, supposed to be the best drivers on earth.

Stewart concurs. “I don’t think that’s right, I must say. By all means, give the drivers more than one lap to see the track properly – with some of them, you know, after one lap their head’s not together, so if it’s raining, give them two warm-up laps to acclimatise, to see where the water is, but... if you’ve got to start, you’ve got to start.”

Whenever the subject of safety comes up, a jumble of remarks made to me over the years comes to mind, but none more so than one from Ken Tyrrell: “It’s a matter of finding a balance, isn’t it? Keeping it safe – but not finishing up with something no one wants to watch any more...”

Amen to that, too. ☑





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# Mark Hughes



## HOME SWEET HOME

Mercedes has become accustomed to straightforward victories in 2015, but the British Grand Prix proved to be a real challenge. Lewis Hamilton had to overcome two stubborn Williams drivers and a short spell of fickle weather before cementing his third Silverstone Formula 1 victory.

F1 FRONTLINE  
with  
Mark Hughes



Williams' start-line pounce led to a thrilling British GP. Could a grid reshuffle create better racing?

**T**

HE MOST RECENT STRATEGY group meeting suggested a review of the race weekend format was among many changes being considered for Formula 1. A Saturday qualifying race was mentioned as a possibility to determine the grid for the Grand Prix. There have since been suggestions that instead of forming the grid, a Saturday race could be for third drivers, giving up-and-coming talents a chance to shine.

Predictably, the idea of racing on Saturday brought as much criticism as approval, with Sebastian Vettel leading those who felt it would devalue the Grand Prix itself. There are also those who feel it would break an important thread of history.

But the traditional format militates against good racing. The British GP proved yet again what's been shown many times: if you put the fastest cars out of position, you get a good race. Williams rocketed past the faster front-row Mercs at the start and created intrigue even before the rain arrived to mix things up further. The fastest car-driver still won, but had to work hard to do it. The 2005 Japanese Grand Prix, one of the most thrilling in the sport's history, was such only because Fernando Alonso, Kimi Räikkönen and Michael Schumacher started from near the back. If we line the cars up in order of speed and then set them loose, it's not really surprising if the racing isn't good.

What would be so bad about a non-points Saturday sprint race to determine Sunday's grid? The Saturday grid could be determined by reverse championship order, with the Saturday finishing positions forming the GP grid. We could still have a fastest single-lap session – that could be Friday's main event and

## STRAIGHT *talk*

Grid shake-ups  
could revitalise a  
Grand Prix  
weekend



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could carry title points. It would just no longer form the grid.

So, the championship leader would know that he would be starting last in the Saturday 'grid race'. His realistic aim wouldn't be to win that race, but to place himself in a grid position for Sunday in which it would be possible to win the main event. Could Lewis Hamilton in his current Mercedes get up to, say, eighth from 20th in 20 laps? At most tracks that would be feasible given the performance advantage. Could he then win the Grand Prix from eighth? Not easy, but possible. And imagine watching him try – and the other fast guys coming through from the back; it would be thrilling. There'd be races, Monaco being the obvious example, where they'd simply be blocked and the result wouldn't be based on merit. But at most tracks, the faster cars could pass the slower ones.

If for a few races the fastest guys didn't make it through to the front before the end and an ideally placed mid-grid car got a run of success instead, that would soon come to be reflected in its more difficult Saturday starting position. So the fastest car should still carry the advantage over the season. Careful consideration of the optimum number of laps for the Saturday grid race would ensure that it wasn't impossible for the fastest car to prevail by the end of the Grand Prix on Sunday. Some software simulation would give an approximate answer to that.

Yet more artificiality and gimmickry? But is having the slow cars start from the front any more artificial than the traditional method? Yes, F1 should be looking at ways of configuring the cars so that genuine overtaking, unaided by DRS, is less difficult than currently. But even if that solution is found, good racing would then require that the difference in performance through the grid was much smaller than it is – precisely because the fast cars would still be starting ahead of the slow ones.

Good tradition is all very well, but bad tradition should be recognised as such. ☒



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# The power struggle

Two of Grand Prix racing's most potent forces have lately been blunted by engine problems. We take a look at the underlying causes... and what might happen next



Familiar scenes in 2015: McLaren's requiring flat-bed recovery and, left, Renault-powered F1 cars going nowhere

ALL IMAGES BY LAT

**T**

WO OF FORMULA 1'S BEST TEAMS, McLaren and Red Bull, are currently doing nothing more than making up the numbers. The performance shortfall of their respective Honda and Renault engines is making it impossible for them to compete at the front, such is their deficiency to the Mercedes power units. If we accept that there are only four truly front-rank teams – Mercedes, Ferrari, McLaren and Red Bull – two of them have effectively been taken out of the game and there seems little prospect of Mercedes' domination being

threatened any time soon. Which is having an effect upon F1's popularity. It's placing huge strains on the relationships between the engine suppliers and their partner teams and is even raising questions about the F1 futures of Red Bull and McLaren. Furthermore, the public difficulties in cracking the hybrid F1 challenge for two such experienced entities is hardly making it inviting for other manufacturers to join in.


How could two organisations with the motor sport heritage of Renault and Honda get their sums so wrong? Where is it all heading, for the sport and the four organisations? Has the regulatory blend of the new formula (introduced in 2014) with a partial engine freeze been a contributory factor that needs to be addressed? Is the format of the engine regulations – whereby upgrades are progressively more restricted each year – forming a noose around the necks of Renault and Honda?

To be clear, at the time of writing Honda's situation is rather bleaker than Renault's. On the other hand, it's Honda's first season of the hybrid formula, Renault's second. Only the exceptional job done by Mercedes HPP in answering the questions posed by the V6 hybrid formula has made for a competitive landscape in which the Renault is floundering. In 2014 its power shortfall was of a similar order to Ferrari's, albeit for different reasons. A major constraint upon the 2014 Ferrari motor was the sizing and layout of the ersH, which made it particularly poor at recovering heat energy. This was corrected for 2015. The Renault's limitation was – and remains – in its combustion

chamber. The business part of the engine did not, in its conceptual stages, fully resolve the conflicts of power production and the onset of detonation. Even today, to keep it in one piece requires the timing to be set very conservatively – combustion has to be early to avoid knock, thereby compromising power and economy. It is currently giving away about 50bhp to the Mercedes – a deficit that accounts for roughly 0.6sec around a typical 100sec lap.

Because of a fundamental reliability problem with its ersH, the Honda cannot run with anything like maximum electrical boost and this in turn is compromising its mechanical performance. The heat energy recovered from rival engines is between 160-200bhp. Because of its necessarily conservative settings, the Honda ersH is contributing only about 70bhp. Because the turbo is part of the ersH system, it too is compromised, limiting the mechanical power of the internal combustion engine. Combined, it accounts for a horsepower shortfall of circa 130bhp – approximately 1.5sec per lap. Red Bull's current qualifying deficit is about 1.0sec, McLaren's 1.8.

The above numbers are educated estimates from engineers within the paddock, informed by sonic readings taken at the circuits. The numbers suggest that although the Red Bull RB11 and McLaren MP4-30 are not as good as the Mercedes W06 aerodynamically, most of their shortfall is from engine performance – and that with competitive power both cars would probably be giving the Mercedes a harder time than either Ferrari or Williams is currently doing. This also applies to the Renault-powered Toro Rosso STR8, a car with fast-corner performance that has caused a real stir. The stress on relationships between teams and engine partners is more openly apparent at Red Bull, with owner Dietrich Mateschitz recently claiming that Renault, "...takes from us not only time and money, but also motivation. There is no driver able to compensate for this lack of horsepower. What else has to happen that we will lose our motivation completely? How many teams left despite the fact they had contracts? You can't force one to stay..."

The Red Bull-Renault relationship has always been spiky at best, positively adversarial at worst. Even when winning world titles together, they were hardly in love. A competitive turnaround from last year to this might have rescued a relationship that now looks doomed. But 

it's clear now that the under-performance of the 2014 Renault was just symptomatic of deeper problems within the Viry base of Renault Sport – problems that have over-run into 2015. Its research programme began a full year later than that of Mercedes and there is a sense that it under-estimated the challenge, over-estimated its own level. “We got the impression there was a definite sense of Gallic pride,” says one engineer who worked with a Renault-supplied team last year, “a sense of ‘we know best’ that led them not to investigate the challenge as deeply as it might have, an under-estimation of the competition.”

Last year's interpretation of the engine development token system was that no significant changes could be made during the season. This obliged Renault to run all of 2014 with what it knew to be a flawed engine. For 2015 it introduced changes to the combustion chamber that worked fine on the dyno – and instantly proved disastrous in the car. Under load a low frequency, high intensity harmonic was created and it destroyed pistons. The short-term solution to keeping the pistons in one piece during the opening few races was a software/mechanical configuration that gave awful driveability and an even bigger power deficit than last year.

“This was traced to a problem in the verification process of the simulation,” explains Rob White (right), Renault Sport's chief technical officer. “So that gave us two problems to attend to before we could begin bringing performance to the engine.” In the meantime, several of the seasonal allocation of each car's four engines had been used up by seizures or other failures. As for the performance modifications – which under the 2015 interpretation of the regulations are allowed to be made during the season – there are currently two competing programmes. There is Renault Sport's own and that of Ilmor's Mario Illien, brought in by Red Bull late last year as a consultant. Illien, one of the great names in F1 engine design, the architect of multiple race and title-winning Mercedes motors in the McLaren era, would – at Red Bull's expense – liaise with Renault Sport in getting to the bottom of its combustion problems. Partly because of the difficult Red Bull/Renault relationship and issues of intellectual property, perhaps partly because of the aforementioned Gallic pride, this has been an excruciatingly difficult working relationship. At the engineer level it works fine and there is mutual respect, but at the management level there are so many restrictions in place, so much desire for the solution to come from Renault Sport's own people rather than the consultant, that it has proceeded slowly. Illien does not even get to see the Viry dyno figures of his own prototype...

Illien's initial single-cylinder study, produced early this year, was no better than the best of Renault Sport's parallel studies – and not up to Mercedes levels. But the specifics suggested a direction he was confident would bring much fuller benefits when applied to a second single-cylinder prototype, which was ready to test from around the time of the Canadian Grand Prix. The test finally happened after the Austrian Grand Prix more than two weeks later – and showed a four per cent improvement over the current engine. Since its piston reliability

problem was solved, the Renault is thought to be giving about 850bhp and a four per cent improvement – if carried over into the full V6 – suggests a figure of 885bhp, about 15bhp short of what Mercedes is believed to be delivering. The Renault guys concede that it is better than anything that they have so far seen from their own projects. But there is another Renault Sport single-cylinder project, not quite ready at the time of writing – and the results of that were awaited before any decision was made over which concept to use for the modified engine. Given that Red Bull is pushing to have the new engine in the car by the time of the Russian Grand Prix in October, any delay could be crucial.

Meantime, the prospects of the Red Bull-Renault contract being renewed beyond the end of 2016 must currently be assessed as slim. Renault president Carlos Ghosn has openly admitted that the options include pulling out of F1 or buying its own team. At the time of writing, the latter option was being pursued with the Enstone-based Lotus team, ironically the team formerly owned by Renault.



**“IT'S UP TO US TO  
FIX OUR DEFICIT  
AND THE CURRENT  
REGULATIONS ALLOW  
US TO DO THAT”**

win races. We have to make sure the timing of both projects is aligned.”

Which neatly summarises the conflict of priority. Honda is research and development-driven. It is viewing this project as an interesting R&D exercise whereas racing, and particularly F1, carries with it an implicit urgency. A satisfactory timeframe for the fruits of an R&D programme can be many years – a timeframe in which lack of results could have disastrous consequences for a team. Asked about the commercial implications of a possible long-term lack of success, Boullier answered, “I keep telling [Honda motor sport chief] Arai-san every day that we need to be successful as soon as possible. The damage is easy to understand. You establish the brand with your success and then by repeating it. McLaren has a number of wins and championships and has established its excellence. Commercially it does hurt because a lot of companies are interested in joining us but some people in their





Button leads Ricciardo. Left, Honda's Yasuhisa Arai and McLaren's Eric Boullier - an increasingly strained relationship?



organisation question the lack of results, and I don't think we can wait for very long any more." Ironically, had McLaren not insisted on top rate for a title sponsorship deal two years ago, it could have afforded to run this year with customer Mercedes engines while Honda readied itself more thoroughly. But it needed the Honda money that came with the engine supply and so was essentially obliged to begin after Honda's programme had been running for only 18 months, half the time invested by Mercedes before it raced.


Asked if he would be recruiting engineers from other manufacturers in order to speed up the process Yasuhisa Arai replied, "No. We have enough resources already." As with Renault, there is a sense that solutions must come from within, for the sake of pride. It's an attitude that cuts little ice with racing teams, as Boullier articulated at Silverstone: "We need to forget all this bullshit. This is Formula 1. If you are in F1 it is to do F1 - whether you are African, English or Japanese. If you are in F1, you have to do things the F1 way and at the standard of F1. Nothing else."

An impatient team, an inscrutable engine partner in no apparent hurry: sounds potentially more combustible than anything going on inside the engine.

But the one thing both Renault Sport and Honda agree upon is that the engine token system is *not* at the root of their problems. "I don't think either the homologation or the development token system has so far limited any of what they want to do," says White.

"Certainly, for Renault Sport they are

not obstacles to correcting our performance deficit. It's our responsibility to fix our deficit and the current technical and sporting regs allow us to do that. Clearly we need to manage our development and homologation processes and we need to choose our subjects correctly, but our evaluation of where our shortcomings are and our potential solutions to overcome them are not fundamentally limited by the regulations."

With between 25 and 33 tokens to spend this year (varying between each manufacturer), and even a combustion upgrade costing only three, an engine could be totally redesigned if desired. The permitted token spend gets reduced each year, but it's the responsibility of the engine manufacturer to progress fast enough to outrun a very gradual multi-year freeze process. It's clear that the V6 hybrids have introduced unintended consequences to F1, but they have arisen only from under-performance by two of its legendary engine manufacturers. 

GRAND PRIX NOTEBOOK

GREAT BRITAIN



Rd 9 SILVERSTONE, JULY 5 2015

1	LEWIS HAMILTON	Mercedes W06	1hr 31min 27.729sec
2	NICO ROSBERG	Mercedes W06	1hr 31min 38.685sec
3	SEBASTIAN VETTEL	Ferrari SF15-T	1hr 31min 53.172sec

FASTEST LAP LEWIS HAMILTON Mercedes W06 1min 37.093sec

RACE DISTANCE 52 laps, 190.749 miles

POLE POSITION LEWIS HAMILTON Mercedes W06 1min 32.248sec




MALAYSIA AND THE MIRAGE OF FERRARI'S CHALLENGE TO Mercedes seemed a long time ago as everyone arrived at Silverstone. Back in March, the SF15-T was powered by an engine at least as potent as Merc's and had good enough aero efficiency to make up down the straights most of what it lost to the Mercedes W06 in the high-speed aero sections. And on that equatorial Kuala Lumpur day it used its tyres gently enough to be able to make one fewer stop than the Merc.

It's not been like that since the fuel-flow technical directive was issued in Spain. Denied a clever interpretation, Ferrari has been pegged back. Even its combustion upgrade in Canada failed to get the motor back to where it had been pre-Spain – relative to Mercedes, at least. But at Silverstone, despite a significant aero update, it wasn't even the second-fastest car, leapfrogged as it was by Williams and even threatened by Red Bull. As team boss Maurizio Arrivabene summarised: "Our downforce cost us too much speed on the straights," a very different performance pattern to that seen early in the year.

The Mercedes advantage was always going to be evident here and it played out that way – but with a twist to enliven the race: Felipe Massa and Valtteri Bottas snaked their fast-starting Mercedes-powered Williamses past the Silver Arrows off the grid, setting Lewis Hamilton and Nico Rosberg a tough challenge, lending the event some tension. A smattering of rain at two-thirds distance brought with it some jeopardy too – and gifted Ferrari's Sebastian Vettel the opportunity to steal the final podium place as Hamilton-Rosberg recorded another Merc 1-2. This overturned Williams having beaten a faster Ferrari in the previous two races, but it was damage limitation. The trend for Ferrari was worrying, though Arrivabene played it down afterwards: "We are going to have tracks in our favour and other tracks where we are struggling."

Confirmation of that struggle first came in qualifying, where the red cars of Kimi Räikkönen and Vettel were relegated to the third row, behind an all-Mercedes front row and two Williams FW37s. Räikkönen's deficit to Hamilton's pole was 1.13sec, Ferrari's biggest since Melbourne. It was blustery, with a traditional Silverstone cross-wind into Copse, and the Ferrari seemed more affected by this than most. "These kind of conditions and this kind of circuit layout are not good for us," said Räikkönen, who arrived here with rumours buzzing about his future. Ferrari has an option on his 2016 services but had yet to exercise it; Bottas, Daniel Ricciardo and Nico Hülkenberg were all being touted as possible replacements. So it was a timely moment to outqualify Vettel on merit for the first time, not that he saw it that way: "I don't care if he's in front of me when we're in these positions, fifth and sixth. It makes a difference if we're P1 and P2. Maybe people look differently, but it's just a number."

Vettel was running with a little more downforce than Räikkönen, helping him into and through the tight twists of 'The Loop' preceding Wellington Straight, the sort of slow, acrobatic turns where Seb habitually excels over Kimi. But through the fast sweeps of Copse and Maggotts-Becketts, the Finn was able to maintain comparable momentum despite the lower downforce – and then get the benefit of better straightline speeds. As they exited Chapel onto Hangar Straight on their best laps they were each doing 158mph, but by the time they buzzed through the speed trap just before backing off for Stowe, Räikkönen was at 201mph, Vettel 198. But giving perspective to these numbers, Hamilton was exiting Chapel at 160mph and going through the trap at 203. Through the high-speed aero demands of sector two – from Brooklands to the Chapel exit – the Merc was more than half a 



“FELIPE MASSA AND VALTTERI BOTTAS SNAKED PAST THE SILVER ARROWS OFF THE GRID, LENDING THE EVENT SOME TENSION”



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second faster than the Ferrari, with the Williams halfway between. The Ferrari can no longer claw back on the straights what it loses in the high-speed bends, unlike the pattern of the season's early races.

Since then, a lot of downforce had been added. A massive upgrade from Spain onwards and further significant changes here – a new front wing, better directing the air vortices to spin advantageously ahead of the sidepods, a new floor, detail changes to the diffuser and refashioned rear brake ducts. But could it be that the updates were planned around more horsepower than they actually have at the moment? The point at which the lap time benefits of extra downforce get overtaken by the concomitant extra drag moves up and down with the engine's power. Essentially, the Ferrari appeared not to be able to carry the drag its downforce was producing at Silverstone.

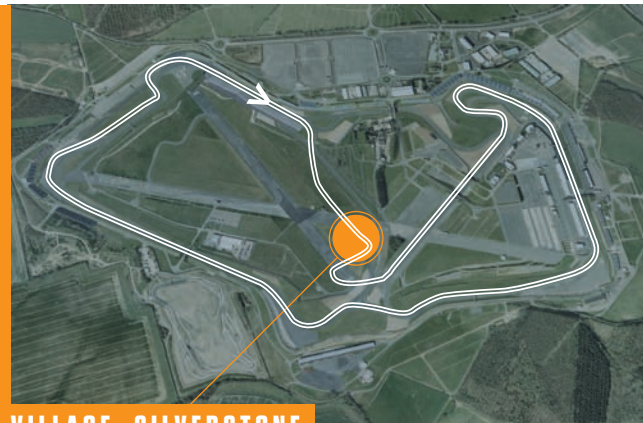
As the Mercs got trapped in the first stint, so the Ferraris were trapped in a group behind the quick-starting new Force India VJM08 of Hülkenberg. Räikkönen ran directly behind Hulk, Vettel a couple of places back from there. Even with the benefit of DRS, neither had the end-of-straight speed to deal with the Force India. Ferrari switched to a two-stop, rather than the standard one, in order to break the stalemate. These early stops got them ahead of Hülkenberg after the latter stopped. Meantime Hamilton had undercut his way past both Williams drivers to lead the race, courtesy of an out-lap 1.3sec faster than anything they drivers could muster. Rosberg, however, was still stuck behind them, with a switch to a Ferrari-like two-stop planned to get him ahead.

As it turned out, the rain ensured everyone had to two-stop. It arrived on lap 35 of 52 – but awkwardly at first, only at selected parts of the track, meaning intermediates couldn't be considered as they'd have burned out on the dry sections. This is where Vettel's race began to come alive. That extra downforce kept temperature in his tyres better and his amazing reflexes through the wet sections of Luffield and Woodcote allowed him to close on Räikkönen and slice his way past.

Rosberg's race lit up similarly to Vettel's at this point and for much the same reasons of tyre temperature. Hamilton had used up much more of his rubber, while Rosberg had been contained to the speed of Bottas. With more rubber, the German was able to maintain tyre temperature after going through the wet sections in a way that was impossible for Hamilton. Once the rain had begun, Rosberg made short work of the Williams pair – and closed on Hamilton by two seconds per lap. Still the rain refused to fall over the full circuit, delaying the tyre stops – and Hamilton was faced with the prospect of losing this race. Had he stayed out one more lap, he'd have been devoured by Rosberg. The situation forced him to make a decision – and at the end of lap 43 he headed pitwards. Magically, just as his intermediates were fitted, the heavens opened. He'd now won the race, barring mishaps.

Vettel made the same call about 20sec later, the Williams pair having missed the chance. It allowed him to give Ferrari a result it didn't really merit on the day. Was it just a circuit-specific blip? Or a more worrying slip from the sort of form that gave Vettel his early-season victory? "Here, I think Williams was just a bit too quick for us," Seb said.

As for Räikkönen, the rain's timing could hardly have been worse – maybe even in career terms. Having led Vettel all weekend, it ruined his race. First, Vettel's higher downforce came into its own. Second, it led Kimi to gamble on an early switch to inters. Had the full rain arrived just as he pulled in – the slice of luck Hamilton later had – he could conceivably have won the race. As it was, the dry track sections quickly reduced his inters to gripless, cold slicks, so he had to stop again when the heavier rain finally came. Like Ferrari, he could stand at the halfway point of the season wondering where it might all be heading. ☑



VILLAGE, SILVERSTONE

## Trackside view

“ Just a bit of sunshine and Silverstone is in its full garden party splendour. The Village people – ie the spectators in the stand outside Village turn, the slow right-hander into the tight loop – whoop and cheer as Lewis Hamilton the showman exits the pitlane for his weekend track debut, giving a wave of acknowledgement before getting on with the programme.

Felipe Nasr's Sauber (right) is struggling with this turn, the aero forces haemorrhaging off as the speed comes down under braking. After turn-in he's having to wait, wait, wait, speed decreasing in order to make that apex, the turn just not joined up like it is with, say, the Ferrari, which is its usual fluid self. Felipe pushes on, getting more adventurous with the braking each lap – until the Sauber cries enough, snaps wildly out of line and goes sliding to a halt at 90-degrees to the direction of travel.

Over at the faster expanses of Becketts/Chapel, fifth gear into sixth, it's the two Toro Rosso guys

who are providing the thrills, getting very familiar with the zone beyond the grip limits – but in quite different ways. Carlos Sainz has an understeer balance and, as he stubbornly refuses to surrender, it pulls him out to a part of the exit kerbing that makes it very awkward for him to get across to the right-hand side



of the track for the left of Chapel – where again he gets pulled out wide as a result.

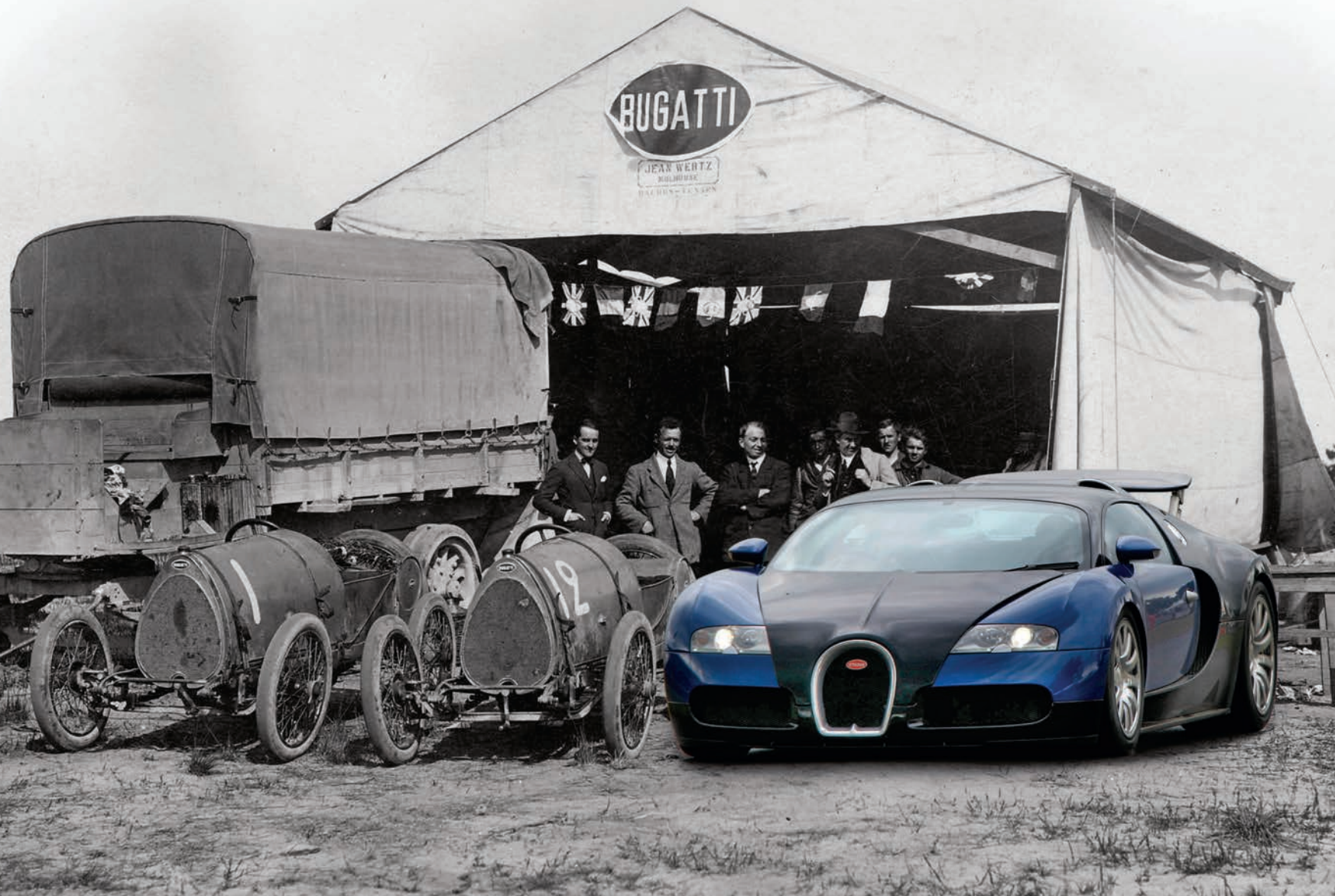
By contrast Max Verstappen releases some steering after initial turn-in to the first curve, at the place where Sainz's understeer begins – instead letting the car breathe for a moment and then putting a bigger, later turn-in on it, triggering a high-speed oversteer that he catches – twice – as the car gets on that exit kerb. ”

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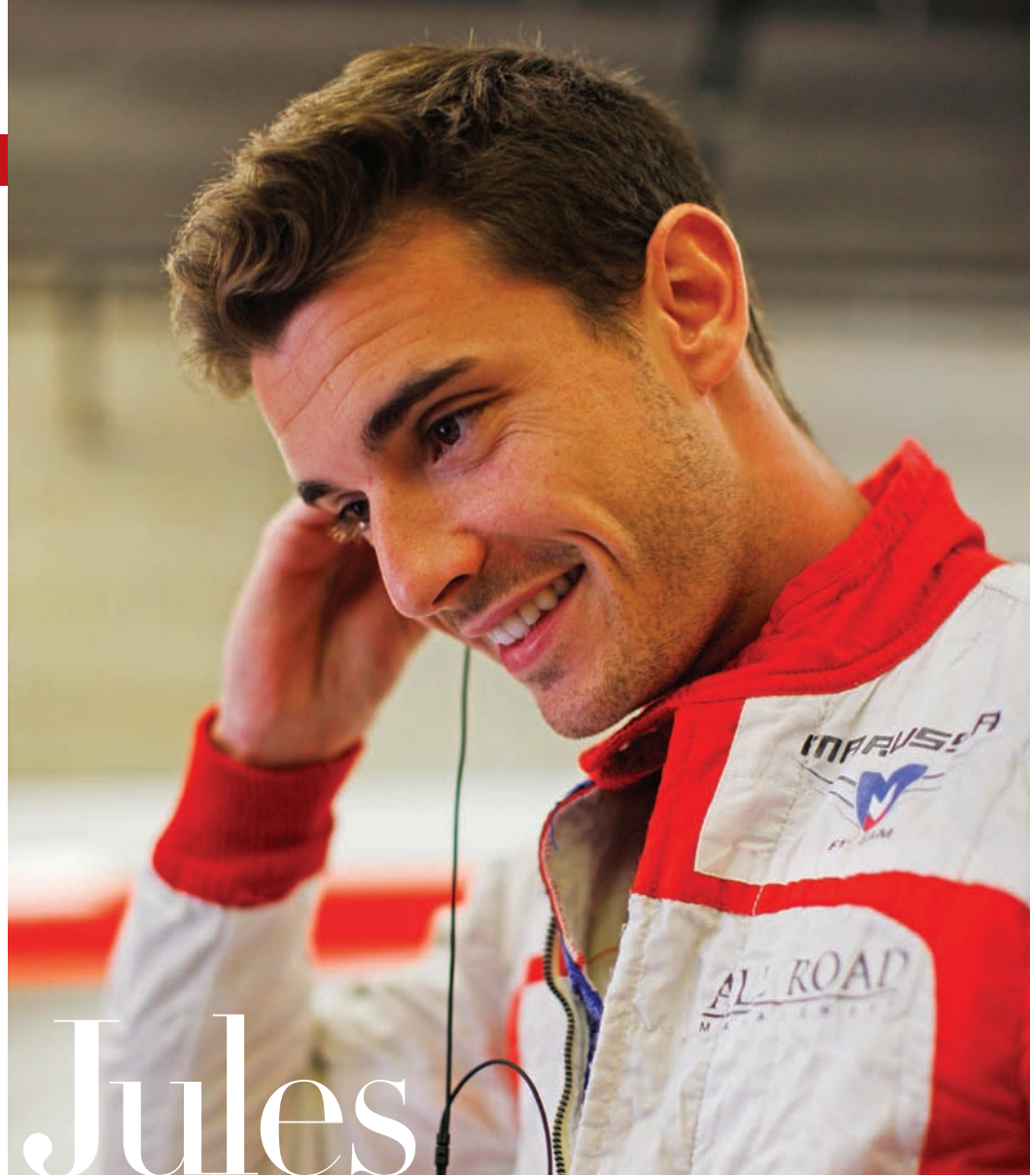
**J**ULES BIANCHI, WHO succumbed in July to the injuries sustained in his Japanese Grand Prix accident last October, was a hard racer beneath a sheath of humility.

Whenever tragedy strikes, we inevitably think back to crucial circumstances that might have changed the course of history for a happier outcome – and in the case of Bianchi, one such was his performance for Ferrari in the young driver test, Abu Dhabi 2010.

Having just finished third in the championship in his GP2 rookie season, the Ferrari Driver Academy's first junior signing was under consideration as a potential Felipe Massa replacement for 2011. Three days in the Ferrari at the end of the season gave him a massive opportunity – but perhaps one that arrived a little too early. His race simulation runs were described as “outstanding”, team members confirming they were actually better than Massa's had been in the GP a few days earlier. But each time he was given a qualifying simulation, low fuel and new tyres with the necessity of producing the ‘big lap’ first time, he fluffed it; not badly, just the odd small mistake or under-commitment as lack of experience told on a driver who did not come with that ‘I am invincible’ confidence so few possess. It suggested he might not be ready for the massive pressures that would have come with that drive – and the direct comparison with Fernando Alonso. He was a driver who seemed to produce his best only once he was settled and had understood everything – as that humility suggested. Had he aced one of those qualifying simulations, who knows?

The Scuderia retained its faith, farmed him out to Force India as a Friday driver and subsequently to Marussia, while retaining him as its main tester. At Marussia, far from being disheartened at being overlooked for a 2013 Force India race seat, he gave it his all as he set about learning the intricacies of being an F1 race driver – and Marussia was the perfect *simpatico* environment to bring out his best stuff.

He drove with a controlled aggression and, as his experience built, he was beginning regularly to access a very high level. His ninth place at Monaco last year, famously gaining Marussia two championship points, was reward for a



# Jules Bianchi

1989 - 2015

fantastically combative performance. His pass of Kamui Kobayashi's Caterham into Rascasse – three gentle, non-damaging, tyre nudges creating a gap that was otherwise not there – was masterful. The day before, until a differential fault intervened, it looked like he might have made Q2 on merit, which would have been a stunning achievement given his equipment.

Later in the year, whenever quicker cars hit problems in Q1, Bianchi was always there to take full advantage – and got the little team's car into Q2 on three out of four races between Silverstone and Spa. He looked every inch a credible candidate for an opportunity with a top team and Luca

di Montezemolo has since said that if Ferrari had been required to field three cars this year – as at one time looked a distinct possibility – Bianchi would have been in one of them. As it was, on the morning of his accident, a Ferrari-brokered deal had been agreed for him to race with Sauber in 2015.

At Suzuka he was racing hard, as ever. On worn intermediates, fighting Ericsson's Caterham, needing enough of a gap to be able to pit for new rubber and remain ahead, he couldn't afford to be surrendering more time than was necessary in the yellow flag zone for Sutil's off at Dunlop. Light on grip, with a treacherous damp patch just outside a dry racing line that was becoming increasingly hard to pick out in the fading light, he lost control. A standard racing incident with an unhappily non-standard outcome. His brave fight is now over, leaving behind a memory of a bright talent and an all-round good guy. It's 21 years since F1's previous fatalities, but Bianchi's fate reminds us that it remains an inherently dangerous activity. *Mark Hughes* 📧

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## THE FORMULA 1 NOMINEES

### ALBERTO ASCARI

Ferrari world champion in 1952-53, shares record of nine consecutive GP wins with Sebastian Vettel  
*Mario Andretti (HoF member since 2010): "Ascari was one of the absolute icons of our sport and could compete against anyone."*

### RUDOLF CARRACIOLA

Mercedes's three-time European champion was the benchmark of his era  
*Nigel Roebuck: "In the opinion of Alfred Neubauer, the best who ever lived."*

### MIKE COSTIN & KEITH DUCKWORTH

The 'Cos' and 'Worth' behind the DFV, the F1 engine that won more than 150 GPs between 1967 and '83.  
*Jackie Stewart (HoF founding member): "They built the most successful Grand Prix engine in the history of the sport – and they did it together."*

### EMERSON FITTIPALDI

The first great Brazilian: two F1 titles, two Indy 500 wins.  
*Nigel Roebuck: "The man who had two great careers, first in F1 and then in Indycars."*

### MAURO FORGHIERI

Fabled design engineer who led Ferrari's racing department through the 1960s to the 1980s.  
*Mark Hughes: "He was creating the Ferrari F1 cars virtually single-handedly in the 1960s. An absolute genius."*

### DAN GURNEY

An F1 winner for Porsche and Brabham, then a victor in a car of his own construction – the beautiful Eagle.  
*Nigel Roebuck: "The only man Jimmy Clark feared."*

### MIKA HÄKKINEN

Double world champion for McLaren and Michael Schumacher's Dan Gurney.  
*Nigel Roebuck: "The long-standing guys at McLaren were reviewing who they've had at the team over the years, including Prost and Senna, and asked themselves who was the absolute quickest. They all said Häkkinen."*



The doors are open to the 2016 *Motor Sport* Hall of Fame – and it's up to you to decide which great figures from the past and present pass through them to join our exclusive club for racing heroes

For the first time, we are tasking our readers with the job of deciding who should join the 29 current members of the Hall of Fame, which was founded in 2010. There will be five awards made at a ceremony next year (date and venue to be announced), representing Formula 1, sports car racing, motorcycling, rallying and US motor sport. First up for voting is Formula 1. *Motor Sport's* podcast team has chosen a 'long list' of nominees (it was supposed to be limited to 12, but the editor can't count, so there are 14). Log on to our website to decide which of the following will enter the Hall of Fame from the world of Grand Prix racing. We'll be deciding and releasing the nominations for the other categories in the months to come, so watch this space.

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### MIKE HAWTHORN

Britain's first F1 world champion and the 'golden boy' of the 1950s.  
*Nigel Roebuck: "On his day he was fantastically quick and aggressive. The first Brit to win a World Championship Grand Prix, in 1953."*

### SIR PATRICK HEAD

Williams co-founder and architect of nine F1 titles for constructors and seven for drivers.  
*Ross Braun (HoF member since 2014): "Not only for winning many races and championships, but also for his contribution in developing the talents of many engineers in motor sport, myself included."*

### NIGEL MANSELL

British lion who won 31 Grands Prix, and back-to-back F1 and Indycar titles.  
*Simon Arron: "I was lucky enough to see him racing way back in Formula Ford and it was clear then he was a force of nature."*

### GORDON MURRAY

Free-wheeling designer behind Bernie Ecclestone's 1970s and '80s Brabhams.  
*Rob Widdows: "All you have to do is close your eyes and think of those beautiful Brabhams. And no one will ever build a more exciting road car than the McLaren F1."*

### JOCHEN RINDT

F1's only posthumous World Champion – and one of its most exciting talents.  
*Mark Hughes: "Another force of nature. So thrilling to watch."*

### BERND ROSEMEYER

Charismatic Auto Union ace who dominated the 1936 European championship.  
*Nigel Roebuck: "The Gilles Villeneuve of the 1930s."*

### GILLES VILLENEUVE

Free spirit and cult hero for a generation. Shone brightly for too short a time.  
*Mark Hughes: "I just assumed he was already in!"*

### SID WATKINS

Safety-campaigning F1 doctor to whom every modern racing driver owes a debt of gratitude.  
*Damien Smith: "His place in motor sport is intrinsic and so important."*





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DALLARA WILL BUILD ITS FIRST Le Mans-rules prototype since 2001 when the new LMP2 formula comes into force for 2017. The prolific Italian constructor was granted one of four licences to supply P2 chassis, following a brief tender process that started in June.

Le Mans organiser the Automobile Club de l'Ouest and fellow promoters are limiting the number of suppliers in the popular LMP2 division, so that each is able to put together a proper business model as it sells the latest generation of cost-capped sports-prototypes. Constructors will compete for customers across the World Endurance Championship, the United SportsCar Championship and the Le Mans Series in Europe and Asia. But Dallara managing director Andrea Pontremoli says this was only of secondary importance when the Parma-based company decided to make a tender, in a bid to build its first carbon-chassis prototype since the car of the early 2000s (known internally as the SP1 and externally simply as the LMP).

### BEYOND ONE-MAKE RACING

"We are looking forward to be able to make a reasonable business with the new rules," says Pontremoli, "but this is not the main reason we have decided to enter now. We are getting involved because we were looking for competition."

He pointed out that Dallara is primarily involved in one-make categories, from GP3 up to IndyCar. Its entry into another open formula alongside Formula 3, where it has a virtual monopoly, will provide a training ground for its engineers.

"We consider this as an investment into research and development, because competition will help us come up with new ideas. GP2, GP3 and Indy Lights don't offer real competition," he says.

Dallara offered the same reasoning when it re-entered US sports car racing in Grand-Am's Daytona Prototype division in 2008. That coincided with a dip in the market for DPs, so that it has produced only four cars over eight seasons in the category that P2 will replace from 2017.

Pontremoli admits that entry into the P2 marketplace still brought risk: "The cost cap is very tight, so we don't know if it will be viable from a business point of view. It is definitely a risk."

He wouldn't put a figure on the number of cars Dallara expects to sell across the four years of the next LMP2



Prototype landscape will change in 2017 with only four P2 manufacturers, including sports car returnee Dallara

CEMENTA/SHUTTERSTOCK

# Dallara returns to Le Mans

Italian firm secures licence as new LMP2 era dawns | BY GARY WATKINS

rules cycle, but did suggest that Dallara's US satellite base in Indianapolis would be "a big advantage" and that he expects sales to be "half and half between the US and the rest of the world".

### A LIMITED MARKET

Limiting the P2 market to four players – down from the six constructors who have had cars on the grid this year – will not necessarily mean a profitable business. Bill Riley, whose Riley Technologies operation won the slot reserved for a US manufacturer in a joint bid with Multimatic Motorsports, points out that Grand-Am employed a similar business model at the start of the DP era, granting seven licences at the start of the category in 2003 and five in 2008. Yet Riley dominated the market and went on to build more than 40 of the chassis based on its original MkXI. The rest built cars in very limited numbers.

Riley entered into partnership with Multimatic, the North American automotive conglomerate, to give the North Carolina-based company the same "global presence" as rivals. The FIA and the Automobile Club de l'Ouest at

Le Mans, which framed the new rules together with the USC sanctioning body IMSA, demanded guarantees that bidders could service cars in all LMP2 markets.

"We wanted to make sure that we had a global presence, and teaming up with Multimatic allows us to have that — they have a big facility in the UK and offices all over the world," Riley says. "We also believe that we will produce a better car by working together."

### STRAKKA BACK TO P1

Putting in place the infrastructure needed to service customers was one reason why Strakka Racing, which built the Japanese Dome S103, opted against bidding to become one of the chosen constructors.

"We came to the decision that we would not meet the criteria demanded by the FIA and the ACO and that we wouldn't be able to stand toe to toe with the other bidders," says Strakka team principal Dan Walmsley.

That has resulted in Strakka abandoning the Dome project, which suffered a series of delays that prevented the S103 from racing in 2014. Instead, it will race a Gibson 015S in the remainder



"We consider this as an investment into research and development, because competition will help us come up with new ideas."  
Andrea Pontremoli

of this year's WEC and focus on a return to the LMP1 division, in which it competed in 2009 and 2012-13, with a car of its own design.

"After evaluating all the options, the LMP1 privateers' category now offers the best arena to create our own car, which we will use to showcase our growing knowledge of new design and manufacturing processes," says Walmsley, who adds that this was another step towards Strakka becoming "a sustainable motor sports business".

## GIBSON TARGETS ENGINE DEAL

The question remains whether limiting LMP2 to four manufacturers will create the viable business that the FIA and the ACO covet. Bill Gibson, whose eponymous company (formerly known as Zytek) has produced a line of successful P2 machinery, thinks not. That explained why he didn't enter the tender process.

"It was not commercially viable, leastways for us, though that doesn't mean it couldn't be for others," he says. "It wasn't an easy decision to take and is sad in many ways."

There is also a second reason for Gibson opting against trying to continue in P2 beyond the end of next season: the rules precluded a chassis builder from supplying the one-make engine that will be used across all the arenas, with the exception of the USC. The likelihood is that Gibson will bid for that contract and a decision is due to be announced in September.

## THE FRENCH CONNECTION

Current LMP2 big hitters ORECA and Onroak Automotive (with its Ligier and Morgan chassis) were also selected when the ACO announced the successful bidders.

ORECA suggested that it reached break-even point only after building 10 of its ultra-successful 03 chassis, of which 20 have been produced since 2011. Onroak has hit that number with the Ligier JSP2 in just 18 months, but is refusing to talk about profitability for a new company established only at the end of 2012. Boss Jacques Nicolet claims the firm is still "at the investment stage".

The jury is still out on whether the new rules will allow P2 constructors to operate in profit. Financial success for one or two is likely to lead to losses for the others.

— OBITUARY —

## Peter de Klerk

South African Grand Prix driver Peter de Klerk has died aged 80. He came to the UK in 1958 and worked for Lotus, building engines for Graham Hill and Cliff Allison, before returning home to work on Alfa Romeo-powered Cooper and Lotus cars. That led to building a successful Alfa special in which from 1962 de Klerk contested the South African championship and two Grands Prix. He went on to race a variety of Brabhams, entering two more South African GPs, then turned to sports cars, in 1966 sharing sixth place at Le Mans in a Porsche 906. He raced single-seaters in South Africa until 1980.



# GORDON KIRBY

## THE PROBLEM WITH DOWNFORCE ...

When downforce dominates over power, so that a car can be driven flat out around a high-banked superspeedway, it results in 'pack racing' with competitors jammed closely together. It's a fearful business and often results in big, multi-car accidents in both NASCAR and IndyCar.

For years IndyCar's drivers have pleaded to get rid of the 'pack racing' everybody loathes. It was this that resulted in Dan Wheldon's death at Las Vegas in 2011, and many drivers and team bosses can't believe IndyCar has made so little progress to eradicate it.

"I told IndyCar we shouldn't be racing like this," says Indy 500 winner Juan Montoya after July's crash-filled California 500. "Sooner or later somebody is going to get hurt."

When it comes to the right balance between downforce and horsepower, few are better placed to provide perspective than four-time Indy 500 winner Rick Mears, who continues these days as an invaluable consultant to Team Penske drivers Montoya, Will Power, Helio Castroneves and Simon Pagenaud.

"One of the things I always say is that downforce is like money to a driver," Mears says. "If you made \$50,000 one year and \$100,000 the next, and were then cut back to \$50,000, you would say, 'That's impossible. I can't live on so little'. But if you have to, you discover that it can be done."

"A few times in the CART days I recall that we'd try running less downforce. For the first few laps I didn't like it, but after I had run 30 or 40 it was fine. I felt like I was driving the car again, like I had more input."

"Then they would try it with some other drivers and right away some of them would say, 'You're trying to kill me!' So there were always arguments about taking off downforce and there always will be."

"But eventually, it has to happen. I've said it for years and others have too, and maybe one day some other people will wake up and say, 'You know what? Aerodynamics is the worst thing that ever happened to motor sport.'"

"Today, it dictates everything about the car. They've been going down a path with more and more downforce and they're just boxing themselves into a corner. It's like anything. At one point something is good but then it reaches a level that's bad for business. The drivers don't want 'pack racing', but they seem unable to get away from a formula that creates it."

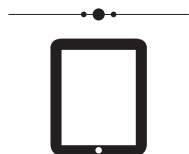
"Sometimes when you're chasing the set-up in a car, you work and work and you don't get anywhere and you have to say, 'Let's stop and go back to where we were and start again. Let's try another direction.'"

"We've made the cars stronger and safer, we've built safer walls and better catch fences. The sport has done a tremendous job, but you can't keep on down this path. If you reduce the downforce and reduce the lateral load on the cars you make all these things better. In effect, you make everything – the cars, the walls, the catch fences – safer than they are now."

"I wanted to drive. That's what I loved doing and that's what I got paid for. There's driving and there's guiding, and they're two different things. I liked to drive it, not guide it. The more driver aids we have, the less input we have."

"To me, the fun part was: give me more power than I can use and let me figure out how to use it better than the next guy."

These words come from one of motor racing's rare geniuses, a sublimely smooth driver and superb racer. It would be foolish for our industry to ignore Rick's observations. Heading and understanding them is essential to the future of the Indy 500 and, indeed, Indycar racing.



Read extra news and comment on your iPad or tablet @ THE MOTOR SPORT DIGITAL EDITION



Staying in trim: Audi drivers get physical under the watchful eyes of Tom Kristensen, third right

## OLIVER JARVIS

### KEEPING FIT DURING A MIDSUMMER BREAK

IN PAST SEASONS, AS WELL AS MY LMP1 commitments, I have been involved in a secondary programme to complement Le Mans. As well as keeping me race-sharp, the other great positive is that it kept me busy and in a car, often having a race immediately after the 24 Hours. This year, having focused on the FIA World Endurance Championship, things are very different, with a break of more than 10 weeks between Le Mans and our next race, the Nürburgring 6 Hours on August 30.

The break is an absolute necessity for the teams, mechanics and all those involved, but for a driver it's quite a tough period. Can you imagine an office worker complaining that they had a 10-week break? This is where we as drivers differ, because we are fortunate to do what we love and that means we want to be back in the car, competing and fighting for victory as soon as possible. That's not to say we haven't been kept busy in this so called 'break' period, with testing, PR and all the other commitments. It simply means we haven't necessarily had the chance to do what we love most... *racing*.

As an Audi Sport driver, I am lucky enough to attend various events throughout the year and I was invited to the press launch of the Q7 at the Goodwood Festival of Speed, where I



met and spoke with industry peers over dinner and met fans during autograph signings. Unbelievably, it was the first time I've attended Goodwood as I have always had clashing commitments in previous years. Having experienced it first-hand, I will be making sure I go back next year as it really is an event like no other. I was taken aback not only by the incredible atmosphere, but also the sheer amount of historic cars that I grew up watching and dreaming about. To be able to get so close and see them in the raw metal is something very special.

Audi UK also hosted its first ever Audi Polo Challenge in Cambridgeshire, and it was hard to resist an invite so close to home! We were lucky enough to have Prince William play polo for the 'Audi Quattro' team, and it's one of the few sports I had never watched live, so it was an honour to watch the future king play during my first event.

Aside from doing all the things that we put off before Le Mans ("I'll do it after Le Mans" is a running joke in my house), the break also provides a great opportunity for drivers to focus on their fitness. Now in my eighth year with Audi Sport, this is definitely an area in which I have seen huge progress, not only within our team but also within motor sport as a whole.

Audi Sport is paying a lot more attention to

this area, especially with the recent announcement of Tom Kristensen taking responsibility for all activities concerning the drivers' physical and mental fitness. We all take a keen interest in other sports, especially any with a competitive element; it's in our nature! This year, along with many other drivers, I have caught the triathlon bug. I competed in my first marathon race earlier this year and I have always loved cycling, so it seemed a natural progression to feed my competitive hunger. I have to admit swimming is not my strength, so it took a lot of determination to make the step from local swimming pool to a lake.

I chose the Jenson Button Trust Triathlon in Derby on July 12 as my first tri event, mainly because it supported Cancer Research as a charity. I'm pleased to say it was incredibly well organised, with a great family and community atmosphere, and it's good to see someone with Jenson's high profile combining a passion with the opportunity to raise money for charity. Despite my inexperience I was pleased to qualify for the final and make the top 50. It has definitely given me the desire to compete again in the future, so until I can get back in the car at the Nürburgring I will be doing everything to arrive in the best possible physical and mental shape. 🏆

## A Life And Times With McLaren

Tyler Alexander

What a life Tyler Alexander has led. From his first contact with Teddy Mayer in the early 1960s to his retirement from McLaren at the end of 2008, it's been flat out wall-to-wall motor racing all the way, through five decades in which the sport changed almost out of recognition. Impressively, Alexander adapted with it, a rare quality that meant he was as comfortable in the digital age as he was in the analogue. That gives this book a very special perspective.

His autobiography is a straight story in every sense. It's a no-nonsense chronological retelling of motor sport history from one man's inside view, Alexander's salty turn of phrase the perfect tool to lift the lid on tales from the garage and pitlane.

The early stuff is, of course, fascinating, Alexander offering a first-hand account of the 'Bruce and Denny Show' in Can-Am. His memories of the moments of tragedy are to the point, blunt even – but not without emotion. He just doesn't wallow or dwell on the dark side of the sport he loves and reverts more than once to a phrase that could be his own epitaph: "Best that I get on with things."

Alexander rattles through his Indycar experiences with McLaren in the 1970s and Mayer in the '80s, plus the unhappy Haas/Beatrice F1 interlude that promised so much. But if anything it's his accounts of 'modern' McLaren in the 1990s and 2000s that offer the most, partially because it's fresh ground less often trod. He maintains a rapid pace as he whips through the years with good humour (and the odd barb), concocting an effect that highlights the intensity of life on the road in F1.

It was tough back then, and it is now: something that hasn't changed in the past 50 years. **DS**

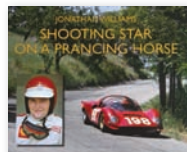
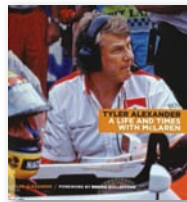
Published by David Bull

ISBN: 978-1-9350072-1-0, \$55

## Shooting Star on a Prancing Horse

Jonathan Williams

He started only one Grand Prix – and in a works Ferrari, too – but Jonathan Williams was a far more accomplished racer than such a simple statistic implies. The Englishman, who died last year aged 71, was part of the band of travelling brothers who roamed Europe during the 1960s, living as best they could on start and prize money paid by Formula Junior and, later, F3 race organisers, and recollections of such adventures forge much of this book's



charm. From Enna, for instance: "Several cars had spun and ended up in the reed beds on the end of the lake. When the crews went to retrieve them they found snakes entwined in the suspension, which made the clean-up rather unusual."

These days, paddocks tend to be infested by snakes of a different kind...

For the most part this is a delightful chronological journey. Formula 1 received scant media coverage at the time and in the UK Williams's world was known only to readers of *Motor Sport* or the specialist weeklies – and that tended to be limited to short reports and race results, which scarcely told the full tale.

As well as being a distinguished competitor, Williams was also blessed with a relaxed writing style – so this is infused not just with engaging content, but elegance, too.

If you are wondering why Ferrari dropped him, incidentally, he puts it down to two things: wrecking an F1 car during a test at Modena... and declining an invitation to join Enzo Ferrari for a pizza, following a chance meeting at a fuel station.

It's a fascinating voyage through a long-extinct world. **SA**

Published by AMA

ISBN: 978-0-692-41595-0, £32.99

## Mille Miglia, A Race in Pictures

Leonardo Acerbi

The Mille Miglia has a justifiable reputation as one of the most emotive and recognisable events our sport has ever known. Stories of heroism, bravado and endurance emanate from every crumbling rock along the roads from Brescia to Rome and back. Our own DSJ famously won in '55 (with a little help from Stirling Moss, of course), and the magnitude of that success resonates even today.

It's incredible to think that, from 1927 to 1957, 24 races were run at full racing speed on closed roads, through the Italian countryside and across bustling towns and cities, for hour after hour, mile after mile, crews resting only once the epic adventure was over.

Official race photographer Alberto Solini was lucky enough to cover the event between 1947-57 and a collection of his work has finally come together in this compelling book. Many of the pictures here are previously unpublished and, together with input from Italian journalist Leonardo Acerbi, help to relate some amazing stories.

The quality of the early images varies, but things improve dramatically over the years to illustrate just how much spectators loved the Mille Miglia and, indeed, how seriously this

event was taken by teams and drivers. Ferrari, Alfa Romeo, BMW, Lancia and Mercedes-Benz all won the Mille Miglia with star drivers such as Nuvolari, Moss and Ascari.

This weighty book comes in dual Italian/English text that provides just enough information to be useful, but it scores really highly because of the evocative images that lead irresistibly into a chaotic, charming world, the essence of how Italian road-racing used to be. **DC**

Published by Giorgio Nada

ISBN: 978-88-7911-618-3, €60

## Harry Lester, His Cars & The Monkey Stable

Stewart Penfound

You couldn't say the Monkey Stable was a central element of racing history, but Harry Lester's name crops up through post-war racing, and the Lester-MG specials he built provided successful mounts for Jim Mayers' team (named after the three wise simians).

This is one of those labours of love, with finely focused detail more crucial than presentation, and covers the various Lester cars and the Monkey Stable's outings up to Mayer's death in the 1955 Dundrod TT, concluding with a run-down of all Lester's machines. Programme covers, adverts and contemporary reports from long-gone places such as Boreham and the Curragh spice up the layout. If you find one of the missing cars in a barn, this is where you'd look for its story. **GC**

Published by BR Books

ISBN: 978-0-9931979-0-1, £25

## France, The Essential Guide for Car Enthusiasts

Julian Parish

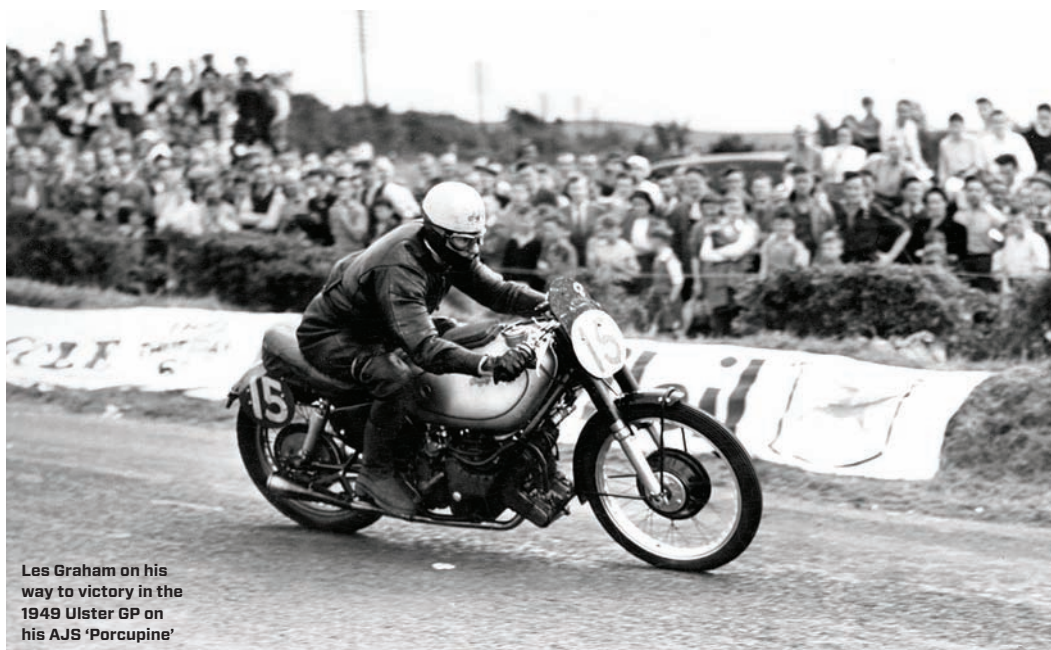
There are thousands of French travel guides, all very useful providing Calais isn't submerged by blockades and Operation Stack hasn't closed the M20, but to the best of our knowledge this is the first that's tailored specifically to car lovers.

France remains one of the world's finest inventions and this follows its contours by highlighting the whereabouts of racing circuits, hillclimb venues, museums, car shows, specialist bookshops, themed cafés and almost anything else that has a whiff of internal combustion. And all for about the price of a couple of croissants and an espresso.

I would say more, but feel a sudden urge to rush off to the Citromuseum in Castellane, so please excuse me... **SA**

Published by Veloce

ISBN: 978-1-845847-42-5, £14.99



Les Graham on his way to victory in the 1949 Ulster GP on his AJS 'Porcupine'

MARTINS

## MAT OXLEY

### FROM WORLD WAR TO WORLD TITLE

WHEN WORLD WAR II ENDED – 70 YEARS ago on August 15 1945 – there were thousands of motorcycle racers, on both sides, whose thoughts turned to resuming their racing careers so rudely interrupted by the conflict.

Among them was Flight Lieutenant Les Graham, who spent his war years flying Lancaster bombers for the RAF. Before the war the Merseysider had raced OK Supremes with some success, though it wasn't until after peace resumed that his career really took off.

Spotted by AJS race chief Jock West, who had ridden for the Nazi-funded BMW factory before the war, Graham found himself riding the company's new E90 500cc Grand Prix bike. The AJS had been conceived pre-war as a blown 500 twin, but a post-war ban on superchargers demanded a switch to a naturally aspirated engine. Realistically, AJS should have started again from scratch, but they didn't; they preferred to penny-pinch and compromise.

Designed as a low-rpm, high-boost engine, the AJS would have to make do with higher rpm and zero boost. Diligent work by Graham and a number of development engineers slowly but surely turned a sow's ear into a silk purse. Graham wasn't a trained engineer but he had a natural flair for all things mechanical. During the war he won the Distinguished Flying Medal for several heroic sorties, attacking German installations in France after D-Day.

Most unforgettably, he saved his plane and crew during a night-time raid when a blast flipped his plane onto its back and flung him

out of the pilot's seat; his right leg caught on the throttles; two now fully open, the other two fully closed, as the plane hurtled earthward. Somehow he managed to regain control with yards to spare.

Graham was also known for riding bikes on the edge of disaster – he had that uncanny ability to keep the throttle open where rivals would madden themselves by easing off.

By 1948 the AJS was getting there, with 49hp on tap. The bike had already gained the nickname Porcupine, on account of the spiky cooling fins sprouting from the cylinder heads, just one of many original features designed to cope with the much greater heat expected from a supercharged engine.

The following year perseverance paid off. In February 1949 the Federation Internationale de Motocyclisme announced motorcycling's first world championships, giving AJS the chance to race the Gilera fours, Moto Guzzi twins and Norton singles. Graham won the Ulster and Swiss GPs and would have won the Isle of Man, but for a mechanical failure two miles from the end of the 264-mile Senior TT. Finally he squeezed the title by one point from Gilera's Nello Pagani.

However, during his championship defence Graham became increasingly frustrated with his bosses who were uninterested in spending money on development, an attitude that eventually would sound the death knell for the British bike industry. So when the call came from a nascent Italian brand he answered it.

Count Domenico Agusta had started manufacturing motorcycles in 1945 when Italy's terms of surrender forbade him from continuing with his aviation business. MV Agusta's first 500 GP bike of 1950 was woefully uncompetitive, so the Count brought Graham on board. It was one of Agusta's first steps to greatness which culminated in 17 consecutive premier-class titles from 1958 to 1974.

Agusta was a tough, domineering boss who insisted on doing everything his own way. In due course Graham used his technical know-how, riding brilliance and diplomacy to convince the Count that he knew a better way forward. Out went shaft drive and torsion-bar suspension; in came a smaller bore engine to cure piston failures, chain final drive, hydraulic rear shocks and British-made Earles forks.

After failing to score a single world championship point in 1951, Graham and MV closed the 1952 season with wins at Monza and Montjuich Park, trailing Gilera's title-winner Umberto Masetti by just three points. There was no doubt that MV were now ready to challenge for the crown.

It was not to be. Graham lost his life at the 1953 season-opening Isle of Man TT. A suspected mechanical fault on Bray Hill caused him to crash into a stone wall. He died instantly.

MV's renowned engineer Arturo Magni, who later guided MV riders John Surtees, Gary Hocking, Mike Hailwood, Giacomo Agostini and Phil Read to world title glory, always insisted that Graham was the greatest of them all.



THE BATTLE FOR THE 2015 MOTOGP WORLD championship looks like a straight duel between Yamaha team-mates Valentino Rossi and Jorge Lorenzo. The pair won seven of the first eight races after gaining a technical edge over Honda, who took a wrong turn over the winter.

The YZR-M1 machines used by Rossi and Lorenzo are identical, but the two riders have contrasting riding styles, so there are detail differences.

"Valentino uses his body to manipulate the bike while Jorge is more controlled on the bike," explains mechanic Alex Briggs, who has worked with Rossi since 2000. "Valentino rides with the bike moving, so when he brakes it pitches forward and when he accelerates it pitches to the rear. Jorge rides with the bike a lot less active; it doesn't pitch as much, so he has to set his bike more extreme, depending on the track.

"If a track needs more front load, you might see Jorge's bike with more load to the front because he doesn't move as far forward when he brakes or so much to the rear when he accelerates. Look at their seats: Valentino has a lot more room because he moves around."

"Graham was also known for riding bikes on the edge of disaster – he had that uncanny ability to keep the throttle open where rivals would madden themselves by easing off."



# HAWKER RACING

At the request of a significant car collector, Hawker Racing is building a gull-winged Jaguar C-Type Coupe that evokes the best of 1950s sports car design whilst enabling the driver to enjoy an iconic supercar without the complexity and expense of a period machine.

Designed around Jaguar components including a 3.8-litre straight-six engine, the C-Type Coupe will boast a five-speed gearbox with overdrive for long-legged touring, improved suspension and braking plus a useful boot. The leather-trimmed interior will maintain the period feel, with specially designed instruments.

The first C-Type Coupe is currently in development, and a maximum of two more will be manufactured to customer specifications. All will be engineered to the highest standards by Hawker Racing, sister company to Hawker Restorations, world leaders in the restoration of Hawker Hurricanes and other vintage aircraft.

For more information contact Tony Ditheridge via email to [tony@hawkerrestorations.co.uk](mailto:tony@hawkerrestorations.co.uk) or telephone +44 (0)1449 740544.





Jackie Stewart points Tyrrell 003 towards victory at Paul Ricard in 1971, en route to his second F1 title

## Tribute to Scottish success

Stewart's F1 cars headline Edinburgh show | BY PAUL LAWRENCE

SCOTLAND'S INTERNATIONAL motor sport history will be central to the annual Concours of Elegance, which is being held at Edinburgh's Palace of Holyroodhouse (September 4-6).

Jackie Stewart's three title-winning F1 cars – Matra MS80, Tyrrell 003 and Tyrrell 006 – will be on display, alongside period crash helmets relevant to each car. It will be the first time this collection has ever been shown in Scotland.

"I can't think of a better place to showcase some of my championship-winning Formula 1 cars," said Stewart. "The Concours of Elegance celebrates the best of the motoring world, and this year's event does that at one of Scotland's most picturesque venues."

The story of the Edinburgh-based Ecurie Ecosse team will be marked by a major display that includes three of the team's Jaguar C-types and two D-types. From more recent times, the Group C2 world championship-winning 1986 Ecosse and current Ecurie Ecosse BMW Z4 GT3 will also be on display.

Jim Clark will be represented by the Lotus Cortina he used to win the 1964 British Saloon Car Championship, the Lotus 43-BRM H16 that carried him to victory in the 1966 US Grand Prix and

his 1963 F1 title-winning Lotus 25.

Also on display will be Andrew Cowan's successful 1968 London-Sydney Marathon Hillman Hunter, and the Jaguar XJR-9 that triumphed at Le Mans in 1988, driven by Johnny Dumfries, Andy Wallace and Jan Lammers.

### Two podiums, 37 years apart

THE THEODORE TR1 GRAND PRIX car recently scored its first podium finish since Keke Rosberg won the rain-hit 1978 International Trophy at Silverstone. Current owner Philip Hall took the Ralt RT1-derived machine (below) to a podium finish during the second Derek Bell Trophy race at the



American veteran James King won a Formula 3 race at Cadwell Park during June's Wolds Trophy meeting, 38 years after his last start at the Lincolnshire track netted victory in the British F3 Championship. Back in 1977 King, 70, was racing a works March 773, but this time he drove a 1-litre Chevron B17.

Brands Hatch Historic Super Prix.

"I think that's only the second race it has ever started and finished," said Hall, after climbing from the back of the grid to finish second to Greg Thornton's Formula 5000 Surtees TS11.

In period the Teddy Yip-entered car started only one Grand Prix, when Rosberg retired in South Africa. However, his win in the non-championship race at Silverstone came after an outstanding performance in terrible conditions.

### Green light for BRM V16

The rebuild of the engine in the National Motor Museum's 1950 BRM V16 will now go ahead, after a Preservation Appeal reached its £50,000 target with the assistance of the Goodwood Revival.

The fund was set up to finance vital restoration work on the 1.5-litre Type 15 Grand Prix car. The first of only five, it was driven by Reg Parnell and Juan Manuel Fangio. The work will centre on reworking the car's supercharged V16.

The museum's manager Douglas Hill said: "Thanks to the amazing achievement of raising the funds, we have been able to send the car to specialist Hall & Hall."



### Ex-Nunn Lotus triumphant

AN EX-MO NUNN LOTUS 41 HAS made a victorious return to racing at Cadwell Park. When new in 1966, chassis eight (above) was driven by future Ensign F1 team owner Nunn with backing from Astrali Accessories.

"It was last owned by John and Linda Elmes, who used it on the hills," said James Denty, who drove it at Cadwell. "It's been in storage with us for at least 20 years. It is a gorgeous little car." The 1-litre F3 racer is owned by German Klaus Bergs and was entrusted to Denty for restoration – and its comeback outing. Bergs drove his ex-Alan Jones Brabham BT28 in the same race.



## Swiss rarity returns

A rare Sauber C3 sports-prototype is racing again after an absence of about 30 years. Dutchman Dick van Amsterdam found the car in Canada and has put it back on the track with the help of Andy Newall from Gelscoe Motorsport.

Peter Sauber created his first car in 1970, for the Swiss Hillclimb Championship, and 1975's C3 was the first model of which more than one example was built. The three cars competed mainly in Europe, although two later went to Canada.

"It's incredibly original," said Newall, who drove the C3 in the Pre-80 Endurance race at Brands Hatch. A probable podium finish was lost to a fuel metering problem.



PAUL LAWRENCE

## RAC stays in Sunderland

THE 2015 ROGER ALBERT CLARK Rally will be based in Sunderland for its 12th running, on November 27-29 this year. The event will take in the best elements of recent editions, with special stages in the massive Kielder forest complex in Northumberland as well as the Scottish borders.

Scrutineering will take place in Sunderland, following a successful move to the city last year, and the rally will start there on Friday afternoon. Competitors will return to Sunderland each evening, with central servicing in Hawick on Sunday.

Rally director Colin Heppenstall has pledged to hold the entry fee at a similar level to 2014, for a total of 160 stage miles, and says spectators will be welcome on most special stages.

■ Theo Paphitis, one of the dragons in TV's *Dragon's Den*, makes his Goodwood Revival debut in September after a programme of events to gain a National A race licence. Paphitis has driven his Ford Anglia in various series to qualify for the Revival; his participation will raise charity funds.

■ Four cars from the FIA Masters Historic Sports Car Championship race were penalised 45 seconds after a recent race at Donington Park, for failure to produce FIA Historic Technical Passports. Those affected were Paul Gibson (Lola T70 Mk3B), Tim Cousins (Chevron B23), Alec Hammond (Chevron BB) and Andrew Owen (Chevron BB).



**BRUCE McCLAREN'S EAGLE, 1967 FRENCH GP** Acrylic original by Steve Jones, £400 plus p&p. A3 prints £21 inc p&p. email: jones115@btinternet.com



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# CARS FOR SALE

www.motorsportmagazine.com/cars-for-sale



**STAR LOT @ GOODING & COMPANY**

## 1982 PORSCHE 956 { Pebble Beach auction, August 15/16 }

It's not often that an ex-factory Porsche 956 comes up for auction, but Gooding & Company is offering one during the Pebble Beach concours. It's not just any 956 either – it's the car Hurley Haywood, Al Holbert and Vern Schuppan drove to victory in the 1983 Le Mans 24 Hours. A major part of Le Mans and Porsche history, it is expected to fetch between \$7 million and \$9 million.

# UNDER THE HAMMER

Classic and racing auctions from around the world | BY ALEX HARMER

## Artcurial

@ PARIS JUNE 22

**1964 Porsche 356C Carrera 2000 GS**  
Sold for €596,000

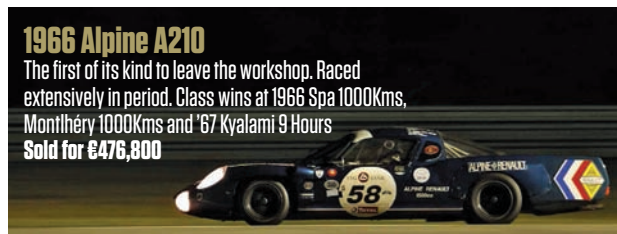
**1970 Porsche 911 S/T 2.3-litre Rallye**  
Sold for €905,920

**1925 Bugatti Type 13 Brescia**  
One of 10 remaining  
Sold for €834,400



## 1966 Alpine A210

The first of its kind to leave the workshop. Raced extensively in period. Class wins at 1966 Spa 1000Kms, Montlhéry 1000Kms and '67 Kyalami 9 Hours  
Sold for €476,800



## Bonhams

@ GOODWOOD JUNE 26

### 1961 Porsche RS61

Owned and raced by Stirling Moss in recent years  
Sold for £1,905,500

### 1935 Aston Martin Ulster

One of only four works-prepared Ulsters. Raced at Le Mans, Ards and Montlhéry  
Sold for £2,913,500

## 1990 Williams FW13B

Ex-Boutsen/Patrese. Third place with Boutsen in Phoenix. From the Williams Grand Prix Reserve Collection  
Sold for £102,300



## 1998 Mercedes-Benz CLK GTR Roadster

One of six made, the only example in black  
Sold for £1,513,500

## H&H

@ DROITWICH SPA JULY 11

### 1961 Dolphin MK II

Very rare Formula Junior racer  
Sold for £35,050



### 1973 Lystonia 73C

One of 14 built by Jim Morgan and others at Alan Mann Racing. Two-thirds scale single-seater for children  
Sold for £5650

## Bonhams

@ PEBBLE BEACH AUGUST 14

### 1959 Cooper Monaco

Estimate: \$350,000-\$450,000



### 1948 Aston Martin 2-litre

The first post-war works car built under David Brown. Displayed at the 1948 London Motor Show. Winner of the 1948 Spa 24 Hours (St John Horsfall/Leslie Johnson)  
Estimate: \$600,000-\$900,000



### 1982 Jaguar XJR-5

The first of its kind built – chassis #001  
Estimate: \$450,000-\$550,000

### 1956 Lotus 11

Factory car, competed at Le Mans and Sebring  
Estimate: \$325,000-\$425,000



### 1970 McLaren M10B

F5000/Formula A. Won its first race at Portland  
Estimate: \$100,000-\$140,000

## RM Sotheby's

@ PEBBLE BEACH AUGUST 13-15



### 1969 Eagle Santa Ana

Designed by Tony Southgate. Owned for 30 years by Smokey Yunick. Sixth overall in the 1969 Indianapolis 500 (Joe Leonard)

### 1968 Chevrolet Corvette

Ex-NART car. Class winner in 1973 Daytona 24 Hours

### 1953 Jaguar C-type Lightweight

Second of three built. Fourth overall at Le Mans, 1953. Raced by Ecurie Ecosse to many victories in 1954



### 1949 Lesovsky 'Blue Crown Special'

Third overall at Indy, 1949 (George Connor)



### 1950 Ferrari 275S/340 America

Official factory racer. Driven by Alberto Ascari

## Gooding & Company

@ PEBBLE BEACH AUGUST 15-16



### 1960 Porsche RS60

Factory entry at Le Mans, Sebring and the Targa Florio  
Estimate: \$5,500,000-\$7,000,000

### 1998 Ferrari 333SP

Fourth overall at the 1999 Daytona 24 Hours  
Estimate: \$2,000,000-\$2,400,000



### 1967 Porsche 906E

Rare long-nose, fuel injected works car  
Estimate: \$1,600,000-\$2,000,000

### 1967 Lola T70 Mk 2 Spyder

Owned by Roger Penske, driven by Mark Donohue  
Estimate: \$550,000-\$750,000



### 1975 Porsche 911 Carrera 3.0 RSR

Formerly owned by Vasek Polak  
Estimate: \$700,000-\$900,000



### 1964 Porsche 904 Carrera GT

Le Mans, Targa Florio and Monte Carlo Rally  
Estimate: \$2,250,000-\$2,750,000

## AUCTION CALENDAR

### AUGUST

**6-8 BARRETT-JACKSON**  
Reno, USA

**8 COYS**  
Nürburg, Germany

**10 SHANNONS**  
Sydney, Australia

**13-15 RM SOTHEBY'S**  
Monterey, USA

**13-15 RUSSO & STEELE**  
Monterey, USA

**14 BONHAMS**  
Monterey, USA

**15-16 GOODING & COMPANY**  
Monterey, USA

**29 CCA**  
Overton, UK

**29 HISTORICS AT BROOKLANDS**  
Weybridge, UK

### SEPTEMBER

**2-6 AUCTIONS AMERICA**  
Auburn, USA

**4 SILVERSTONE AUCTIONS**  
Woodstock, UK

**5 BONHAMS**  
Beaulieu, UK

**5 BONHAMS**  
Chantilly, France

**5 WORLDWIDE AUCTIONEERS**  
Auburn, USA

**6 COYS**  
Castle Hedingham, UK

**7 RM SOTHEBY'S**  
London, UK

**12 BONHAMS**  
Goodwood, UK

**14 BARONS**  
Esher, UK

**21 SHANNONS**  
Melbourne, Australia

**24-26 BARRETT-JACKSON**  
Las Vegas, USA

**26 BONHAMS**  
Ebeltoft, Denmark

**26 COYS**  
Frankfurt, Germany

### OCTOBER

**5 BONHAMS**  
Philadelphia, USA

**8/9 RM SOTHEBY'S**  
Hershey, USA

**9 BONHAMS**  
Knokke-Heist, Belgium

**10 COYS**  
Ascot, UK

**14 H&H**  
Duxford, UK

**15 DVCA**  
Dorchester, UK



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# DREAM GARAGE

## RILEY TT SPRITE

If you want a historic racing Riley, there's one name you would hope had been behind its wheel – Freddie Dixon. Irreverent and unpredictable, the little wizard of Riley tuning turned these machines into race winners at Brooklands and many other places. Low, light and skimpy-bodied, Rileys responded eagerly to Dixon's ministrations and racing skills, and works replicas found eager buyers. One variant was the TT Sprite, and this example is what today we'd call a development car for that model. And it has two Le Mans entries and two 'Grands Prix' under its leather-belted bonnet – and, says Tom Hardman who is offering it for sale, it comes with two bodies, too.

It started out as a 12/6, which was driven by Dixon and Cyril Paul to third place at Le Mans in 1934 before being rebuilt by the works as a 1500cc four-cylinder, with a new chassis number stamped alongside the old and a slim racing body. Bearing the registration number AVC19 it began a fresh and successful works career by contesting the 1935 and '36 Tourist Trophies and a French Grand Prix at Monthéry. After Dixon's victory in the '35 Ulster race in a sister car, this form became known as the TT Sprite.

Passed to Ecurie Eudel, a team run by Riley's French agent, the car was clothed in a handsome streamlined Pourtout body and in this form ran again at Le Mans and in another French sports car GP. After WWII the car was burned out; on rebuilding it gained yet another body but languished until Henry Geary, an ex-Riley competition department mechanic, acquired it and began a rebuild.

### FACTFILE

**YEAR** 1934/35

**ENGINE**  
1500cc four, 80bhp

**TRANSMISSION**  
four-speed manual

**SUSPENSION**  
front and rear leaf springs, friction dampers

**TOP SPEED** 100mph

**NUMBER BUILT**  
four works racers

**PRICE** £500,000

Geary refitted it with the appropriate TT-style panels, crowned with the radiator cowl from sister car AVC17, which now has a traditional Riley grille. Completed by his son-in-law, the car has since been racing with the VSCC.

"Stunning," is how Hardman describes it now. "The engine is still running in so I've had to keep it to 3000rpm, but even then it's doing 60. And

it's a joy on the road – it feels tight, handles beautifully, and the pre-selector 'box is as sweet as you could want."

With its one and a half-seater body it's not the most practical vintage transport – though Tom says he and his wife have both squeezed into it – but with its quick-release wings it can run in both sports and racing car events.

There are many Riley TT replicas around, but this is one that Freddie Dixon himself would recognise.



# Critical launch for Alfa

Firm's future could hinge on success of new Giulia | BY ANDREW FRANKEL

ALFA ROMEO HAS UNVEILED ITS all-new Giulia saloon, a car critical not only to its own survival but that of the FCA (Fiat Chrysler Automobiles) Group to which it belongs.

If the plan succeeds, it will spearhead a Lazarus-like turnaround for the Milanese marque, with sales predicted to increase sixfold by 2018. If it does not work, it remains to be seen how long the debt-laden FCA will be prepared – or even able – to pump money into a brand that, despite the warm feelings it conjures, has for years failed to deliver on the promise of its badge. And anyone doubting the fact that a marque as old and proud as Alfa Romeo could disappear need only look to the similarly FCA-owned Lancia, which is being wound down into what currently appears to be a terminal condition.

So don't doubt the importance of this car: it won't get the job done on its own but, with the seven other cars that will be spun off the same platform,



"This is a 'Ferrari-inspired' twin turbo 3-litre V6 generating 503bhp. In a car apparently weighing no more than 1500kg, it is good enough for a 0-62mph time of 3.9sec"

Alfa's future course is now set.

The good news is that all the right ingredients appear to be in place. The car is distinctive, striking even, and destined to stand out among Audi A4s, BMW 3-series and Mercedes C-classes.

It remains to be seen whether launching it in its rivals' back garden, at the vast Frankfurt show in September, is a display of great confidence or gross recklessness, but it will communicate Alfa's desire to once more be considered as an alternative.

Mechanically the car sits on a platform Alfa insists is entirely new, despite offstage mutterings about it sharing elements with the Maserati Ghibli. It has the longest wheelbase in the class and, crucially for many, is essentially a rear-drive architecture, albeit configurable for four-wheel drive. Alfa promises it has class-leading torsional rigidity and, in the case of the range-topping Quadrifoglio Verde (of which more in a minute), the best

power-to-weight ratio in the category.

Suspension comes from double wishbones at the front and a multi-link rear end, with electronic intervention only allowed to enhance the driving experience through such as torque vectoring. To keep weight down, carbon fibre is used for the roof, bonnet, seat frames and propeller shaft, while the suspension, wings and doors are made from aluminium. What is not yet clear is how many of these costly components will feature on all models and how many on the BMW M3, Mercedes C63 and Audi RS4-rivalling Quadrifoglio Verde.

As for engines, Alfa says there will be a full range but gives details only of the range-topping motor headed for the QV. This is a 'Ferrari-inspired' twin-turbo 3-litre V6 generating 503bhp. In a car apparently weighing no more than 1500kg, it is good enough for a 0-62mph time of 3.9sec. Name-checking Ferrari in that way suggests this new motor is closely related to the 3.9-litre V8 already seen in the new 488 GTB and lends considerable credence to the recent speculation about just such an engine being used to power a new Dino, as reported on these pages last month.

As for those other Alfas, we know the platform can be scaled up to produce a rival for the 5-series, E-class and A6 and down to replace the Giulietta. A coupé and convertible to recapture the magic of the GTV and Spider seem certainties, while at least the smaller of Alfa's planned SUVs looks likely to use these underpinnings, too. The larger SUV will likely be a rebodied version of the Maserati Levante that sits on an adapted Jeep Grand Cherokee platform.

So what does this information tell us about the new Alfa Giulia? That Alfa has provided the raw materials necessary to build a world-beating car? I think we can say that. And if only that therefore guaranteed such a car would result...

But we could have said exactly the same about Alfa's last all-new car, the carbon-fibre 4C, a car we now know left a chunk of its potential unrealised. The ingredients are crucial and it's great to know Alfa appears to have them at its disposal, but it is what it then does with them that determines whether a car ends up as good, great or simply indifferent. Hopefully Alfa has learned its lesson and will do what is required to fulfil its promise: too much is riding on it for the plan to go wrong now.



New GT heralds the end of the line for Aston Martin's 11-year-old DB9 range

## Newey linked to Aston

RUMOURS ARE RIFE THAT ADRIAN Newey is hard at work creating a new ultra-high performance car with Aston Martin, a machine that's bound to be seen as his answer to Gordon Murray's McLaren F1 of more than 20 years ago. No details of the car exist but, like Murray, Newey will doubtless want to create a car of hitherto unimagined abilities for a street-legal machine.

The gossip comes on the back of news that Aston Martin's name might appear on the airbox of Red Bull's F1 cars as soon as next year. So the story goes, Red Bull will gain Aston-badged Mercedes engines that will help Mercedes with its plan to defray development costs and provide Aston with hitherto unimagined global visibility. The benefit for the currently Renault-powered Red Bull probably does not need spelling out. On the other hand, it remains to be seen what view Mercedes has about providing engines to arguably its most formidable foe or, indeed, what Renault would think, given that its contract lasts until the end of 2016.

In the meantime, Aston Martin has revealed the new DB9 GT, the car designed to facilitate an orderly run-out for the venerable DB9 before a new Mercedes-powered DB Grand Tourer, possibly named DB11, is unveiled next year. The main change to the standard specification DB9 is a rise in power for the 5.9-litre V12 from 517 to 547bhp, enough to lop a tenth from the 0-62mph time (now 4.5sec). Top speed remains



■ Morgan has unveiled its first electric vehicle, a battery-powered 3 Wheeler. It's due to go on sale before the end of the year, priced at about £35,000. Power comes from a 101bhp electric motor providing a claimed range of 150 miles and a recharge time of just four hours. Overall weight is said to rise by just 25kg while performance is expected to be similar to that of the extant vee-twin petrol-powered 3 Wheeler.

artificially limited to 183bhp to preserve its old-school six-speed automatic gearbox. Unlike the DB7 GT that performed the same role for its predecessor, there are no changes to the rest of the car's mechanical make-up, though the latest touch-sensitive 'infotainment' system is installed.

The DB9 GT is priced at £140,000, a rise of £6500 over the cost of the standard DB9 coupé. A Volante version is also available.

## Bugatti ups the ante

BUGATTI HAS CONFIRMED THAT it is working on a replacement for its finally defunct Veyron. It is likely to produce in the region of 1500bhp from a petrol-hybrid powertrain and Bugatti is keen to put its performance beyond that of many cars – most notably the McLaren P1, Porsche 918 and Ferrari LaFerrari – that in the real world have eclipsed the performance of the Veyron.

The new car, believed already to be running in prototype form, will likely make its first appearance in lightly disguised 'concept' form next year. Bugatti's aim will be to retain the USP of

the existing car, namely retaining the highest top speed in the world, if not the quickest lap time. As the Super Sport version of the Veyron has already been recorded at 268mph, it seems likely that the new car will push on towards the 300mph barrier. With at least 300bhp more than the 1200bhp Super Sport, a more slippery profile, smarter active aerodynamics and a reduced kerb weight, it should certainly have no problem reaching at least 280mph, a speed first reached on earth by Malcolm Campbell's Bluebird some 80 years ago.

## Volvo's sporting arm

VOLVO HAS TAKEN 100 PER CENT ownership of the Gothenburg-based Polestar tuning company, with a clear view to it performing the same role for the company as M, AMG and Quattro GmbH do for BMW, Mercedes and Audi respectively.



Polestar has already created hot versions of the current S60 and V60 with middling results, but in future will be able to develop its own line of high-performance Volvos from scratch. That said it will be limited in scope by Volvo's current commitment not to build engines of greater than 2-litre capacity, or with more than four cylinders, so those hoping for the more imposing soundtrack of its German rivals might be disappointed. Then again, with hybrid assistance Volvo already has a 395bhp version of the engine so, in power terms at least, there seems to be no reason why a Polestar Volvo can't compete on a level with its established opposition. 📧



# MAZDA MX-5

Small... but perfectly formed | BY ANDREW FRANKEL

IN ONE RESPECT IT IS ALMOST nothing, the tiniest of details most owners might never notice. In another, it is everything. Sit in the new Mazda MX-5 and allow your feet to find their natural resting place. Then place the left side of your right foot on the brake pedal and depress as if braking hard for a corner. As you do, articulate your ankle to the right and feel the throttle pedal waiting to greet the hitherto redundant right hand side of your foot. In laboratories, on test tracks and public roads all over Japan, engineers will have spent hundreds, possibly thousands of hours, agonising over the precise relationship between these two pedals, and how to offer the easiest heel-and-toe downshifts. And I kid you not, their solution is better by far than Porsche's. If ever you wanted to prove that all Mazda has said about the new MX-5 recapturing the spirit of the original is not just marketing guff, there is no

evidence more compelling than that lying in its footwell.

The original MX-5. When we first heard about it back in the 1980s many hacks like me were snuffy about this Japanese Lotus Elan rip-off. Why could they not have a good idea of their own, rather than appropriating one of ours and, presumably, making a pig's breakfast out of it? But then I drove one and thought again. It wasn't a rip-off, but a homage to the Elan, except it was properly built and would go 100,000 miles or more without anything falling off. It was the least intimidating sports car you could buy, but in its sublime balance, whip-crack gearshift, steering feel and endlessly enthusiastic motor lay more than enough talent to keep professional pedallers endlessly amused. You can tell how good it was by the reaction of other car manufacturers: a few tried to follow its lead (remember the Fiat Barchetta and most recent Toyota MR2?) but most ran and hid,

## Mazda MX-5 1.5 Sport

### FACTFILE

£21,845

**ENGINE**  
1.5 litres, 4 cylinders

**POWER**  
129bhp@7000rpm

**TORQUE**  
111b ft@4800rpm

**TRANSMISSION**  
six-speed manual,  
rear-wheel drive

**WEIGHT**  
975kg

**POWER TO WEIGHT**  
132bhp per tonne

**0-62MPH** 8.3sec  
**TOP SPEED** 127mph  
**ECONOMY** 47.1mpg  
**CO<sub>2</sub>** 139g/km

knowing that whatever they did, they could do it no better than this. It has been on sale here for 25 years – and without a single credible rival for the majority of them.

Even Mazda struggled, neither of the two generations of MX-5 quite capturing the essential magic of the original, good cars though both undoubtedly were. They were more comfortable but felt less taut, less alive than their forebear.

It seems strange, doesn't it, that Mazda is still trying to get back to a place it occupied a quarter of a century ago. But it's not as easy as it sounds. Since then the customer has demanded airbags, hefty crash structures, myriad electronic safety systems, more rubber, bigger wheels, larger brakes, better quality materials and ever more equipment, which together and if left unchecked would add hundreds of kilogrammes to the car's weight, every single one of which makes it



more cumbersome and less rewarding to drive.

Back in 1990, the first MX-5 I drove weighed in at 949kg, and on that basis, you might expect the current car to weigh about 1200kg, a mass that even with the base 1.5-litre would still allow a better power-to-weight ratio than the 1.6-litre motor in the original. In fact it weighs just 975kg with air-conditioning, air bags and all the accoutrements required by the 21st century punter. That is a staggering achievement. What's more, by investing in aluminium crash structures front and rear and reversing and lowering the engine, Mazda has not only achieved equal front to rear weight distribution, but polarised that weight around the middle of the car.

So it really doesn't need huge power. The car I drove had a little 1.5-litre motor offering just 129bhp, which still provides a far better power-to-weight ratio than, say, a new Mini Cooper. In this regard, the 158bhp 2-litre version beats the Lotus Elise too.

Driving it reminded me why I fell in love with cars in the first place. It is a 1960s sports car built with the benefit of



half a century's hindsight. First, it fits snugly enough to feel like you're wearing it. The driving position is not perfect because there's not quite enough rearward seat travel and no reach adjustment for the steering, but as you rest your left arm on the transmission tunnel, grip the thick wheel and place your feet on those perfect pedals, it feels intimate in a way the fastest, most expensive hot hatch of all could not hope to emulate.

The dials are simple, clean and clear and all other functions from navigation to the radio are displayed on a colour screen in the centre of the car. Heaven be praised, there's even a normal handbrake.

The engine sounds like the eager

twin-cam unit it is. Even today I'd expect a 1.5-litre engine with almost 130bhp to be peaky, but it's not at all. It pulls sufficiently strongly from low revs for me briefly to wonder if they'd actually slipped me a 2-litre by mistake, and it's still pulling when it gently collides with its limiter at 7500rpm. The gearbox is better still. If you don't drive old cars regularly, you may have forgotten there was a time when changing gear felt exactly as described: as you pushed or pulled the lever, you were aware of a mechanical process, of cogs being released and engaged. In the MX-5 you are again.

You may also have forgotten what a sub-tonne car feels like. You notice first how little it needs to be slowed for corners, how effortlessly it carries speed, particularly in the wet. The brakes are brilliant because they have so little work to do, but actually you need rarely do much more than brush the perfectly weighted pedal on a good road.

If anything I think it might actually have a touch too much grip, even from its very modestly proportioned 195/50 section, 16in wheels. There is little or no understeer but when the limit arrives the lateral glide of the car's tail is so gentle, linear and easily judged you never find yourself grasping at armfuls of opposite lock, just unwinding the steering a touch. If that steering had a little more feel to it, I would struggle to criticise the dynamics of this car, probably resorting to the fact that the gear ratios while adequately close, are just too high.

The only reason a car with a top speed of 127mph will do 85mph with half its gears still to go is to try to fool the official test from which fuel consumption and CO<sub>2</sub> figures are deduced. They have nothing to do with real world consumption and even less with driving.

But that's about it. Make no mistake, the new MX-5 is a true joy to drive, a car that reminds us all that fast and fun are only distantly related and that light weight trumps big power every single time. Mazda might only be back where it started 25 years ago, but to get there now is far harder than it was then and I applaud its engineers for their vision and determination. The MX-5's success will not come courtesy of lightning performance figures, a swanky badge or plush interior for it has none of those things: for once, just being bloody good to drive will be enough. ☑



MX-5 is available with 1.5 or 2.0 engines, but smaller unit tested here is more than adequate. Mazda has gone to great lengths to ensure a delightful driving experience in the manner of old



# AUDI RS3 SPORTBACK

The perfect excuse to keep  
away from motorways...



**W**ITH ALL THE ALACRITY of an overladen oil tanker, Audi's high-performance Quattro GmbH division is starting to respond to the helm. It might still be understeering as much as its products became rightly renowned for over time, but each successive one I've driven of late has had just that little more on offer for those who want to do more than impress their mates by showing how fast they can go in a straight line.

This new RS3 Sportback represents another few degrees of deflection. The headline numbers hold that this is the world's most powerful hatchback, its sonorous five-cylinder 2.5-litre motor proving good for 362bhp, seven more than the current Mercedes-Benz A45 AMG, though that will be boosted to 375bhp later this year, escalating the tit-for-tat arms race inexorably towards the 400bhp mark.

Imagine that, just for a second: a showroom standard production hatchback with the same power as the Ferrari 288 GTO had 30 years ago. We're not there yet – the RS3 is only in 5-litre Boxer territory at present – but my strong hunch is we'll be there before the end of next year.

For now, however, back to this particular Audi. It's interesting not for

## FACTFILE

£39,950

### ENGINE

2.5 litres, 5 cylinders

### POWER

362bhp@5550rpm

### TORQUE

343lb ft@1650rpm

### TRANSMISSION

seven-speed double clutch, four-wheel drive

### WEIGHT

1520kg

### POWER TO WEIGHT

238bhp per tonne

### 0-62MPH

4.3sec

### TOP SPEED

155mph

### ECONOMY

34.9mpg

### CO<sub>2</sub>

189g/km

its ability to blast to 62mph faster than a Porsche 911 GTS (yes, really) but because there is actually some charm to the way it goes about doing so. The five-cylinder engine is superb in almost all regards: it's quiet when you need it to be and rousingly sonorous when you don't. Despite a specific output approaching 150bhp per litre, there is vestigial turbo lag and a solid wall of torque from below 2000rpm. The only downside to using a reasonably large capacity and five rather than four cylinders is shocking fuel consumption combined with a fuel tank designed to service the rather less taxing demands of the small diesel motors that occupy the engine bays of most basic A3s. Think

28mpg in normal use, the teens if you cane it and a practical real-world range of not much more than 250 miles.

But there's something else, too. I took the RS3 to Goodwood for the Festival and, because I'll do anything to avoid the traffic, left home at 4.30am. The first few miles to the Severn Bridge are on world-class roads. One of the ways I measure a car's fun factor is determined by whether I continue on A- and B-roads once I've hit dry land, or just engage cruise and let the M4 take the strain. In the RS3 I went cross-country almost all the way.

Those who've driven them on race tracks will tell you all the old understeer is still there, but at sane speeds on public roads it felt poised and pointy. I disagree, too, with those who say they got nothing back through the steering: it's no Lotus Esprit for sure, but it was good enough to let me place the car precisely where I wanted and, for a car like this, that's good enough.

So even if the RS3 is not quite a triumph like its cheaper, better VW Golf R cousin that sits on the same platform, it is not just an impressive newcomer, but hopefully also an encouraging sign of philosophical change in the hearts and minds of those who have for too long made fast Audis that have promised more than they have delivered. **Q**







For the Classic Collector

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## MERCEDES-BENZ C63 AMG S

A compact sporting Merc to outrun BMW's M3? Apparently so

**W**HAT YOU'RE LOOKING at is Mercedes-Benz seeking to put to bed for all time the notion that its fast compact saloon is in some way destined to live in the shadows of its nemesis, the BMW M3. It always used to be that way, right from the days of the 190 2.3-16 Cosworth, and Mercedes has clearly had enough. So while today's M3 has three litres, six cylinders and 425bhp – not an unimpressive set of stats – the new C63 AMG in 'S' trim has four litres, eight cylinders and 503bhp.

Yet it feels faster even than its claimed 4sec 0-62mph time, which indeed it is as this number says far more about the traction limitations of its rear-drive layout than the colossal performance potential of a car powered by precisely the same engine as the more potent version of the AMG GT supercar. What's more – and despite its turbochargers – this is an engine of zero lag and mighty aural charm, a forced induction powertrain for which no apparent price is paid, other than at the pumps. Somewhat improbably it uses less fuel than the M3, too. There's also an estate version, plus a coupé we'll see in September. I am promised that will be madder by far than anything we have seen so far.

Even as it stands this is an achingly desirable car, not just for its potential but the civility with which it is delivered. The cabin is a place of genuine luxury and perceived build quality not even Audi can match, let alone BMW. It's quiet if you can keep control of your right foot, while the ride quality is nothing less than exceptional for a car such as this. Indeed it's so civilised you wonder if Mercedes has actually deliberately softened the car, figuring that out there in the real world owners will prioritise comfort ahead of finely balanced handling.

And it's partially true. The Mercedes does well to disguise its considerable heft and angles into corners quickly and accurately before accelerating away and exhibiting far better traction than you might expect, given the torque each rear tyre must handle. What it lacks is that

### FACTFILE

£66,550

**ENGINE**  
4.0 litres, 8 cylinders,  
turbocharged

**POWER**  
503bhp@5500rpm

**TORQUE**  
516lb ft@1750rpm

**TRANSMISSION**  
seven-speed automatic,  
rear-wheel drive

**WEIGHT**  
1730kg

**POWER TO WEIGHT**  
291bhp per tonne

**0-62MPH** 4.0sec

**TOP SPEED** 155mph

**ECONOMY** 34.5mpg

**CO<sub>2</sub>** 192g/km

incisiveness BMW provides as standard in the M3: it feels less alert and, some would doubtless argue, less of a driving machine as a result. But not me: one of the reasons the M3 is more exciting when driven this way is that it is also more frightening. It is not an easy car to control at the edge of adhesion, forcing you to balance on a narrow ridge of neutrality, either side of which lie quite dramatic and not always predictable body movements that require both speed and accuracy to manage. The C-class is unquestionably sleepier, but if that's what's needed to make it friendlier I'd call it a price worth paying.

Indeed, just about the only thing I didn't like about this C-class is the £66,550 price. Then again that's the price of the smug satisfaction that comes from knowing you're driving not only the most powerful compact saloon in the world, but the best.





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## VOLVO XC90

Sweden's lone mainstream car builder has cause for optimism



**T**HIS XC90 IS NEW FROM bumper to bumper, yet in just four years it will be the oldest car in Volvo's portfolio. Hopefully that gives you some idea of the tornado-force winds of change that have blasted though Sweden's sole remaining volume car manufacturer since leaving the ownership of Ford and entering that of the Chinese Geely organisation.

It sits on one of two all-new platforms that have been developed for Volvo and is powered by a 2.0-litre four-cylinder engine. Just to be clear, this engine will be in every XC90 whether it is fed by petrol or diesel. It develops just 225bhp in this D5 model that will underpin the bulk of European sales, rising to 400bhp in the range-topping plug-in hybrid version. Except Volvo doesn't call it that, preferring the 'Twin Engine' in the hope this will encourage those, particularly in the crucial North American market, who might otherwise not be inclined to trade their 4.4-litre V8 XC90 for one with half the cylinders and less than half the capacity. Unquestionably this is a significant gamble, especially since gas prices have plummeted in the US and it remains to be seen whether four cylinders can ever be regarded as sufficient in a land addicted to the bent eight.

### FACTFILE

£50,185

**ENGINE**  
2.0 litres, 4 cylinders

**POWER**  
221bhp@3750rpm

**TORQUE**  
346lb ft@1750rpm

**TRANSMISSION**  
eight-speed automatic, four-wheel drive

**WEIGHT**  
2009kg

**POWER TO WEIGHT**  
110bhp per tonne

**0-62MPH** 7.8sec

**TOP SPEED** 137mph

**ECONOMY** 48.7mpg

**CO<sub>2</sub>** 152g/km



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What can be said in the meantime is that this XC90 is both likeable and thoroughly competitive, some achievement in a market peopled by the likes of the BMW X5 and, most dauntingly, the Range Rover Sport. Its interior is as beautiful as the Land Rover's, its driving position similarly imperious and its third row seats genuinely usable for small children on long trips rather than last-ditch school-run emergencies.

The new engine in unassisted 2-litre diesel form offers performance best described as adequate; but it's quiet and works well with the standard eight-speed automatic gearbox. The car rides conspicuously well too, far more nuanced than you'll find in the generally meat-and-two-veg approach prevalent among its German rivals.

Does it handle as well? Hardly – it's

hundreds of kilos lighter than the car it replaces but it's still a two-tonne SUV, a fact Volvo's chassis engineers were unlikely ever to mask entirely. It steers accurately enough, controls its body roll well and is stable in quite stiff cross winds, but if you actually want to enjoy driving a seven-seat off-roader, a BMW X5 remains a far better option.

I'd hoped the XC90 would come storming in at the top of the class, because that's what the last one did in 2003, and it's nice when the established order gets shaken up a bit. In fact it's merely very close. I think it's far better-looking than an X5 and has a more premium feel inside, but its powertrain offers a smaller envelope of performance and economy and its chassis is less capable. So let's call that a draw.

As for the Range Rover Sport, in diesel form it will not be a direct competitor in either power or price until fitted with the new 2-litre Ingenium engine later this year, but it's hard to see how it could be so diminished as to bring it within the clutches of the Volvo. Even so, Volvo is to be commended for bringing a fresh, brave, attractive and interesting contender to the class. If this standard is indicative of those we will see as the rest of the new range is rolled out in the years to come, the future looks promising indeed. **W**

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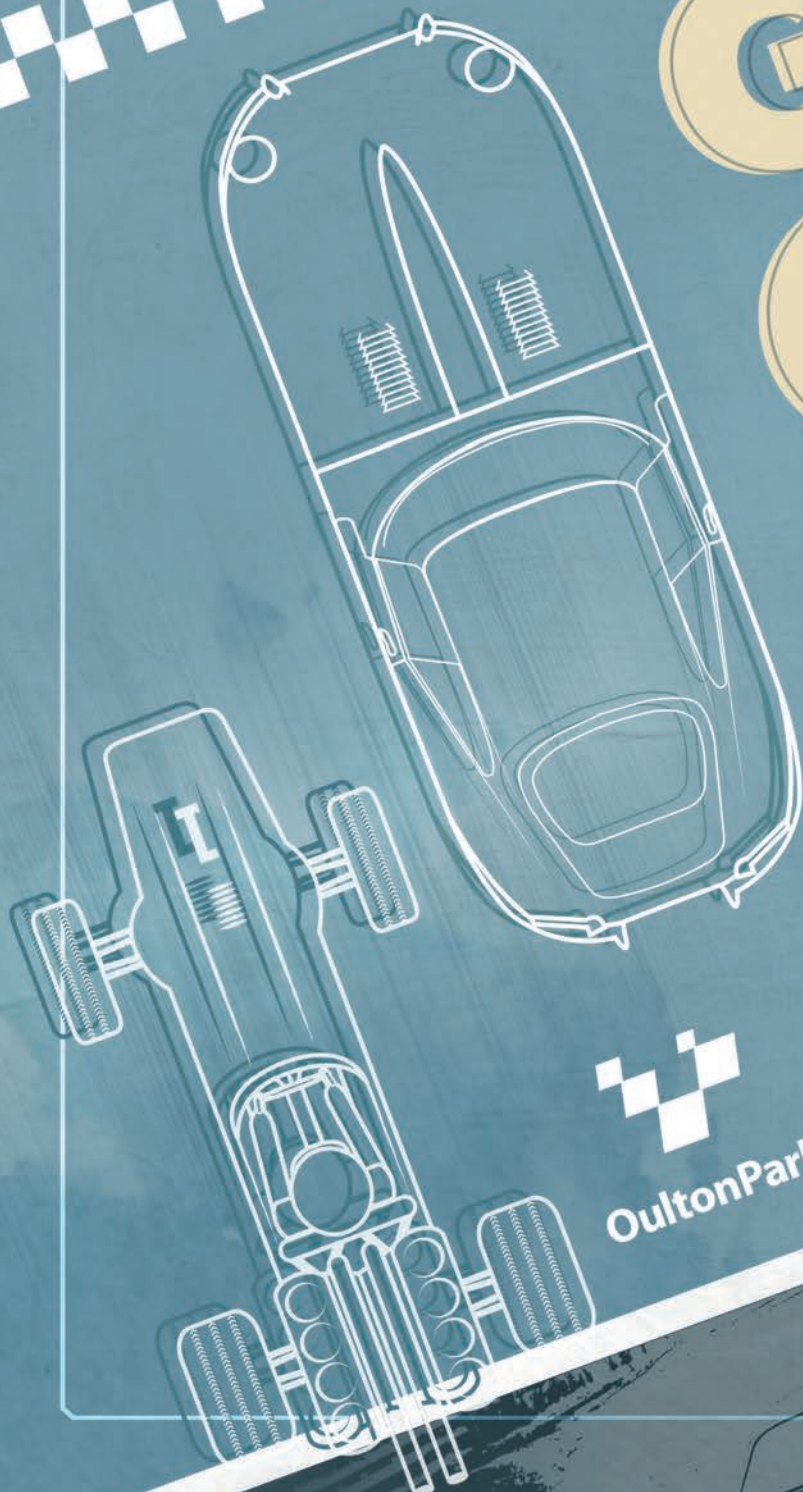
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Oulton Park



## When Dan honoured Jim

Thank you for the recent articles on Jim Clark. He was my hero and still holds a special place in my memories.

I once went to his trophy room at Duns and discovered Dan Gurney and his wife had just visited with members of the Royal Scottish Automobile Club.

When the group dispersed I had a lovely chat with Mr Gurney and his wife. I mentioned that Jim's dad had said Dan was the one driver his son feared, to which he replied, "It sure never felt like that at the time!"

After leaving I visited Jim's grave at Chirnside, just as Dan and his wife were leaving. Fresh flowers had been laid, doubtless by the Gurneys. What respect they must have had for each other, shown by a simple act of remembrance.

Clark was a giant of a man in his profession, yet humble in everyday life. Thank you for these period memories.  
*Ian Grieg, Blairgowrie, Perthshire*

## Meeting Clark, Petty & Foyt

Thank you for the July issue – Mille Miglia, Daytona 500, Jim Clark etc. On April 5, 1958, during the BRSCC meeting at Full Sutton, I got the drop on 24 others (Le Mans start) and bolted to lead the *Daily Mirror* Trophy race in my Austin-Healey 100. I was so far ahead I was laughing – literally.

With two or three laps to go, the race was in the bag. Then a dot in my mirror grew and in the blink of an eye went past – a Porsche splattering my car with broken Tarmac. Its driver was Jim Clark. I'm proud to have talked with him – a tough competitor and a true gentleman. I'm so old now I cannot remember much more about it. Did I come second? I've no idea.

Drivers always used to be available. When I went to the Daytona 500, the night before the race two men came to the motel. "Are you from the Isles of England?" they asked. "We've hired a room; we've got sandwiches, beer and coffee. Join us. We'd like to explain a few things about stock car racing. Then you'll enjoy the 500 much more." They were Richard Petty and AJ Foyt.

Modern F1 has no characters and is buried in technicalities – get rid of it all. If we're lucky, it might disappear and we'll have only historic racing to watch.  
*David Brook, Bidford on Avon, Warks*

## Copse and rubbers

At Silverstone in March 1965 I raced my Gilby in a sports car race and recall approaching Cope during practice, with a ball of spray closing fast.

Jim Clark then came flying past in his Lotus 30 and I wondered how he could corner so quickly in the atrocious conditions. Paul Fearnley's August article revealed that Jim's car was fitted with R6 compound tyres, to a new R7 anti-aquaplaning pattern, while I was on R5s. It has taken 50 years for me to learn this, but now I don't feel quite so bad about Jim's ability to come past me in the rain at such a pace.  
*David Driver, Poynton, Sherborne, Dorset*

## Gold Leaf Team Ford Corsair

I was delighted to read Simon Arron's recent feature about Gold Leaf Team Lotus and would like to relate the small part I played.

I had been an advertising executive working for Player's, a relationship that encouraged my participation in motor sport and I began competing in the Player's No6 Autocross Championship.

When the Gold Leaf negotiations were brought to their conclusion, some of us were briefed. The stickers were produced late on Christmas Eve and the cars were due to compete in livery for the first time on January 1 in New Zealand. So, how did the stickers get to cars that had been repainted in secret and then securely hidden?

The answer was air freight, but the stickers had to be delivered to a reliable company at Heathrow. I was due to visit my parents in Devon for Christmas, so I drew the short straw and was sent to Heathrow. By the time I reached London's outskirts, snow was falling and the traction of a somewhat tired Ford Corsair GT was poor. Thankfully, my autocross experience helped me reach my destination. After I'd waited for the paperwork to be completed and signed, it was almost midnight.

My reward? The roads west of Reading were closed and the night was spent sleeping on the floor of Reading police station. Christmas lunch in Devon was eventually a late leftovers supper, but the glamour of working behind the scenes in motor sport was good grounding for the future.  
*John N Foden, Le Lude, France*

## Token gesture

Perhaps engine tokens could provide a solution to Mercedes' domination of F1. Development tokens could be allocated according to an engine supplier's success – or otherwise.

So, Honda would get more tokens than Mercedes in order to catch up, which should close the field. Mercedes might not like it in the short term, but if ever it fell behind it would be able to use the token system as above.  
*Mark Elliott, Sydney, Australia*

## Sticking a spoke in

I really enjoyed your Mille Miglia 60th anniversary articles and was lucky enough to get Sir Stirling Moss to autograph my Bburago SLR model at Shelsley Walsh last year. Stirling took some time examining it before pointing out that the four-spoke steering wheel was wrong.

He said he'd raced with a three-spoke wheel and had asked if he could keep it after the race. The official Mercedes line was "no", so he unbolted it himself.

The next time the SLR appeared it had a four-spoke wheel!  
*Ross Herbert, Linley Green, Herefordshire*

## Flying on the ground

Having just read Nigel Roebuck's *Reflections* in the July issue, I would like to add my thoughts. The use of wings in racing is absurd. F1 has never been relevant to the road: wings and huge downforce do not feature on road cars.

Non-wing sprint cars compete every week in the USA, on dirt or asphalt, and some have 1000bhp. Having spent a lot of my youth racing on asphalt, I now drive a methanol-powered sprint car. It's not the most potent, but has more than 700bhp and the racing is often close.  
*John Bicht, Placitas, New Mexico*

## Worcester source

The revived Chateau Impney hillclimb proved to be excellent. The organising team seemed to have thought of everything, the paddock was a joy to wander and there were many great cars – including the Fiat S76.

It was a good start to what will hopefully become a regular event.  
*Tim King, Bishampton, Worcs* 📧

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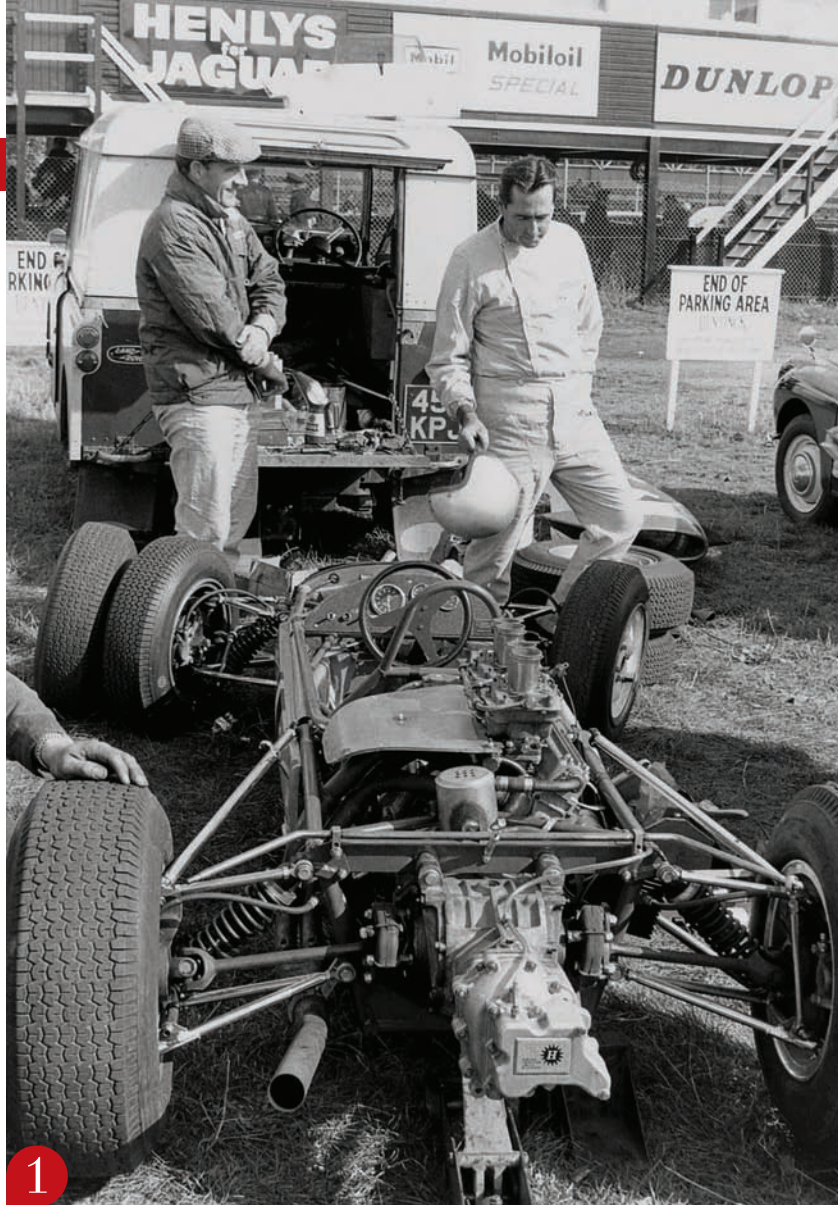
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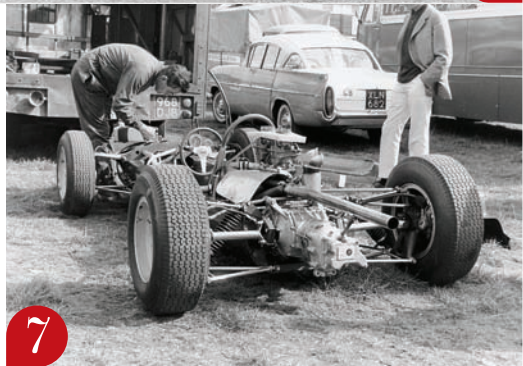
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## PHIL MOSS

Based in picturesque Rainow, in the hills above Macclesfield, Phil Moss fell in love with racing at Oulton Park. His father Derek first took him there in 1961... and usually packed a camera **1** Graham Hill and Jack Brabham at the 1964 Gold Cup, fifth round of the *Autocar* British F2 Championship **2** Hill in the pits **3** Ron Harris Lotus team-mates Stewart and Clark with young admirer **4** Brabham and designer Ron Tauranac **5 & 6** Clark with his Lotus 32 **7** The Oulton paddock in its grassy heyday **8** Bashful Phil poses between Brian Redman and Red Rose Racing's Charles Bridges in 1970 **9** Gap-toothed Redman aboard David Bridges' Lola T100 at Oulton in 1967

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If you have any images that might be suitable for *You Were There*, please send them to:

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9

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## KEEPING AN EYE ON THE TIME: NEW RELEASES IN THE WATCH WORLD

by Richard Holt

### CHOPARD

With all the sparkle Chopard has brought to the red carpet, it's not surprising that many people think of it as a jeweller... but its watches came first. In 1860, Louis-Ulysse Chopard opened his workshop in the Swiss village of Sonvilier in the Jura mountains, a region fast becoming a watchmaking powerhouse. He gained a reputation for beautifully crafted, precise pocket watches. And far from being the retiring type, he was happy to get out and push his wares, even catching the attention of Russian Czar Nicholas II.

His son Paul Louis continued the business through the first half of the 20th century, relocating first to La Chaux-de-Fonds then on to Geneva in the 1930s. In 1943 the firm passed down another generation to Paul André Chopard. But 20 years later, Paul André's children didn't want to continue, so the three-generation dynasty looked to be at an end.

Then along came Karl Scheufele, a German-born jeweller and watchmaker who was running a business founded by his own grandfather. He bought the still-small Chopard and, with his wife Karin, transformed it into an innovative watch and jewellery giant of international renown. Such has been the level of success that it has never felt the need to succumb to the overtures of the luxury conglomerates that have gathered so many other independent companies to their bountiful bosom.

Karl and Karin, now in their late 70s, still keep a keen eye on the business, which employs more than 2000 people and is run by their two children, Karl-Friedrich and Caroline. Caroline takes care of the women's collections and the high jewellery, Karl-Friedrich manages the men's collections and watch manufacture in Fleurier, which makes in-house movements in the company's LUC collection, a horological tribute to the Chopard founder.

Karl-Friedrich is, like his father, a car fanatic and Chopard has been sponsor and official timekeeper of the Mille Miglia since 1988, each year producing a limited-edition watch for those lucky enough to participate in the classic car extravaganza. Last year Chopard announced its sponsorship of Porsche's top-tier return to endurance racing, and now it has unveiled a new watch, the Chopard Superfast Chrono Porsche 919 Jacky Ickx edition.

With an 'engine' built entirely in Fleurier, the chronograph features a bezel ring in dark blue with white lines – Ickx's helmet colours – has a strap that resembles "the smooth tread of slick racing tyres" and dial stripes resembling the rear diffuser of the Porsche 919 Hybrid. A serious watch for the dedicated motor sport fan. And not a sparkle in sight.

[www.chopard.com](http://www.chopard.com)



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### HARRY WINSTON

For anyone who fancies a watch that is bold and intriguing, this newcomer from Harry Winston is a great talking point. With a case inspired by a 1950s car dashboard, the face is split into two. On the right there is a small, traditional dial displaying the time and date. On the left things get a bit more avant-garde. There is a second time zone with hours indicated by a red hand that disappears from view and reappears at the turn of the hour, something that takes a great deal of mechanical wizardry behind the scenes and makes for a very pleasing curiosity.

[www.harrywinston.com](http://www.harrywinston.com)

### BREMONT

There appears to be no holding back British brand Bremont, run by the endlessly enthusiastic brothers Nick and Giles English. Bremont's principal association is with aviation, as witnessed by its propeller logo and technical partnership with Boeing. But then a relationship with Jaguar blossomed and it has produced a series of beautiful E-type-inspired pieces. And now Bremont has taken to the waves, becoming timing partner of the 35th America's Cup and unveiling a collection of four yacht-influenced watches.

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The magic of... *Monza*

# A walk in the

Now a sprightly 93, Monza hosted its first Italian Grand Prix in 1922 and remains a popular staple on the modern Formula 1 calendar. But for how much longer? There is talk of its present deal not being renewed after it expires in 2016 – genuine threat, or simply a pistol-to-the-head gesture in the manner of modern contractual negotiations? While waiting for the truth to materialise, we took the chance to savour the circuit's charms while the F1 world championship was elsewhere engaged

writer SIMON ARRON



# Park



AST CROYDON STATION, 4.07AM.

There are probably less depressing places in the UK right now, but still you feel upbeat as you pick your way through a cordon of motionless Toyota Prius taxis, all awaiting non-existent custom. Despite the hour, crepuscular sunshine is just about breaking through, sketching pastel reflections on the high-rise backdrop. Attractive would be too strong a word, but I've known it look worse. And besides it's not where you are that matters, but where you're going. There are just a few people on the platforms at this time of day – and chances are that you'll be the only one heading for Monza.

It's a Formula 1 weekend in more ways than one. The world championship teams are in action at Spielberg, Austria, 400 miles or so north-east of Monza... where the Masters Historic F1 series headlines the 62nd Coppa Intereuropa and has attracted a healthy entry of 35 cars – not quite twice as many as the race that will dominate sports news agendas, but passably close. And think of this: spectators in the UK frequently complain about the elevated price of attending high-profile meetings, but it costs just €14 per day to watch the Coppa Intereuropa (about £20 for the weekend, including parking and a busy support programme). Book a budget flight to Milan early enough and you'll pay about £60, three-day car hire is roughly the same (and can potentially be split) and there are clean, convenient hotels rooms from about £35 per night, including breakfast and intermittently operational wifi.

And no, that '€14' isn't a misprint. Play your

credit cards right and you could probably do the whole thing for not much more than a weekend at a major UK event. Oh, and the price includes paddock access... which many of the locals interpret as 'pit garage access', but nobody seems to mind.

Given the nature of the trip, it seems appropriate to be handed a set of keys to a car that is equal parts Italian and red: a 1.2-litre Fiat Panda, which is absolutely fine in the modern world. This is no longer the Italy of Moss and Jenks, nor even that of Frankel and Foster (see August's *Motor Sport*). Traffic cameras abound and most motorists adhere strictly to posted limits. It feels like a different country from the one whose racetracks used to be linked by roads that might as well have been racetracks.

The eastbound A8 from Milan's Malpensa Airport towards Monza is fairly clear, but the other side is wholly empty – largely because the *carabinieri* have blocked every access point. The reason becomes apparent when an enormous MPV convoy looms into view, smothered by outriders on BMW motorcycles. America's First Lady Michelle Obama is in town to deliver a speech on the benefits of healthy eating, although history doesn't record the effect her presence might have on the blood pressure of those in westbound tailbacks. She's also heading the wrong way if she wants to see a cast of Tyrrells, Arrows A4s, Williams FW07/08s, a Trojan T103 and even a Merzario A3 in action. A poor choice, one feels.



THE DRIVE FROM MALPENSA TO MONZA takes about 50 minutes (Milan Linate and Bergamo are both closer to the track) and the industrially fringed motorway soon makes way for the architectural elegance of provincial Italy, with houses finished in a symphony of either primrose or caramel. Once you reach Monza's outskirts, there are many discreet 'parco' signs that point you in the correct direction but rather undersell the destination's significance. It is indeed a park, though, and at Grand Prix time most access gates are open, giving visitors a choice of options. Do you follow the herd through the main entrance, or plough a more pastoral furrow, approaching via the Golf Club Milano, tracking streams and passing a farm – nowhere else in F1 do you find goats and donkeys grazing so close to the paddock – before crossing the straight that connects Sopraelevata Nord and Sopraelevata Sud, the famous banked turns constructed in the mid-1950s (but discarded by F1 after the tragic 1961 Grand Prix, in which Wolfgang von Trips and 11 spectators lost their lives in an accident that occurred away from the banking).

In the past the steeply raked turns have always been a place to reflect on the sport's evolving philosophy, to appreciate the



## NICO ROSBERG

“ Monza is one of the legendary tracks and is important to the F1 calendar – just as the German Grand Prix is important! I definitely hope that we continue to race there, in front of the *tifosi*. The atmosphere is always awesome. ”

## FERNANDO ALONSO

“ I think it's one of the best races of the year. The podium is amazing, with all the fans on the main straight. It's the home of Ferrari and very important for Formula 1 – but, as Nico said, the same is true of Germany and that's no longer on the calendar this year, so who knows? ”





## LEWIS HAMILTON

“ There are two sides to Monza. The circuit has great historic value, but then there are also the fans who absolutely make the weekend. There are a few races that feel like the sport’s foundation stones – and Monza is one of those. After the race the whole pit straight is a sea of fans and we don’t get to see that at other races. I think it’s important that we keep it. ”



## ANDREA DE ADAMICH

“ Monza has always been like home to me. My first race was there, in a Triumph TR3. I’d been to the Race of Two Worlds as a spectator in 1957 and came away very impressed by the high speeds on the banking. That was my first inspiration to be a racing driver. For me, Monza is what Grand Prix racing is all about, the speed and power you need there, and the compromise of absolute speed on the straights and downforce for the corners. No other Italian circuit has the history, or the pure emotions, of Monza. The original road circuit – with no chicanes – was the best. You took the curve at the end of the start/finish straight at almost full throttle, no guardrails, only trees on the outside if you made a mistake. People always say Ferrari is Formula 1 but we can also say Monza is Formula 1, and Formula 1 is Monza. ”



## MARTIN BRUNDLE

“ History, atmosphere, the challenge, high speeds, big braking zones, potentially painful if you get it wrong... If Monza fell from the Formula 1 schedule, I’d need a serious think about whether I wanted to continue. If they let Monza go, you’d have to question the sport’s future. I’m not against Tilke circuits. Some work very well, but you need balance and variety. You can’t just toss away so much heritage. ”



Watch on-board F1 footage from Monza: Katsu Kubota racing his ex-Peterson March 761 in 2013

@ THE MOTOR SPORT DIGITAL EDITION

## TOTO WOLFF

“ It would not be right to lose Monza, but I can assure you that is not going to happen. Bernie is pretty aware that there are a couple of historic tracks that are very important, but equally F1 is a big business and needs to make a viable business case. It is OK that we move to new locations, for the business, but Monza, Spa, Hockenheim – and some others – they are the heart and soul of motor racing, so it’s important that we stay. It is time we stopped talking F1 down all the time, the sport and the spectacle are like they always were. There have been bad years before, some bad races. Too much negativity is hurting the sport; the cars are very fast and are not easy to drive. If you watch on the circuit you will see. People can overrate the past sometimes, but there are always things we can improve and I believe the Italian Grand Prix will stay at Monza. ”

## SIR STIRLING MOSS

“ Monza is fantastic. To start with it’s in Italy and the Italians are mad about their motor racing. When I was there it was actually quite a difficult circuit, the cars were very close together, very fast, slipstreaming on the straights. It would be dreadful if they got rid of it – even the name, Monza, means so much to motor racing. Not all my memories are good, even though I won there three times. I was on the banking in that Race of Two Worlds when the steering broke on my Maserati – that shook me. I hit the Armco at the top of the banking, closed my eyes and spun to the bottom. The circuit is ruined now, chicanes and run-off areas, all that stuff, but it’s still one of the races they all want to win. ”



1956 Italian GP winner Moss (Maserati 250F) leads Fangio (Lancia-Ferrari D50), Schell (Vanwall) and Collins (D50) onto the Monza banking





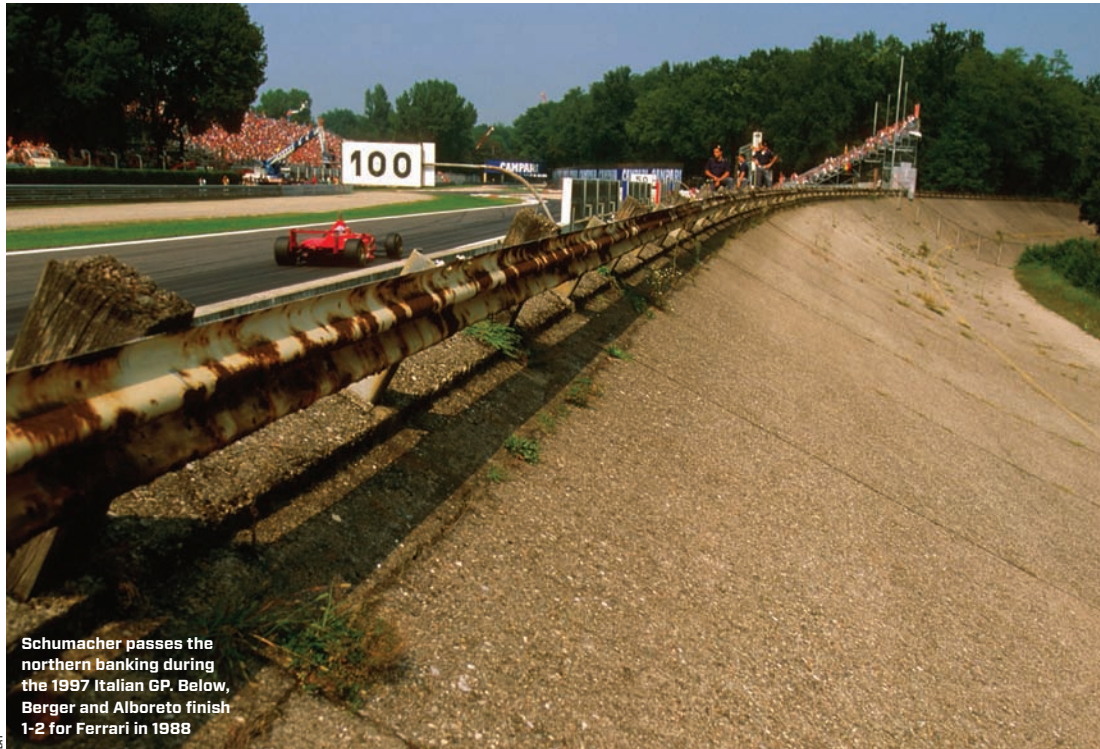
crumbling majesty of a racing edifice that was a good idea at the time yet would doubtless never be contemplated today. It stands in (mostly) silent tribute to deeds of yore, although its tatty framework is at odds with a fresh lick of concrete on the top. Recent resurfacing work enabled Mercedes to shoot a promotional film with Stirling Moss, Lewis Hamilton, a W196 and its streamlined counterpart – Hamilton taking the opportunity to give the W196 a proper work-out – but it has also stripped away some soul. It's similar to the situation at Reims, where the old pits and pavilions once shone because of their faded glamour. They have lost a little lustre since partial restoration, but if that helps provide protection against consumption by nature – and preserves them for future generations – then a balance needs to be struck.

This weekend the accreditation office is located along a quiet side street, within earshot of the Lola T70s, Chevron B16s and McLaren M1Bs that have freshly been unleashed – a glorious echo, cushioned by trees, and just the kind of thing that used to set the pulse racing in an 11-year-old me.

It still does.



THIS BEING MONZA, THE LADY AT THE reception desk tells me that the accreditation centre is open... but that all relevant paperwork – including my car pass – is still inside the circuit, beyond its ancient, weather-beaten walls. A mixture of pidgin Italian, hand signals and friendly smiles subsequently get me to the hub, though, and 10 minutes later the Panda is parked within a toasted ciabatta of the paddock. If only life could always be so



Schumacher passes the northern banking during the 1997 Italian GP. Below, Berger and Alboreto finish 1-2 for Ferrari in 1988

## “MONZA ROAD SIGNS HONOUR THE OBVIOUS, BUT ALSO CULT HEROES. HENCE THE **PIAZZALE VITTORIO BRAMBILLA**”

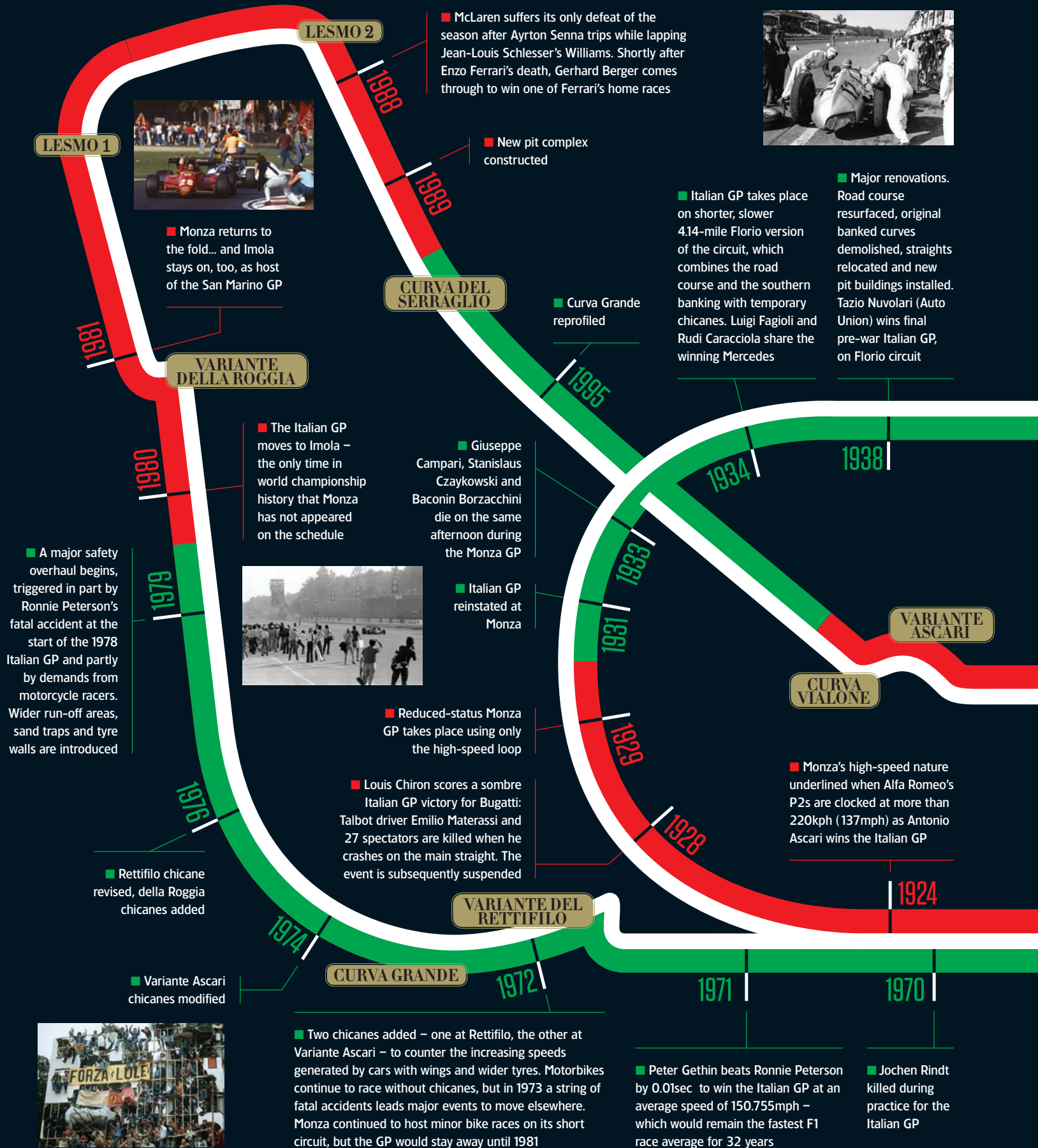


straightforward. You couldn't get away with this during a Grand Prix, when every gate is manned by an army of stewards whose tabards proclaim 'controllo' (even if the consequence of their presence is frequently just the opposite).

Around the park, the road signs honour the obvious – Ferrari, Nuvolari et al – but also cult heroes, hence the Piazzale Vittorio Brambilla. Once through the main entrance, you don't travel far before the pit straight grandstand becomes visible, a simple collection of poles and tubes poking above the trees. It's a pleasing relic – a spindly contrast to the mushroom-topped conceits that line many a modern venue. It looks as though the 1960s lie just beyond the horizon – and that's not too far from the truth.

Tradition ties Monza to the modern F1 world championship – only once, after all, has the circuit not formed part of the annual schedule since 1950 – but the historically themed Coppa Intereuropa complements the landscape almost perfectly. A field of pre-war Maseratis, Alfa Romeos, Bugattis and Talbots might add a

story continues on page 76



## AUTODROMO DI MONZA

# A lap in 93 years

■ Racing suspended during the war years and their immediate aftermath. During that time, the site is used to house the Public Automotive Registry archive... and also animals rescued from Milan Zoo. The Allies eventually use it as a military storage facility

■ Milan Automobile Club commences a full restoration of the circuit, which re-opens in October

■ Italian GP returns: Alberto Ascari wins for Ferrari

■ Monza hosts seventh and final round of the new world championship for drivers. Nino Farina takes the third victory of his title-winning campaign

■ New high-speed banking constructed to accommodate theoretical top speeds approaching 180mph. The Italian GP takes place on the full 6.2-mile circuit, incorporating road course and the new banked turns. Juan Manuel Fangio wins for Mercedes. Team-mate Stirling Moss sets fastest lap, averaging 134.029mph. Earlier in the season Alberto Ascari dies while testing a sports car... just a few days after surviving his harbour plunge during the Monaco GP



■ America's leading Indycar racers invited over to participate in the Race of Two Worlds against the cream of a generally indifferent Europe. The Americans win 2-0

1939

■ First chicane significantly altered, from a double right-left-right-left to a single right-left with tighter entry

■ Michael Schumacher wins the Italian GP at 153.842mph, finally beating Peter Gethin's 1971 average

■ Rubens Barrichello qualifies his Ferrari on pole for the Italian GP at 161.802mph, a record lap speed



1948

1949

1950

1955

■ Second part of first chicane slightly eased

2000

2003

2004

2010

■ Monza 1000Kms takes place on the banked circuit for the final time, before aligning with F1 on the road course

■ Chicanes installed at the entrance to each banked turn

■ Monza 1000Kms takes place on the full track

■ Fourth - and final - Italian GP on the banked track. On the second lap, Wolfgang von Trips and Jim Clark collide, the German's car somersaulting off the course. He and 11 spectators perish in the accident, which happens approaching the Parabolica

PARABOLICA

1922

1969

1966

1965

1961

2015

■ Milan Automobile Club commits to build a permanent circuit, to commemorate its 25th anniversary. It selects the Villa Reale Park, Monza. Felice Nazzaro and Vincenzo Lancia lay the first stone in February, but environmental opposition delays further work until May. Featuring a 2.79-mile banked circuit and a 3.41-mile road course, which could be run in combination, the autodromo is then built in just 110 days. On July 28, Pietro Bordino and Nazzaro complete the first test laps. On September 3 the circuit opens and Bordino (Fiat 501) wins the feature race. One week later, in a Fiat 804, he wins Monza's first Italian GP (but the nation's second, after Brescia 1921)

■ Monza hosts its 65th world championship race. Monaco (62) and Silverstone (49) run it closest... but will the Italian GP's contract be renewed?



■ Banked circuit used for Italian GP for the first time since 1956. Several UK teams stay away, citing the potential dangers imposed by the high loads and speeds. Phil Hill wins in a Ferrari 246, the final world championship victory for a front-engined car

certain flourish – one for the future, perhaps – but I’ll settle for AC Cobras, Tyrrell 001 and Arturo Merzario in a 1955 Alfa Super Sprint. It’s striking that, for the first time in many years, I can see what the paddock actually looks like. During a Grand Prix, the view within its electronically sealed perimeter is obscured by three-tier hospitality suites and any sense of proportion is lost. (When Renault was winning world titles in the mid 2000s, it had one of the smallest paddock installations and team principal Flavio Briatore used to shake his head when he saw what rivals were doing. “Why do I need one of those?” he’d say. “It won’t make my team any faster...”) This weekend Monza’s cosy confines are more obvious, with many cars al fresco and only simple awnings to provide some shade.



#### THE VENUE’S AGE IS APPARENT

wherever you stroll. Modern circuits have trackside roads that provide clear access for service vehicles and media shuttles; Monza has narrow pathways laced with thistles, nettles and tree roots to trip the unwary. Catch a shuttle to Lesmo 1 during a Formula 1 practice session (it runs on the track, because there’s no other option) and there’s no guarantee the timetable will permit another to collect you, so you must either remain out in the woods or else stroll back through them – no hardship, either way.

## “IT’S A WONDERFUL LOCATION, THEN, BUT IS IT A GREAT CIRCUIT? LAP SPEEDS ARE HIGH, BUT THE LAYOUT ISN’T INTRICATE”

There are no such shuttles available at the Coppa Intereuropa, but you can hire a pushbike for €10 per day.

In parts the whole place seems to have been constructed using a giant Meccano set from which the architect wilfully selected the wrong parts. It’s a random fusion of 21st century wire mesh, ancient concrete, modern glass, wooden props and rusty barbed wire. And all around there are fence holes tracking the entry points of those who preferred to reach the circuit via other than the official channels. At a meeting such as this, the public goes one step further, cutting slices from the spectator fences to provide direct trackside access. The marshals shoo them away from time to time, but after a short period of obedience a fresh wave of invaders inevitably appears. Towards the first chicane, meanwhile, some spectators gather on the outer lip of the Sopraelevata Nord, in order to take photographs over the debris fencing.

Are they supposed to be there? Quite possibly not, but they’re doing no harm and are left to their own devices – a triumph for pragmatic opportunism.

Standing towards the first chicane’s braking zone, I’d challenge anybody not to be stirred by the sight of a Sauber C11 in full flight. Few cars have such presence, even now, and it’s hard to get your head around the fact that its heyday was almost a quarter-century beforehand. Group C cars still look and sound the part, but it’s a pity there aren’t a few more participating. Many of the grandstands are borderline empty, although there’s a decent crowd at Ascari and almost every passing car is warmly applauded.

And it’s a real treat to perch above the Parabolica, watching 30-year-old F1 cars turning in – or at least attempting so to do. Some participants are merely fulfilling youthful fantasies, but others – not least former Minardi F1 racer Paolo Barilla, at the wheel of his recently acquired Williams FW07 – have a solid track record. Most of the quicker drivers have to wrestle quite hard to coax their cars close to the apex: the brutal efficiency of their modern F1 counterparts is a thing of wonder, but also sometimes a source of regret. The body language is impressive in both cases, but the angles here conjured have a particular charm. And all the time, you’re trying to take photographs while members of the public sneak

onto a media platform that’s supposed to be out of bounds. When marshals finally appear to commence yet another clear-out, one punter justifies his presence by pointing at his camera. This doesn’t wash – odd, that – and he’s ushered away, though doubtless he’ll be back before long. For reasons that aren’t clear, the circuit commentary isn’t audible at this part of the track: instead, the PA spends all day pumping out what can only be described as EuroReggae for the benefit of nobody in particular.

No argument, some parts of the circuit are simply run down – although I’m among those who wouldn’t want it any other way. It might be nice if they renovated the toilet block by the Ascari chicane, which has possibly been there since before the racetrack opened and appears fit only for condemnation, and it would be beneficial occasionally to take a strimmer to some of the trackside pathways. Wearing shorts is a sensible option in 30-degree heat, but



#### JEAN TODT

“It’s important to appreciate the history of the sport, to have a culture that recognises the past, but the motoring world is moving, things are changing fast. Tradition is important, history is important, and I am disappointed we have lost the German Grand Prix and the French Grand Prix – but the world is changing. Europe is only a very small part of the world map, and motor sport is no longer reserved only for European countries. We need to keep moving, take the sport to new countries. Of course Monza is part of the history of motor sport so, yes, we must do everything we can to keep the race. We need more positivity, there is too much negativity in Formula 1 sometimes.”





## JOCHEN MASS

“ To get rid of these old, historic tracks would not do the sport any favours – it would make Grand Prix racing a flatter piece of entertainment. There is still a lot of emotion in these tracks, they are the glue that keeps the history alive, otherwise it’s just a business. Monza is in a fabulous parkland setting, with parts of the track under the shade of the trees. It tickles a fantasy, brings memories of so many great races. The Grand Prix is a real event, fabulous in terms of spectacular driving in a beautiful setting – the Parco di Monza in late summer. It was very quick there, the Curva Grande was flat out, Ascari, the Parabolica, no chicanes. But as a driver the high speeds come automatically with racing, it’s not the biggest thing. Of course the circuit is also very Italian, the food, the coffee, the fans... It will surely survive, despite the move to so many new places. ”

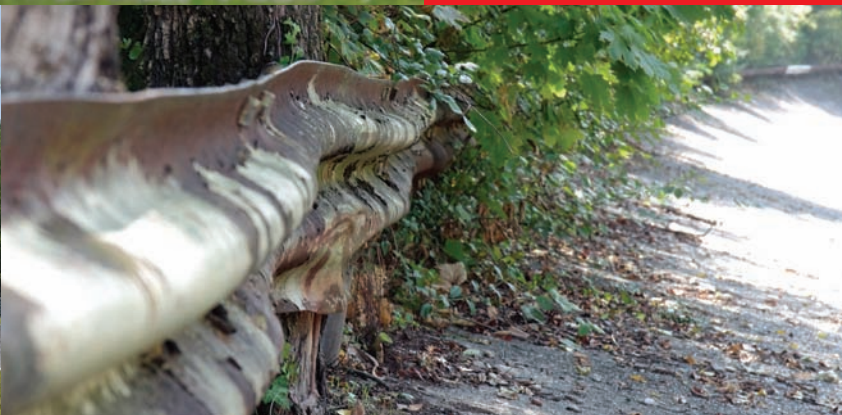


## ALLAN McNISH

“ When I think of Monza I think of the old signs entering the park, the crowds, the Italian fans, the noise, the passion, the heartbeat, old movies of the banking – and Ferrari. The Italian Grand Prix at Monza is an iconic race, steeped in history. It’s the one I’d take my kids to see, so it must be preserved, like the banking. Monza is old school, in the middle of a park in the town, and preserves a tradition. I first went in 1990, in F3000, then F1 of course, and I’ve done some testing there for Audi. As a driver I always enjoyed the place, you’re always on the edge, trimming the wings for outright speed, feeling for grip in the chicanes. Monza has to be a part of the world championship, both drivers and teams have to learn to adapt to its special demands. Can you imagine what all those Italian fans would do if there wasn’t an Italian Grand Prix at Monza? Wow... ”

## HERBIE BLASH

“ I have both good and bad feelings about Monza. It used to be a very unsafe track – I remember Ronnie Peterson in the 1970s, and Jochen Rindt, I was close to both, so I go there with some bad memories. The circuit has been spoilt, like many others, but still has character and is much safer now. The first chicane causes problems, and I’d love to see Monza without it, but the cars would be going so quickly into the next corner and the changes were made for safety. When you go to the banking, or to the old garages, you feel the real history of Monza, when the fans used to climb over the fences, slide down lamp posts to get into the paddock and sit in the trees to watch the race. Even now, at the end of the Grand Prix, you see the passion, the crowds that come to the podium. There is still a special magic in the air. I’m sure we won’t lose Monza, I don’t think Ferrari – ie Fiat – would let that happen. I’m positive they’ll find a way to keep it on the F1 calendar. ”



## STEFANO MODENA

“ I am sorry to say, but for me it does not mean so much to keep Monza on the F1 calendar. It is not one of my preferred tracks, nor even close. To tell the truth it is probably one of the circuits I dislike the most. It is dominated by Ferrari, and by the fans of Ferrari and its drivers, who are not always so special – apart from Michele Alboreto who was born near there. I think Monza is without driving pleasure, it is flat with only fast straights and slow chicanes so there is no possibility for the driver to be inventive or creative. For me, Imola is better in terms of sheer driving pleasure. ”

*Interviews compiled by Simon Arron and Rob Widdows*

there's a fair chance your calves will be ripped apart by plant life that appears not to have been pruned since Fangio was a lad.

It's a wonderful location, then, but is it a great circuit? Some would argue not. Average lap speeds are high, but in essence the layout isn't intricate: long straights, slow corners, a tempered approach to both Curva Grande and Lesmo 1... Perhaps only Parabolica retains some of the original Monza spirit, but even that has a partially metalled run-off that F3 drivers earlier this year adopted as a track extension, in a bid to increase their speed onto the pit straight. A line that might have taken your life in the 1950s is now perceived to be worth a couple of tenths. Such is the sport's evolution, such are its altered mind-sets.



WHEREVER YOU ROAM THE WHOLE day is an experience, from parking on arrival at espresso o'clock – when, no matter how accurately you line up, the stewards invariably insist you shift your car another 2cm fore or aft – to sorting dining tables of an evening. Racegoers receive a consistently warm welcome, irrespective of provenance or native tongue. A few miles from the circuit, in Arcore – where headline magnet Silvio Berlusconi owns a substantial villa – my hotel's restaurant was closed on the Sunday evening, but I was allowed to use their cutlery, terrace table and wine to accompany a very fine pizza from a takeaway across the road. Culinary improvisation at its finest.

This was a particularly warm weekend, with but a sprinkling of Saturday afternoon raindrops to interrupt fierce heat. They would barely have filled a coffee mug, but somehow the main exit tunnel was still flooded by the day's conclusion. And that triggered an exit traffic jam on a scale I have never witnessed at the dozen or so Grands Prix I've attended at the track. Floods without rain, queues without a crowd? Such illogical contradictions form part of Monza's culture and soul.

During the weekend, news broke of Red Bull owner Dietrich Mateschitz's latest threat to withdraw from F1 – but countless teams have come and gone during the 93 years since Monza hosted its first Grand Prix.

It would be a far bigger story, surely, if the Italian GP's spiritual home were allowed to slip through the net.

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## A TIME OF CHANGE

One of Italy's leading Formula 1 writers offers a few thoughts on Monza's longer-term future

IN ITALY THERE ARE TWO WORDS synonymous with motor sport: Ferrari is the first, no question, and Monza the second. Italy's racing tradition can be traced through these two names, and the Autodromo Nazionale di Monza, which opened in 1922, is the elder. But I'm not talking only about a circuit that has to date hosted all but one of Italy's world championship Grands Prix, but about a town that has contributed so much to national racing folklore. The Ascari family's story began in Monza, as did those of Lorenzo Bandini, the Brambilla brothers, Michele Alboreto and many others who first discovered the sport when they entered the local autodromo.

There have been periods of great splendour at Monza, with terrific fixtures complementing the annual Grand Prix: the famous 1000Kms, the inaugural FIA Touring Car World Cup in 1993, Formula 2, Formula 3 and all other major racing disciplines. Over the past 15 years, however, the story has progressively altered. The annual calendar has become ever smaller and, F1 showpiece apart, relatively little of a glorious past remains. And even the Grand Prix looks uncertain... This led, in 2014, to a wholesale management restructure, with former Formula 1 driver Ivan Capelli coming in to take on the challenge of preserving Monza's place on the F1 calendar beyond the expiry of its current contract in 2016.

Thus far the circuit has not had the financial confidence to upgrade its facilities or commit to a

new deal, so Capelli has inherited a very difficult situation. The one weapon he can use is the circuit's name, but unfortunately Italy has a bad habit of addressing problems only when it is potentially too late. Despite the fine work Capelli is doing, he could do with greater support.

When asked about the possibility of Monza being dropped from the F1 calendar, Ferrari chairman Sergio Marchionne said: "If necessary we will move to make our voices heard." A positive response, but time is passing.

If Monza goes, it is likely the same fate will befall the Italian GP. At present, there is no real alternative. Monza has history, a good overall infrastructure, is well situated close to Milan and remains one of the world's most historic venues. Imola has none of this and is not presently equipped to meet F1 standards. Mugello's circuit and facilities are suitable, but the access roads and hotel capacity always present problems. And then there are the *tifosi*, for whom it is unthinkable that the Italian GP at Monza could be dropped.

While the main problem today seems to be financial, I strongly suspect that it will soon become political. Cars might lap quickly at Monza, but the decision-making process is rather less brisk. Personally I believe the circuit has a future, but whatever it takes to secure it will doubtless remain unresolved until the very last moment, with the deadline approaching.

That, too, is a Monza tradition. *Roberto Chinchero*



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# ITALIAN GP AT MONZA

The circuit where *tifosi* hearts beat fastest – and pure top speed counts for everything

writer PETER HIGHAM



**153.972mph**

FASTEST GRAND PRIX IN HISTORY BY MICHAEL SCHUMACHER IN 2003

**0.01sec**  
CLOSEST FINISH IN F1 HISTORY  
Peter Gethin beating Ronnie Peterson in 1971

**S**ET IN A ROYAL PARK NORTH OF Monza, the Autodromo Nazionale was built in around three months to hold the 1922 Italian Grand Prix. Financed by the Automobile Club di Milan who were keen to wrestle the race from Brescia, the circuit has hosted it on all but four occasions ever since and it has been on the Formula 1 World Championship calendar every year except 1980 (when the race temporarily moved to Imola).

Monza was always about speed, whether on the original road course with its banked oval or among today's chicanes. Michael Schumacher won the 2003 GP at almost 154mph and two years on Juan Montoya clocked 231.523mph on the straight – both records.

Other F1 records at Monza are the closest finish, in 1971, most official lead changes (1965) and fastest pole position (Rubens Barrichello's 1min 20.089sec in 2004). Just 0.61sec covered the top five in '71 while the number of lead changes across the line in '65 varies from 40 to 43 depending on whose lap chart you read.

Inevitably, there is also a dark side to the place with Monza enduring more than its fair share of fatalities. Emilio Materassi and 27 spectators were killed in 1928 – in what remains the worst loss of life during a Grand Prix – and Wolfgang von Trips, Jochen Rindt and Ronnie Peterson also died at Monza.

This is Ferrari country with the passionate *tifosi* turning Monza red each September. The team has won the race on a record 19 occasions, Juan Manuel Fangio (1956), Phil Hill (1961), Niki Lauda (1975) and Jody Scheckter (1979) all clinching the title here. ☑

## MOST WINS DRIVERS

**5**

**MICHAEL SCHUMACHER**  
1996, 1998, 2000, 2003, 2006

**3**

**ALBERTO ASCARI**  
1949, 1951, 1952

**RUBENS BARRICHELLO**  
2002, 2004, 2009

**JUAN MANUEL FANGIO**  
1953, 1954, 1955

**STIRLING MOSS**  
1956, 1957, 1959

**TAZIO NUVOLARI**  
1931, 1932, 1938

**RONNIE PETERSON**  
1973, 1974, 1976

**NELSON PIQUET**  
1983, 1986, 1987

**ALAIN PROST**  
1981, 1985, 1989

**SEBASTIAN VETTEL**  
2008, 2011, 2013

## MOST WINS CARS



**19**

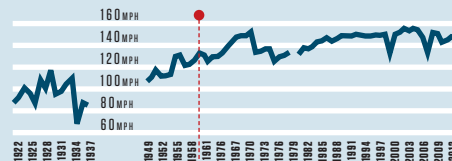
**FERRARI**

**10 McLAREN**  
**6 ALFA ROMEO**  
**6 WILLIAMS**  
**5 LOTUS**



THE NUMBER OF TIMES THE WORLD CHAMPIONSHIP HAS BEEN DECIDED AT MONZA

## AVERAGE RACE SPEED



**166.720mph**

The speed Jim Rathmann averaged to win the 1958 Race of Two Worlds on Monza's banked oval





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{ LUNCH WITH }

# EMANUELE PIRRO

Le Mans left him cold after first he'd competed there, but it went on to play a pivotal part in one of modern racing's most successful careers

writer SIMON TAYLOR | photographer JAMES MITCHELL




**M**OTOR RACING IS about much more than statistics; but in almost any driver's CV there will be a statistic that points to the hallmark of his or her career. In Emanuele Pirro's case, it's not so much that he won the Le Mans 24 Hours five times – a total beaten only by his frequent team-mate Tom Kristensen and by Jacky Ickx, and the same number as Derek Bell and another team-mate, Frank Biela. It is more that he stood on the Le Mans podium nine times consecutively. That record will probably never be equalled.

And this is someone who for a long time saw himself purely as a single-seater racer. But his Formula 1 career, as things turned out, was confined to half a season in a top team, when it was going through a thin patch; and two seasons with an underfunded little outfit that was never going to move far off the back of the grid. But if you run through the roster of Emanuele's victories, not just in world championship endurance rounds but in ALMS, international touring cars, Formula 3000, the

Japanese Grand Champion category and now historic racing, you appreciate that here is a versatile racer whose 28-year professional career was truly successful.

Motor racing has been good to him, yet he is totally unflamboyant. His connections with Ingolstadt mean he drives a sober Audi saloon. Others may wear a £20,000 watch and a gold bracelet, but he has a few quid's worth of black plastic on one wrist – “it tells me the time, accurately” – and on the other a rubber Goodwood driver's band, to remind him of the fun he had at the Members' meeting last March (co-driving Shaun Lynn's Cobra, he won the Graham Hill Trophy race).

But he does live in a glorious house, on a private estate 20 miles north of Rome. It was built to his specification 19 years ago, and the big, airy rooms on differing levels flow into one another. The main sitting room displays no self-indulgent racing pictures, and no winners' silverware - except that on a shelf at one end, unobtrusively, are five identical examples of the comparatively undramatic trophy you get from the Automobile Club de l'Ouest if you win its 24-hour race. 

However, hidden in the basement is a fully equipped gym, and away from visitors' eyes the walls are lined with dazzling trophies, plus all the crash helmets he wore in his long career. Next to it is a little workshop full of tiny tools and paint pots. This is where he finds time to make superbly detailed models of the racing cars since the beginning of motor sport that have caught his imagination.

Emanuele likes to cook. When I asked him to choose his favourite restaurant in Rome so that I could buy him lunch, he wouldn't hear of it. Instead he insisted that photographer James and I should join him and his beautiful Belgian wife Marlene for lunch prepared by him in his own kitchen. So our interview continues among the saucepans and dishes, Emanuele talking volubly about the different stages of his career as he dances between hob and chopping board. We eat on a tiled verandah overlooking the swimming pool, and he provides a starter of linguine with shrimps, followed by sea bass baked inside a thick coating of unrefined sea salt. When it comes out of the oven the salt is discarded, leaving the fish moist and with a delicate flavour. Palate-cleansing canteloupe melon completes a memorable meal.



EMANUELE WAS BORN IN 1962, NOT into moneyed opportunity but into an ordinary family that happened to love motor racing. His father had an electrical store, but managed to compete in the Mille Miglia in his Fiat 600. He drove it from Rome north to the start in Brescia, did the thousand miles, and drove home again. At nine years old Emanuele found an ancient baby Fiat for himself, brush-painted it black, and under this camouflage drove it on the back roads at night. His hero Jochen Rindt had already been killed at Monza, but he dreamed of F1. "I knew it was impossible, like dreaming I'd become the President of the United States. Then one night I saw a falling star, and I stood there and wished: I want to be a racing driver."

He got his father to pay for more and more hire sessions at a local kart track, until dad decided it would be cheaper to buy him a kart of his own. Once old enough to race he was marked out as a talent to watch, and soon he had attracted enough backing to fight at the top level. At 14 he was Italian kart champion, going on to finish second in both the world and European championships.

"Because of the karters in Italy who went on to do well in cars – Patrese, de Angelis, Cheever, de Cesaris – karting was thought to be a good talent pool. In 1980 Fiat backed a new single-seater starter category, Formula Fiat Abarth, and somehow my father borrowed enough money for me to do it. I was picked up



### EMANUELE PIRRO CAREER IN BRIEF

**Born:** 12/1/62, Rome, Italy

**1973** Karting **1980** Formula Fiat Abarth **1981-83** Euro F3 **1984** Euro F2 **1985-86** FIA F3000 **1986-88** Schnitzer BMW **1988** McLaren test driver **1989** F1, part-season with Benetton **1990-91** F1, Scuderia Italia **1992-93** Touring cars, BMW **1994-95** Italian touring cars, 1st, Audi **1996** German touring cars, 1st, Audi **1999-2008** Endurance racing, Audi – five Le Mans wins

by a team called Scuderia del Grifone, who rallied for Lancia with a Stratos, and I found out later that the Lancia competitions boss, Cesare Fiorio, had suggested they run me. We shared all the costs and the prize money, which was quite good. And I won the championship.

"That brought me some publicity, and Fiorio invited me to drive a Jolly Club Lancia Montecarlo turbo in the Daytona 24 Hours in 1981. I was 19, and all I'd done was short Italian races in the little Fiat-Abarths. Now I was doing a 24-hour race in another continent. That thing had over 400 horsepower, and when I got in it, it felt so *fast*. The team got me to start the race, with the idea that when the Jolly Club turbo Ferrari of Carlo Facetti and Martino Finotti blew up – as it duly did – they could take over the Lancia. So all three of us

drove it. It was not the racing I knew: up on the banking in all that traffic, with the Porsche 935s of Brian Redman and Derek Bell coming through. Well, we finished fifth overall, and more important we won the 2-litre GT category to give Lancia maximum World Endurance Championship points.

"After that Fiorio decided to run me at Le Mans in one of the works Lancias, sharing with Beppe Gabbiani. I took over from Beppe for my first stint, and on my first flying lap I saw a terrible accident at the Mulsanne kink." Flat out, Thierry Boutsen's WM had a suspension failure. "One marshal was killed, two more were injured, Boutsen survived. Driving behind the pace car you had time to think about it.

"An hour later there was a repeat, again on the Mulsanne Straight. It was Jean-Louis Lafosse's Rondeau, and I tell you, when a car goes into the trees at more than 210mph you don't want to see it. Wreckage was scattered for more than 200 yards, and Lafosse was dead. Behind the pace car again, we had to pass the wreck lap after lap. It was a real shock to me.

"After that a sad atmosphere hung over the event. I finished my stint, Beppe took over, and I was putting on my helmet for my next stint when Beppe went overdue. There was no TV then, communications were difficult, but we heard there had been another big accident on the Mulsanne Straight involving our Lancia and another car. [Jean-Daniel Rauler's WM had collided with Gabbiani.] Then it filtered back to us that Beppe had been killed. I said to myself then, I will never, ever come back to this place. Not as long as I live.

"Then, to our massive relief, Beppe arrived in the pits on foot. He and I decided we didn't want to stay a moment longer so we jumped into my VW Polo and drove off into the night. I drove Beppe to Paris, dropped him at the airport and then turned around and drove without stopping back to Rome. You know how in France, as you leave a town, you see the town name on a sign with a red line through it? I saw that sign driving out of Le Mans, and I thought, 'That is the last time I will see you.' I couldn't have guessed what a part Le Mans would play in my life, 20 years later.

"I also did the Kyalami Nine Hours that year, with Michele Alboreto. We won that outright. I'm not one of those people who say nice things about someone just because he is dead, whether I liked him or not. Dying doesn't mean you win a voucher that says everyone has to be nice about you. But Michele was a special guy, and I had a lot of respect for him. He came from a modest family, his father was a concierge, but he was a real gentleman. He had learned so much about life: he was one of the people, along with Dindo Capello, who taught me the most. He was at the end of his career when he was killed [in an Audi test at the Lausitzring in 2001, when a tyre blew]. He was doing



1



2



3



4



5



6

1 Pau F3000, 1985: Pirro leads away from pole. He eventually finished second to Christian Danner 2 In ETCC action, Donington Park 1986 3 Pirro leads at Monza during a 1987 World Touring Car Championship round 4 In 1989, Benetton chose Pirro to replace Johnny Herbert from mid-season



7



8

5 In 1998 Pirro raced a Team Abt Audi in German Super Touring events 6 He spent two seasons with Scuderia Italia in F1, his last at racing's highest tier 7 Pirro won two ALMS titles with Audi, in 2001 and, here, 2005 8 Formation finish in 2000, as Pirro celebrates Audi's maiden Le Mans win 9 On top of the Le Mans podium for a fifth time, with Frank Biela and Marco Werner in 2007 10 Relishing the Goodwood Revival with Dario Franchitti, 2005 11 Final Audi Le Mans outing in 2008



9



10



11

endurance racing as a bonus. His career was almost over, so his risks should have been over. It was a bit like Senna: because of his incredible ability, you never thought Senna could die.”

During 1981 Emanuele was also doing Formula 3 for a small team on a costs-only basis, and won the season's final race at Mugello. This helped him to a seat in the Euroracing team, and second place in the 1982 European F3 Championship. By 1984 he was in Formula 2 with Mike Earle's Bognor Regis-based Onyx team, and had moved to London, living with a couple of Italian friends.

F2 was dominated that season by the Ralts of Mike Thackwell and Roberto Moreno with their works Honda V6 engines. “But my March-BMW 842 was a very good car. If you ask me to name the three best cars I drove in my career, I would say, in their day, the March 842, the McLaren MP4/4 F1 car and the Audi R8. As for Mike Thackwell, he was one of the most talented drivers I ever came across. He had God-given ability, but his character did not match it. We did the Macau Grand Prix, which was for F3 cars that year, and in the post-race press conference he said, ‘I don't like Formula 1. It's too safe, and the drivers are paid too much.’ I really think he meant it.

“In 1985 Formula 3000 started, and Mike Earle moved me into that with a March 85B. It was the beginning of the flat-bottom era, but the March was a wing car. The engine [a Mader-prepared DFV] was big and bulky, and at first the car was not very nice to drive. It took a while to find a nice set-up.” Nevertheless Emanuele won two of the first five races, and led more laps during the season than any other driver. “But I lost a bit of focus. It started when Mike Earle called me and said, ‘Good news for you, bad news for me. Bernie Ecclestone just called and asked for your number.’

“I stood by the phone, practising how to say ‘Hello’ in the best way. The phone rang, and the voice said, ‘This is Bernard Ecclestone.’ He didn't call himself Bernie, he said Bernard. ‘I want to talk to you. When can you get here?’ I had already worked out exactly how long it would take to get from my flat to Chessington, so I said, ‘I'll be there in 36 minutes.’

“The Brabham number two to Nelson Piquet that season was François Hesnault, and after four races, with one crash and one DNQ, Bernie had decided to replace him. I walked into his office, very nervous, but he was friendly and charming. He told me he wanted to give me the No 2 Brabham drive for the rest of the season, and said: ‘Do you think you're ready for Formula 1?’ He wasn't offering me a test first, he was going to put me straight in for the next race, Montréal, and then around the streets of Detroit, not the easiest tracks to start with. And those turbo F1 cars were really wild.

I said, ‘Well, Mr Ecclestone, the honest answer is I don't know, because I have never

driven an F1 car. I can only try to do my best.’ Of course what I should have said is, ‘Of course I'm ready. It's just a car with four wheels and an engine.’ But he said, ‘Fine. OK, go into the workshop and get a seat made.’

“In fact I did get to try the car, because Olivetti, one of the sponsors, wanted to do some filming. I did a few laps at Silverstone and a few practice starts, and that was all fine. As I was getting ready to fly to North America, Bernie called again. ‘Emanuele, I need to ask you a favour. Our results haven't been great this season and our relationship with [engine supplier] BMW isn't that good. They want us to put their driver Marc Surer in, just for a couple of races, and I want to keep them happy. So you can start with us the next race after that, Paul Ricard. When we're back from America I'll call you.’ I'm still waiting for that call...



“MEANWHILE MY GOOD FRIEND FROM karting and F3, Roberto Ravaglia, who was now in touring cars with BMW, suggested my name to them. I'd never thought of myself as a touring car driver, but I always want to try new things, so I did a 500km race in a 635 at Monza. Then they offered me a works ride for 1986, to fit in with my F3000 commitments. It was a good manufacturer, and it was a salary. And I kept the F3000 going and finished second in the series that year.

“But I certainly hadn't given up on F1. For 1987 I got a very good offer from Tyrrell. I have never had a manager, and I have never been a very good manager of myself. Tyrrell wanted me to bring \$200,000, and a friend offered to lend it to me because he said he knew I'd pay it back. But it didn't feel right, I don't like to owe money, and I didn't do it. Then Ron Dennis called me. McLaren was finishing with the TAG-Porsche engine, they'd done their deal with Honda, and Senna was joining Prost to drive the MP4/4 in 1988. Ron wanted me to work with Honda in Japan on the engine development. I'd be testing three days every other week at Suzuka, and when not working with Honda I could race what I liked in Japan.

“So I moved to Japan. It was a very big operation, testing with engineers from Honda and from McLaren, including Tim Wright and Neil Trundle. Meanwhile I got a drive in Japanese F3000, which was very competitive, and then in Grand Champion cars, which are like the centre-seat Can-Am cars. So I was busy.

“Ron Dennis was very straight with me: he said with Senna and Prost in the team it was unlikely I'd ever get a race, but working alongside those two I would learn a lot. And both of them treated me like part of the team. I remember once when we were testing at Jerez, I did the first two days, Alain did the next two,



Pirro looking happy with his career haul and, below, with a third Le Mans win in 2002





*Even after his factory career was over, Pirro retained cutting-edge racecraft. Watch him in action at Sebring in 2010*  
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and he said, 'You were driving very well. To beat your time I had to improve the car a lot and then try hard.' That meant a lot to me.

"Ayrton was always polite. When I brought my parents to a race, he would go over to them, shake their hands and say hello. I knew him from karting: we did two world championships together. I won't say he was a friend. When he died, suddenly everybody was his friend, and friendship is a big word. But I knew him, he knew me. Then in F3, Euroracing wanted another driver alongside me, and I offered to introduce them to Ayrton. I nearly shot myself in the foot there! I talked to him, but he said he had decided to do F3 in England.

"At McLaren we talked about the car, and especially the engine mapping. Ayrton was very sensitive to power delivery: in those days it was a mechanical throttle, not fly-by-wire, and there was a lot of work to do. In 1990, the year Senna's McLaren crashed into Prost's Ferrari at Suzuka, Honda had developed a hotter engine for Senna. By then I was doing F1 for Scuderia Italia, but I was still testing for McLaren. Before Japan, Honda wanted me to do a full race distance at Estoril to see if the new engine would last the distance.

"They said, 'But you have to drive like Senna.' They showed me his traces. The engine

would blow up at 13,500rpm, and on the graph every single one of his downshifts was taking the revs to precisely between 13,200 and 13,400. When you are down-shifting in F1 it is so quick, to time it right so that the wheels drive the engine up to that figure, no more, no less, is incredibly difficult. I said to the Honda guys, 'Give me something that is humanly possible!' That gives you an idea of the level Senna worked at, his attention to detail.

"During 1988 Ferrari offered me a contract, but it was for testing, with only an option for them to give me any racing. I told them it was no better than what I had with McLaren, and as Ron had been good to me I felt a loyalty to him. So I said 'No' to Ferrari, and I don't think they liked that. In 1989 Larrousse came after me with an F1 contract. I tested the car, and I would have signed, but Ron said, 'Hang on. Don't say yes yet.' Flavio Briatore had come into Benetton, and Ron guessed there could be something for me there.

"Flavio wanted to take control and exert his authority. He fired some people – including Johnny Herbert – and he signed me. It was a golden opportunity. But I didn't get the results. No excuses, but maybe two reasons. One was I was too tall for the car, which was designed around Alessandro Nannini and Johnny

Herbert. My head stuck out of the cockpit, and at Hockenheim, when I was lying third, my head was shaking around so much I hit a kerb. In Jerez, when I was fourth, my legs were so cramped in, it trapped a nerve and they started to go numb. I lost sensitivity in my right leg and could not feel the accelerator or the brake any more, and I went off. That's just how it was.

"Also I should have been more fit. I was travelling so much: F1 for Benetton, testing for McLaren, still doing Grand Champion in Japan, and BMW too – I won the Nürburgring 24 Hours, and the Wellington 500 in New Zealand [which he won for BMW four years running]. In 1989 I got on an aeroplane 109 times: that's once every 3.3 days.

"At the end of 1989 Flavio didn't bother to tell me I was fired, but I read in a magazine that they'd signed Nelson Piquet and were keeping Nannini. That's F1. But Marlboro helped me to get a seat in Scuderia Italia, where my team-mate was my friend Andrea de Cesaris. The car was built by Dallara and, to be diplomatic, it was conservative. [Neither of them scored any points all season, although Emanuele qualified ninth at Monaco, only for the car to fail on the parade lap.] For 1991 JJ Lehto was my team-mate. Nigel Couperthwaite designed a good car and we had Judd engines. I was sixth at Monaco and seventh at Spa, I qualified seventh in Hungary, there were a few other reasonable races. But we had to pre-qualify, which was a nightmare.

"After that F1 was finished for me, but I'd kept a foot in the touring car camp and I had a good deal with BMW. We did the DTM, which was a heavy series, Mercedes versus BMW. I had some good drives, I won some races – and I won Macau twice. Mercedes came after me, offered me a lot of money to switch, but I decided to stay with BMW. But in the end the politics at BMW forced me to move. They'd promised I would stay with the Schnitzer team, where I was happy, but they moved me to Bigazzi. At the end of 1993 we agreed to part.

"Now I had nowhere to go, but Schnitzer's Charley Lamm kindly told me that a major manufacturer was coming back into racing, and gave me the phone number of a man I had never heard of, a Doktor Ullrich. And that was how my 15-year racing career with Audi began.

"To start with it was just touring cars, and that was a wonderful period. I won two Italian championships, and then I won the German championship. At Audi you felt part of the family, you were able to interact with the top people there. I was very happy, but I soon felt the need for something faster, more critical.

"Then at the end of 1997 I was summoned to Ingolstadt to be told, in absolute confidence: 'We are preparing a sports car for Le Mans.' I was amazed, and delighted. It was exactly what I needed, and I was part of Audi's Le Mans effort from day one. There is nowhere in the



**“I WAS FIRST TO DRIVE THE DIESEL CAR IN A TEST AND IT WAS A HUGE LEAP FORWARD. IT WAS LIKE A SPACECRAFT”**

world where you can simulate Le Mans in testing: the only way to prepare for the race is to do the race. And you can't afford to have a failure. To learn the lessons you have to get to the end. In that first race in 1999 we did get to the end, in third and fourth places, which was beyond our expectations.

“We'd learned a lot, and out of this experience Audi produced the R8, surely one of the best sports cars ever built. It was very strong, and the philosophy was: you can't guarantee you'll build a car that will never break, so let's build a car on which, if anything does break, it can be changed very, very quickly. As long as the car makes it back to the pits – even if you come back on three wheels with a badly damaged car – you can change anything except the engine and the tub. At Le Mans the transmission is probably the weakest element, so the R8 had a detachable rear end and everything could be changed, fast.

“The mechanics practised endlessly, changing every part of the car. And the year of our first victory, 2000, late in the race we had a slight

concern about a rear wheel bearing. Because we had a decent lead we decided to come in and change the entire rear end. The car was wheeled into the garage, and the other teams assumed we were out of the race. In about six minutes the car was back on the track, and we won.

“The second year, 2001, was probably the hardest. Michele had died two months earlier, which hit all of us really hard. The team considered withdrawing out of respect, but then it was decided that we should try to win again in his honour. But we went with sorrow, and maybe a little more fear than usual. I had a tyre blow out in practice, which made me more nervous. And the race was very difficult. It rained for a lot of the distance, and at night in heavy rain Le Mans is scary. I was more happy that the race was over than that we'd won it.

“Then in 2002 we made it three wins in a row. I was with the same co-drivers each time, Tom Kristensen and Frank Biela. Out of the car our characters are very different: Frank is a quiet person, I tend to laugh and joke, Tom is very professional and cool. The key to your

relationship with your co-drivers is the trust between you, and it takes time to build that trust, through testing, through racing. Frank and I had been the leading drivers in the touring car team, so we had a lot of respect for each other. Tom is now the most winning Le Mans driver of all time, but when he was the new boy there was maybe a question mark about him: he was a bit over-exuberant, wanting to prove himself. But soon he became a very wise endurance driver, which is just what you want.

“There was a very strong DNA at Audi. It treated all its drivers equally, there was no one who was a big star. Of course there was rivalry, but it was an honest rivalry: to all of us, the team was what mattered. When you are part of a good team you automatically deliver because that is how it works, that is the air you breathe.

“To win Le Mans every single thing has to work. You have to have the moon, Jupiter, Saturn, Pluto, all in a line. There is not so much you can do to win it, but there is a lot you can do to throw it away. With today's electronics and telemetry you no longer have to worry about driving to preserve the car, and listening out for the smallest problem. With paddle shifting you can't miss a shift and break the engine. So to be competitive you are required to drive on the limit every single lap, which is really good for a driver. But all the time you have to be immaculately tidy: you mustn't do anything silly, like touching a kerb.”



IN 2006 CAME AUDI'S SWITCH TO DIESEL with the R10 TDI. “That was a very big change, technically. Now it's accepted that you can make a very good diesel race engine, but then it looked really peculiar. When they told me, again in great secrecy, what they were planning, I would have worried if it hadn't come from a team like Audi.

“I was the first to drive the car in a test at Vallelunga. By then the R8 was six years old, and the R10 was a huge leap forward in everything: aerodynamics, car dynamics, electronics. It was like a spacecraft. And the engine was so smooth, so quiet, that at first I found it hard to drive, because in a racing car you drive on the sound. The engine was extremely powerful, but also extremely heavy, and the car was bulky. It could have been a wild beast, but in fact it was extremely nice to drive.

“I scored the first diesel Le Mans win, which pleased me. Now I was with Frank and Marco Werner, and the three of us won again in 2007.

“In 2008 I knew it was my last Le Mans, and I really wanted to get a 10th consecutive podium. But we had some problems with set-up, ending up with a car that was too slow and not nice to drive. It wasn't a good farewell to the race that had meant so much to me. ☐



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by Ludovic A. Parayre



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“For most of my time at Audi I was also doing the American Le Mans Series, which I loved. Most of the classic European circuits now have a mirror-smooth surface and gentler kerbs, and have been modified in other ways because of modern F1 requirements. The American circuits are like going back in time: rougher surfaces with patches, high kerbs that you cannot touch, more challenging altogether. If you make a mistake you pay for it, and I like that. Also the paddocks are open, the spectators can get close to the drivers, the atmosphere is really nice. The organisers are very professional: they enforce the rules, but still they manage to be your friends.”

Emanuele was ALMS Champion twice, in 2001 and 2005, and his last race for Audi was



me. As a young boy I read that Tazio Nuvolari always raced with a phrase stitched on his overalls, with a cross and a heart, so I had the same phrase painted on my helmet throughout my racing career: *Fosti con me nel pericolo e nella vittoria*. It means: You will be with me in danger and in victory.

“The Goodwood Revival is a perfect mix: the location, the history, the knowledgeable public, even the cricket match! It is a privilege to see some of the old drivers in their original cars, like Stirling Moss or Richard Attwood. The circuit looks simple, but in fact it’s quite difficult, it’s a track that can bite you. For Shaun Lynn I have raced his Cobra and the original lightweight E-type, 4 WPD. That is my favourite historic car. It’s not as quick as the



the final 2008 event at Laguna Seca. “The ALMS rounds were two-driver races, roughly an hour and 20 minutes each, and it’s the second stint that really counts. Dr Ullrich used the ALMS to try out different younger co-drivers with the experienced guys. That day I was with Christijan Albers, and when I took over the car at half-distance we were eighth. I was determined to go out with a win, and I managed to get through into a good lead. My idea of how to win a race used to be to get in front from the start and stay there, but in ALMS you developed your overtaking skills. You had to attack a lot, especially on their tighter circuits.

“Then there was a safety car period, and Marco Werner was sitting behind me. Trundling slowly around I lost concentration, and when the safety car pulled off I had second gear instead of first. Marco, surprised, went past and won the race. I’d made a stupid mistake, and I finished second. That’s life, and you can’t change it. But a nice detail was that Marco was wearing a visor strip for that race that said: ‘EP Thanks For The Memories.’”

Emanuele didn’t retire completely at that point, for Paul Drayson tempted him into his Lola-Judd for Le Mans in 2010, and he also had an Australian Supercar ride in 2011. Now – apart from the hotel he owns in the Italian Alps, and other business ventures – his time is fully taken up with his work around the world for the FIA, for the Italian Federation, and as

**“ON THE AMERICAN CIRCUITS, IF YOU MAKE A MISTAKE YOU PAY FOR IT. I LIKE THAT”**

an ambassador for Audi. “I am a steward at some Grands Prix and a member of the Drivers’ Commission, in Italy I am a member of the circuit and safety commission, and I am president of the Karting Federation. Then I am vice-president of the GPDC, which is what the *Anciens Pilotes* is now called, and also of the Le Mans Drivers’ Club. Because racing has been my life, I want to give something back. None of these things I went looking for. I was asked to do them, and I am very bad at saying ‘No’.”

And there’s something else that Emanuele throws himself into with wholehearted enthusiasm: historic racing. “There are two sorts of historic racers: the ones who aren’t interested in the past – sometimes younger guys racing for rich owners – and the ones who are. The history of our sport always meant a lot to

Cobras, but it really has such great presence.

“Racing a modern car is all about the stopwatch. If the stopwatch is good, you are good. Racing a valuable historic car is different: treat it with respect, leave a margin, don’t be lured by the occasion into overdoing things. The satisfaction should come not from winning, but from driving the car as it should be driven, getting your lines absolutely right, balancing a slide, making perfect downshifts.

“The spirit of historic racing is now in danger: more and more competitive, driving standards changing, cars straying from the correct specification. With a big enough wallet you can develop the cars far ahead of where they were in period, and a lot of this is difficult to police. For some people winning has become too important, and they could spoil it for everybody else. I have been a hard competitor all my life, I have only driven to win. But because of the value and importance of the cars, historic racing should be different.”

Emanuele’s strong views spring from his true love of motor sport. Whether it’s historic racing, being an F1 steward, sitting on various FIA and Italian commissions, representing Audi at endurance races around the world, meeting with the *Anciens Pilotes*, or assembling in minute detail the models in his basement: his passion for motor racing remains undimmed. That shooting star a little boy saw over Rome, one night more than 40 years ago, has delivered its promise. 📷



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# Alex Lynn

Simon Arron meets a driver who has  been a winner in his maiden GP2 season, although car racing wasn't always on his radar...

**A**LEX LYNN'S FATHER SHAUN IS BEST known in racing for his historic exploits, but motorcycles fired his inner petrolhead during his son's formative years. "From the age of five," Alex says, "we'd do motocross every Saturday – I competed until I was about 11 – then on Sundays we'd go waterskiing. For his 40th birthday, though, my dad bought a Caterham and started to do a bit of club racing, so we started spending more time at circuits. At that age I just wanted to be like my dad and asked if I could have a go."

Lynn subsequently received a kart for Christmas – initially for testing. "It was a bit of an eBay special," he says. "It had an outdated Yamaha engine on a Zip chassis, so I couldn't race it in anything. At first it was just a bit of fun, but it got to the point where I decided I wanted to compete and at 12 I started in Minimax events.

"I don't have a stellar karting record. My results were OK, but nothing like as good as the Jack Harveys and Oliver Rowlands of this world. When I tried cars, though, it was as though someone flicked a switch. It's hard to describe. I don't want to say it felt easier, but I was more at home.

"I did a Formula BMW test with Jack Harvey at Pembrey. He was in his first year in the series – and had been extremely competitive – and I went a couple of tenths faster than him. He'll probably hate me for saying it – he's now one of my best friends – but on that day I was quicker! I'd never been able to compete with him in karts, but from that moment I sensed I might be able to do something in cars. I felt my determination cranking up and haven't really looked back since."

Lynn started in Formula Renault before moving on to F3, GP3 and now GP2, with a couple of winter trips to New

Zealand to compete in the Toyota Racing Series. "Winning the Macau Grand Prix has been the highlight to date," he says. "It's a career-changing race and without that I'm not sure I'd be where I am."

Just before travelling to the 2013 race, he sent an email to Red Bull's driver development manager Helmut Marko. "There had been talk about my joining the Red Bull programme," he says, "but Helmut had said he didn't want to take me. On the Thursday before Macau I sent him an email, saying 'Watch this, I'm going to beat your drivers on Sunday'. It was a bit of a bold thing to do, but at that stage


I felt I needed to make a difference and considered Macau to be my chance. Helmut replied, saying 'Thanks for that, let's talk following the race' – and two days after winning I was in Graz, signing a contract."

Red Bull placed Lynn in GP3, where he won the title, but late in 2014 it also added Max Verstappen to its roster. "It was clear that I had moved down the queue," Lynn says. "Helmut was completely open, told me there would be no F1 opportunities for at least two years and that it might be better for my career to look elsewhere. We parted on good terms and still chat."

Since then, he has taken an F1 development role with Williams.

"I don't know how many miles I've done in the simulator," he says. "As time goes on my involvement increases and I become an ever more integral part of the team. Hopefully, one day that will lead me to the big time."

Given the limited number of F1 seats available, has he contemplated other avenues?

"I'm a huge racing fan," he says. "I'll watch everything from the VW Fun Cup to Grands Prix. One day I'd like to try Le Mans, Indycars and Aussie V8s, because I just love racing, but at the moment my primary focus is F1." 



## CAREER IN BRIEF

**Born:** 17/09/1993, Romford, England  
**2004-2009** Karting **2009** Formula Renault Winter Cup **2010-11** Formula Renault UK, taking title in second season **2012** British F3, 4th (1 win); Macau GP, 3rd **2013** Toyota Racing Series, 2nd; European F3, 3rd (3 wins); Macau GP winner **2014** GP3 champion **2015** GP2; Williams F1 development driver

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“Bernie did all he could to help Ferrari. I guess he wanted somebody to beat McLaren...”

A senior engineer with Ferrari and McLaren in the late 1980s and early '90s, Gordon Kimball retains very clear memories of his time in Formula 1... and a few things that were kept quiet in period

writer GORDON KIRBY





C

ALIFORNIA NATIVE Gordon Kimball graduated from Stanford University with a degree in mechanical engineering and started his career as a part-time mechanic at Dan Gurney's All American Racers. Two years later, while

working with Vel's Parnelli Jones Racing, he met John Barnard – an introduction that would eventually pave his way to Formula 1.

"I always wanted to design race cars," Kimball says. "When I was growing up I did soapbox derbies and pestered the guys at AAR. I wrote them some letters and they never said 'no', so I showed up one morning and ended up working in the shop in the summer of '73 while I was still at college. I managed to find my way into the Formula 5000 race team for the next year.

"I did two summers with AAR and after graduation I went to work full-time for Vel [Miletich] and Parnelli. During the first season I served as a mechanic on Al Unser's car in the last year of F5000 in the United States. It was a great series and I really enjoyed working with Al.

"That's where I met John. He was working alone in a little design office, and when he found out I had an engineering degree he scooped me up. I started working with him on the Parnelli-Cosworth VPJ6B and 6C, but at that point Vel and Parnelli decided to get out of the race team business.

"Then John got the deal to design the Chaparral Indycar for Jim Hall. I went over to England and worked with him. John said we were going to set up a company to design and build cars, but when Jim got the car that idea went away. Jim didn't want anybody else running it. It was his deal, so John and I went our separate ways."

## BARNARD AND FERRARI: A CULTURE OF BLAME

From there Kimball moved to Pat Patrick's team in 1980, designing and building Wildcat chassis – one of which Gordon Johncock used to win the '82 Indy 500. Concurrently, meanwhile, Barnard had been back in the UK working on the original carbon-fibre F1 car, the McLaren MP4, which made its debut in the 1981 Argentine GP. "John kept saying there was a job for me if I ever wanted to come over, so finally I agreed and I worked there with him from 1984-87. Then he left to go to Ferrari and I worked with Gordon Murray for a while, but John offered me another position at Ferrari and that was a great opportunity I couldn't turn down.



Kimball circled as part of the happy Patrick Racing throng, following Gordon Johncock's Indy 500 win in 1982



Gerhard Berger at Monaco during the 1988 season, when - Kimball says - the authorities overlooked some of Ferrari's methodology



## McLAREN INDYCAR SCUPPERED BY SENNA

Kimball contacted Ron Dennis and proposed a new McLaren Indycar project, not least because his children were growing up and he thought it might be a good time to return his family – his son Charlie is nowadays a top-line

Indycar driver with Ganassi Racing – to its roots.

“Ron agreed that he’d like to build an Indycar, so we did a fair bit of planning. He came to California and we looked at areas and buildings that might work. Then Ron made the mistake of mentioning the Indycar to Ayrton Senna, who didn’t approve. He insisted Ron keep his focus on F1 – and if I was Ayrton I’d have said the same thing. He believed it would be a distraction and that put the kibosh on the project. Ron tried to say the economic downturn was making it difficult, but it was Ayrton who stopped it.”

In May 1990, however, Dennis got in touch and said they could use Kimball’s help on the F1 car. After three years with Ferrari, Kimball returned to McLaren and hooked up once more with Berger, now working alongside Senna.

## BERGER: ‘MORE NATURAL TALENT THAN SENNA’

“Gerhard was enormously naturally talented. He was intelligent, perceptive and very good, but I think it came so easily to him that he never worked hard at it. When he saw how Ayrton operated he understood there was more to the job. Gerhard was having the time of his life and I think it was only with hindsight and maturity he began to realise he should have put more into it.

“He probably had more physical natural talent than Ayrton,

but Ayrton worked very, very hard. Gerhard could do things so easily and quickly that I think it frustrated Ayrton a little bit, but in the long term Ayrton’s efforts paid off. He was way more determined and winning was everything to him.

“It was a lot more fun to be around Gerhard than it was Ayrton, because Ayrton was so driven, so insecure, so paranoid and so everything else. I really liked Gerhard, but in racing terms he was harder work because he

“John was hard to work for at the best of times. All you got was criticism. There was no credit, no praise. A meeting with John meant there was only one man in the room. When he asked whether I’d like to work in Italy, though, that really appealed. It was a difficult culture, ruled by fear, but there were times when Enzo would come into the shop and hand out 10,000 lire notes to whoever he wanted. They loved him and feared him, so it was good and bad.

“If you had a problem and made a decision on how to fix it, they wouldn’t believe you. There was a blame culture, so people did dumb things like putting brand-new parts on the car so they wouldn’t be wrong. It was very interesting dealing with this approach. In England, where there’s movement of people between teams, everyone kind of rides the spiral staircase together in knowledge, expertise and technology. But at Ferrari, in some areas they were so far behind they were in the dark ages and in other areas they had gone down some side roads. It wasn’t necessarily wrong, just completely different.”

## FERRARI’S TURBO-ERA CHEAT

“In 1988 I was engineering Gerhard Berger in the F187/88C. That was the year McLaren dominated with Honda and Bernie did all he could to help us. It was the era of turbos and pop-off valves and we had a low-pressure passage that went past the pop-off valve and would pull it open, so we could run more boost. We kept pushing that further and further, waiting to get caught, but we never were. I guess Bernie wanted somebody to try to beat McLaren, so he helped us.

“Enzo was not in good health at the time. When I started he was in the office pretty regularly, but then he started coming in less and less. I was there the last time he came to the factory. They drove him into the factory to show him the new car with a normally aspirated engine. They helped him get out, he walked over to the car, looked at it and said, ‘*Bella motore!*’ Then he turned around, got back in the car and they drove him away. He really didn’t care about the car. He went to look at the engine. Most Ferraris were hard work to drive, but the engines were beautiful.

“Enzo died in August, Monza was the next race and we finished one-two. When they went to measure the fuel capacity the scrutineers checked it four or five times. I don’t know how they did it, but we finally passed the capacity check. Obviously, if they’d disqualified the winning Ferrari at Monza there would have been a riot.

“As Enzo became increasingly frail you could



Native Californian Kimball returned to his roots to run an independent engineering firm

SUTTON

see the guys at Fiat were itching to get in. He kept them out until the day he died, but the following day they were there. Cesare Fiorio had run the [Lancia] rally team and had some management experience but, honestly, the technical guys Fiat brought in were buffoons. Then they hired Enrique Scalabroni and the biggest discussion I had with him was a two-hour meeting about what size the steering wheel should be. After that I thought, ‘This isn’t going to work.’”

had no mechanical aptitude. With Ayrton you could ask one question and it would lead a long way down the road.

“I spent a whole day with Gerhard at Monza in 1990 and we were struggling with a brake problem. He said, ‘The car won’t stop. There’s something wrong with the brakes.’ We changed the entire system, but couldn’t fix it. The next day Ayrton got in the car. He went out, did one run, came in and said the brakes weren’t big enough. He felt we needed to put the 32mm discs on because there was just not enough retardation with the 28s. ‘And by the way’, he added, ‘I think there’s something wrong with the right front upright. After I bang over the kerbs it knocks the pads back, so I have to tap the brakes to bring the pads back for the second chicane.’ Ayrton could describe things very specifically and Gerhard just couldn’t do that.”

## McLAREN'S CLOSE CALL IN 1990

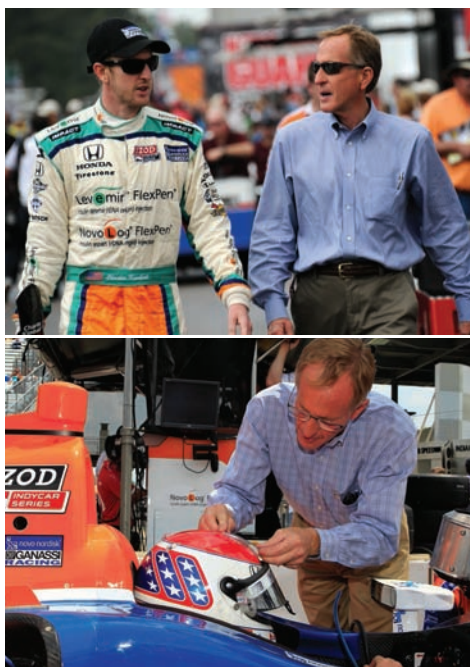
Kimball had rejoined the team mid-season, initially as an observer during a post-British Grand Prix test. “I wanted to watch for the first day, to see what I thought,” he says. “The car looked awful. The back end was jumping around on corner entry, they were locking up under braking and the minute they put the power down it understeered and just wouldn’t turn. It was the worst of a race car. To try to fix it they had done a number of weird things to the set-up. When I asked why, they really didn’t have an answer. Among other things they were running a lot of droop restriction in the front [limiting the amount of down travel in the suspension].

“I said to Ayrton, ‘Let’s talk about this droop restriction’ and he said it helped the front end. I said, ‘No it doesn’t, because the car doesn’t know it has droop restriction until it starts to lift the inside front wheel. Then you have no suspension at all because it’s bottomed out.’

“We talked about it for quite a while, he asked questions and looked at me. Then he didn’t say anything and I realised he had completely the wrong idea of how the front end worked and what the effect on the car was. Now that I’d explained it to him and he understood it, he wasn’t going to admit that he didn’t know or that he was wrong.

“Ayrton accomplished a lot but he was a very difficult character.

“At that test we didn’t do anything other than unwind a bunch of the odd things that had been done. The car improved and the next race was Hockenheim, where I had to be the luckiest engineer in the world. It was still the old Hockenheim with long straights, a big power track. McLaren had tested there before Silverstone and was 1.5sec off. We showed up with an improved set-up, but it wasn’t a track where handling was critical. It was about power



## “IT’S GREAT TO SEE ONE OF YOUR CHILDREN BEING SUCCESSFUL”

and Honda brought an engine that was something else. The car was fast and I looked like a hero when in reality it was the engine that made the difference.

“We won the championship, but if Alain Prost and Ferrari had known how close it was we might not have done. We managed to fix a mechanical problem, but by the time we addressed the aero problem the championship was too much in the balance. Ayrton said, ‘I know what we’ve got, so let’s not try to sort this out through the last three races. Let’s go with what we know’.”

## UNHAPPY CODA AT BENETTON

At the end of the year, with the Indycar project canned, Kimball felt it might be time to return home and work independently, but then – as he puts it – he “fell victim to Flavio Briatore’s sales pitch and got sucked into Benetton for a year”. He subsequently returned to the States, where

he has since run Kimball Engineering, a freelance design agency that currently works mostly with sports car teams, where the regulations remain free enough to allow people to produce their own parts.

“People started asking me to design stuff, so I decided the work could come to me and I’d choose who I wanted to work for. So that’s what I’ve been doing since. I’ve done a bit of stuff outside racing, but the only interest I have is racing although even that’s gone away a little because of all the spec series.”

And that year at Benetton?

“Tom Walkinshaw didn’t have a nickel to put into the team, so he took authority by putting his own people in place. I had some other offers, but we had moved to England, then to Italy and back to England. Between the politics and uprooting the family again, I’d had enough of Formula 1. I was an engineer, not a politician, and thought it was no longer fun.”

## FATHER OF AN INDYCAR RACER

Indycar race winner Charlie Kimball was born in the UK when his father was working for McLaren. After growing up in California he came back to Europe from 2004-08 to race Formula Fords, F3 and A1GP cars.

“It’s great to see one of your children being successful at something he loves,” Kimball says. “It’s a big challenge to make a career as a race driver. It’s a tough business.

“I don’t know if I get the credit or the blame but I guess I’m the one who got him started. I didn’t encourage him to race as a kid, but after we moved back to California I made the mistake of buying him a kart. He raced it and we had a great time. It was a good father-son time and it gave us leverage for his school work. We had a rule that you had to have straight As to race. I don’t think either of us thought it would go on beyond high school.

“Then I made the second mistake, which was giving him a test in a Formula Ford. He did five or six laps and came in with a big smile and said, ‘That’s the most fun I’ve had in my entire life!’ I said to him that the karting was ours, something we did together, but Formula Ford was his. I could help him, but he had to do it on his own. It was up to him to make it happen. And he did it.

“The way he’s done it makes me proud.” 🏆

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# MG's tiny dancer



An all-female driving crew dubbed the 'Dancing Daughters' raced a trio of MGs at Le Mans in 1935. New BRDC club secretary Gillian Carr took a turn in one of them

**writer** GORDON CRUICKSHANK  
**photographer** HOWARD SIMMONS



T

HE LABEL WAS dismissive – Eyston’s Dancing Daughters. That’s what the press quickly dubbed the all-female team that MG sent to Le Mans in 1935, as though dancing was what girls were good for,

and wasn’t it a jape to put them in a racing car. The facts said otherwise. All six of the women selected to crew three semi-works cars had solid competition history behind them, and they would all finish the arduous race.

That’s why we asked an established female racer to try the only one of the three cars that survives in original form, a woman who not only has much experience of pre-war cars but has also raced historic cars at Le Mans. Gillian Carr is well known in historic circles: with a vintage Bentley-owning father her first visit to a race was to VSCC Cadwell Park aged seven, and she’s never stopped going, first assisting her father, then racing and hillclimbing M-type and NA MGs – and, very suitably, an ex-Doreen Evans K3 – plus many other historics including her Frazer Nash TT Rep. “That’s not a ladylike car,” she laughs.

She has been press officer for the VSCC and publicity manager for the Historic Grand Prix Cars Association and has just taken on the role of BRDC secretary, the first woman in this position. And she is part of Bentley Belles – an all-female team of historic racers contesting events at Le Mans [see page 104]. All of which made Gillian the perfect candidate, and Silverstone the ideal venue – even though it was right after the British Grand Prix, the place was busy with the tear-down, and Gillian was unwinding after handling the secretary’s myriad duties including overseeing a BRDC lunch for 1000 people. “I saw the GP start but missed most of the rest,” she says as we assemble outside the glass-fronted three-storey BRDC suite overlooking the Brooklands/Luffield complex. “I was just too busy. But I’m aiming to watch the rest tonight!”



MG’S PUBLICITY IDEA CAME SHORTLY after the 1934 launch of the P-type Midget – low-powered but sprightly, compact but sporting, a car that was simple to maintain and light to handle. Whether or not there was, lurking at the back of the PR department’s mind, the prevailing measure of simplicity of the times – the patronising ‘so simple even a woman can manage it’ idea – we can’t tell. But as we like MGs let’s be charitable and assume that it was merely the scarcity of lady racing drivers that made the idea an attention-getter. Either way, from the company’s point of view it worked. Fleet Street as well as the motor sporting press made public mileage out of six



MG cockpit looks relatively standard; 24-hour racing mods such as lamp guards and quick-release fillers are more obvious from outside

‘gels’ against the male heavyweights of the racing world. And the Dancing Daughters tag? Not a complete tabloid invention – there was at the time a popular revue troupe called ‘Rosalind Wade and the BBC Dancing Daughters’. Thus not so much a case of branding as borrowing.

A female driver in the arduous day and night French classic was no longer novel – there had been 10 previous lady entrants, one finishing fourth overall – but this was a quasi-works team upholding the honour of an ambitious company, thus requiring selection by ability rather than merely a budget big enough for a private entry. With such a piddling engine, the aim could only be entry into the Rudge-Whitworth Biennial Cup with its abstruse performance calculations, or the team prize, which called for a dependable crew of reasonably matched drivers. For an MG enterprise Doreen Evans was an obvious choice; along with brothers Kenneth and Dennis, she regularly and successfully campaigned MGs prepared by Wilkie Wilkinson at their Bellevue Garage off Wandsworth Common. Her partner was Barbara Skinner, daughter of the family who put the ‘S’ in SU carburetters, who drove alarming Hudson-engined Morris specials in hillclimbs, winning the Ladies’ Cup at Shelsley

Walsh in 1932. She would later marry fellow hillclimber John Bolster. Their MG would race as no55 – all three were registered consecutively but slightly out of sync with their race numbers, being JB 6156, 57 and 58 – and though the intention was to prove that a ‘standard’ car could perform well in this tough test, it would be an inefficient firm that didn’t take immense care over preparation.

Revealed in 1934, the P-type advanced the Midget line. “A marked improvement in all respects,” said *The Autocar* of the sporty machine with its higher-revving 847cc OHC engine, underslung rear axle and four-speed gearbox. Everyone praised its handling and performance (at least per £, at a tempting £220 for the two-seater) and *Motor Sport* reckoned it could make 72mph with screen flat. Nothing like enough for Le Mans, though, so the three cars were stripped and the larger 939cc engine of the newest PB variant slotted in, blueprinted and fitted with racing valves and polished head. In went twin fuel pumps and a lightened clutch, while longer ratios from the J-type MG replaced the standard cogs. On went alloy cycle wings and slotted bonnet, an aero screen, quick filler caps, lamp guards, stronger wheels, and bigger brakes from the Q-type racer. Nearly



everything came from the MG range so it wasn't stretching 'standard' too far...

Every team needs a manager, and burly George Eyston was by then a respected racer, often with supercharged MGs using the Powerplus blower he designed. A multiple endurance record holder, he had driven twice at La Sarthe and also had his eye on the Land Speed Record, which would fall to his monstrous Thunderbolt two years later. Known for his organisational skills, he had another appropriate feather in his cap: his unexpected giant-killing Mille Miglia class win in a K3 Magnette two years before. Come the race he would run the operation from the pits.

Captain of the crew of car 57 was wealthy Scotswoman Margaret Allen. For her the pocket-sized MG must have seemed a toy – she was used to hurling Lagondas and the 4½-litre Marker Bentley around Brooklands and was one of the few women to boast a 120mph badge. An enthusiast all her life, she raced Mother Gun, the 6½ litre Bentley special, and took a Riley on the Monte Carlo. After helping break codes at Bletchley Park she became a road tester for *Motor*, whose editor she married. Her co-driver, Colleen Eaton, had less of a record but was immersed in motoring; her



## “DESPITE THE PRESS TREATMENT THIS WAS A TEAM OF SERIOUS DRIVERS”



husband Hugh drove a Lagonda to third at Le Mans in 1930, with the Hon Brian Lewis. For her attempt on the great race she and Allen drove down in her big Alfa Romeo saloon, which they used as sleeping quarters.

Completing the gang in car 56 was Joan Richmond, who three years earlier had won the JCC 1000-mile event so had experience in endurance racing, and Mrs Simpson – no, not that one but Eveline, Richmond's regular racing partner who also contested Alpine trials and the Monte Carlo Rally. So despite the light way the press treated it, this was a team of serious drivers, as the results would show. Slow as they were compared to the Alfa Romeos, Lagondas and Aston Martins up at the front, the three cars circulated steadily and on schedule, with nothing but a blown light bulb on Evans' car to disturb their routine pitstops. While Hindmarsh and Fontes wrested a victory from Heide and Stoffel's 8C 2.3 Alfa, the female trio cruised to quiet, but satisfactory 24th (Richmond/Simpson), 25th (Evans/Skinner) and 26th (Allan/Eaton) places. Yes, they achieved only 153 laps compared to the Lagonda's 222 and only a couple of Austins finished lower, but it showed reliability and it qualified for an entry to the Rudge-Whitworth Biennial Cup the following year – which wouldn't happen. Not only was the race cancelled due to strikes, but after Cecil Kimber sold MG to Morris, the racing department was promptly closed.

The Evans car was sold to a privateer and reportedly written off, but the other two had new lives on the hills, fitted at the factory with Marshall superchargers to become trials cars. Margaret Allen's mount then went to the States where Miles Collier Sr raced it, later modifying it with streamlined coachwork. It remains in the Collier collection. But the last, and first of the three across the 24 Hours finish line, remains in 1935 form just as Joan Richmond would have seen it at their Brooklands shakedown. Before it crossed the block at RM Sotheby's Battersea sale, we had a chance to hijack it. And Gillian Carr is about to whang it through Brooklands corner for us.



SHE RETURNS GRINNING. “THE FIRST impression was a sense of vulnerability – how small it is,” she reports. “But as you get to know it it gives you a lovely warm feeling. I've always felt that early MGs were more refined than their rivals.” She clicks the gear knob. “The gearbox is delightful, precise, positive and smooth, and it complements the power – which is astonishing given its capacity. I've driven larger-engined MGs of the era, but this has enlightened me to the capabilities of the lesser machines.”

After we've used up our stint on the track proper, Gillian is able to give the car a good workout around the perimeter roads. Praising the chassis, she says that once warmed up the

car changes from mild-mannered to gutsy and purposeful. “She’s an agile beast, quick to respond to the slightest touch.” And those larger brakes? She shrugs. “Just period brakes!” She’s well used to those.

Another pleasing thing she points out are the elegant details – the company’s octagon motif on sidelights, instruments, the twin mixture knobs down by the transmission tunnel. Sold after the war to MG dealer Sir Frederick Royston and passed to the current owner in 1981, this car was comprehensively restored in 1995 and gleams from end to end.

As we’re considering this all-female undertaking, rare for the time, I have to ask Gillian the ‘women in motor sport’ question. Another shrug. “I’ve never noticed any discrimination of any sort. There are so many women in the VSCC and the HGPCA, many couples where it’s the woman who’s the keenest one. As a matter of fact,” she goes on, warming to a subject she wasn’t especially interested in to begin with, “many of the important historic race series in the UK are currently run by women.” Hard to imagine that happening in the 1930s – or a lady running the BRDC.



WE RETURN TO THE CAR, SPARKLING IN the breezy sunshine. “This is the perfect antidote to a busy Grand Prix weekend,” says Gillian. “The car is a delight, though it lacks the brutality you would want to have at your disposal to tackle Le Mans in the pre-war period. I have huge admiration for the female pilots who were gunning this tiny machine against far faster and larger cars on a bumpy track with only dim lights to guide them. But I’m sure the ease of driving it would minimise their fatigue during the race and propel them to the finish.”

It’s an element we often forget – that the circuit was once not smooth, hard Tarmac, but an erratically surfaced public road, that dust was a problem, and that dynamo-powered headlamps were barely adequate. Yet had Morris not shut MG’s racing department, there seems little doubt that six eager women would have been back the following year – strikes permitting – to have a crack at that Biennial Cup. 🏁

*Joan Richmond and Barbara Simpson’s MG comes up for auction at RM Sotheby’s Battersea sale on September 7. Our thanks to RM Sothebys for making the car available, and to Gillian Carr.*

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## BAND OF SISTERS

The ladies’ collective who race under the label ‘Bentley Belles’

HE NAME IS NOT QUITE RIGHT – this ladies’ team races more than Bentleys, but it’s a convenient title for a band of enthusiasts who happen to be female and who bonded over a WO 4½. And it’s a nice twist on the old ‘Bentley Boys’ phrase.

“I’m more used to sharing cars with men,” says Gillian Carr, one of the four Belles, “but it’s great to find kindred spirits among the girls.” She knew only one of the other team-members when she was invited out to Portimão to share a 4½-litre Bentley in the Benjafield Racing Club’s 24-hour race there, “but we just gelled. And we finished 12th out of 24, despite overcoming mechanical issues 11 hours into the race in the dead of night.”

The Bentley belongs to Katarina Kyvalova, a Hamburg-based enthusiast who has been competing in historic rallies for some years but who recently discovered circuit racing. Challenged during the Flying Scotsman Rally to run her Bentley in the day and night Portuguese event, she accepted – and then had to find some

female *co-équipiers*. Now Katarina and Gillian along with fellow racers Georgie Riley and Georgina Bradfield are a sort of collective who have variously shared the Bentley in the Mille Miglia and entered Katarina’s Austin-Healey 3000 in September’s Spa 6 Hours – “the first all-female crew in the event,” says Gillian – while individually contesting Goodwood’s 73rd Members’ Meeting (Katarina in her Cooper-Jaguar), Le Mans Legends (Gillian in Connaught ALSR, Katarina in the Healey), vintage trials and the Pomeroy Trophy in a selection of machinery. “But it’s not about being women,” says Gillian, “it’s about racing with kindred spirits, fellow enthusiasts. We think the same way, have the same outlook on things. We have a lot of fun.”

The fact that all four have been racing in various fields regardless of gender and have come together only for social reasons, not because there’s any need nowadays to campaign or make a point, has to be a sign that, in historic racing at least, the gender battle was over long ago.



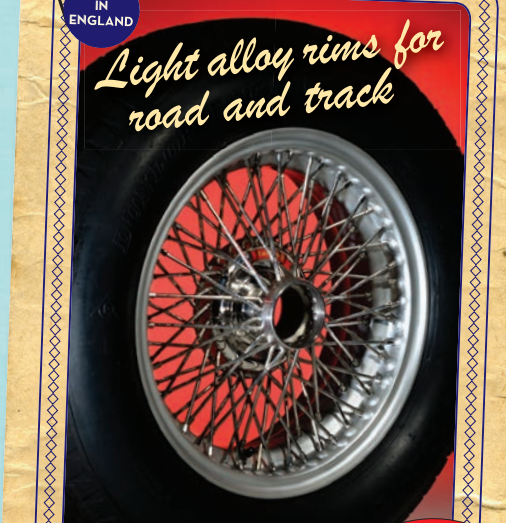
The Belles at Goodwood: l-r, Katarina Kyvalova, Gillian Carr, Georgie Riley and Georgina Brewster



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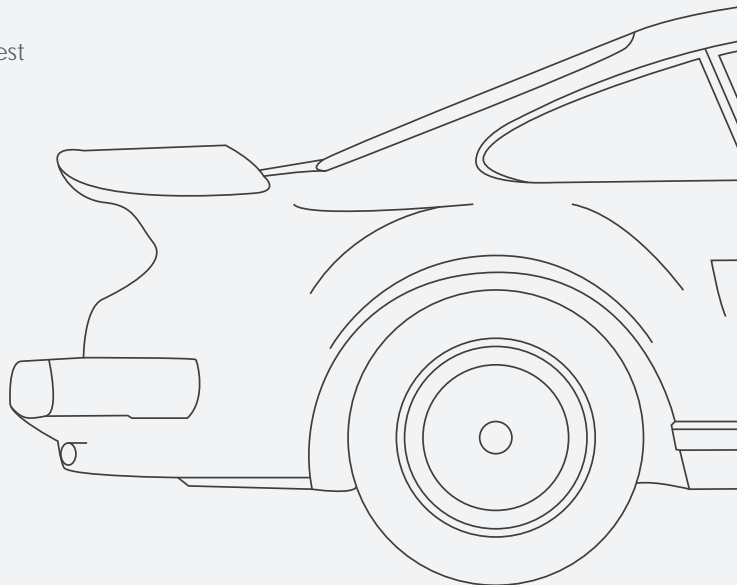
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**W**OULD I BE interested in doing a tyre test for Michelin and then writing about it? In a Formula Renault 3.5 car? At the AGS Formula 1 team's

former test track – the Circuit du Var, located in the hills of Provence barely half an hour from St Tropez? Not too difficult a decision, that one.

I flew to Nice a few days before the Monaco Grand Prix, so the plane was packed with Formula 1 PR and marketing people, including some I'd worked with during my days as a Lotus factory driver. They seemed less interested in the weekend ahead than they were in the presence of Liam from One Direction, sitting just in front of us...

The purpose of the exercise? Michelin wanted to demonstrate the capabilities of a high-performance, F1-style tyre on 18-inch rims. The firm has already proposed a radical change in the way Grand Prix tyres should look and has thrown its hat into the ring as a potential successor to current supplier Pirelli, when the Italian firm's F1 contract expires at the end of 2016. The current rules stipulate 13-inch wheels, but Michelin feels it is

# Why SIZE matters to Michelin

The French company is pitching to return to Grands Prix... so long as wheels and tyres relevant to the modern age are adopted.  
*Motor Sport* looks at F1's potential future

writer JOHNNY MOWLEM



Mowlam adapts to low-profile Michelins in Formulae Renault 2.0 (left) and 3.5 chassis

important in the current economic and political climate to introduce more road-relevant dimensions. To support its case, it has worked closely with Renault to develop a 17-inch rim for the Formula Renault 2.0-litre car and an 18 for the quicker FR3.5.

After the obligatory *croissants* and *pains au chocolat*, Michelin and Renault engineers briefed us about the potential switch to bigger wheels. They were hoping to be able to demonstrate the benefits in terms of lap times, tyre life and also handling.

I would start by completing several five-lap runs on larger rims in a Formula Renault 2.0, followed by a similar stint in the FR3.5. Initially I was a little sceptical, not least because I understand the absolute importance of a baseline and we didn't have two FR2.0 or FR3.5 chassis available to make direct 13- and 17/18-inch comparisons. I'd never driven at the Circuit du Var, either, and began to wonder if this was simply a PR stunt with no real substance. But the weather was wonderful, the people were friendly and I went out for my first exploratory laps with as open a mind as I could muster.



THE FORMULA RENAULT 2.0 IS A fantastic little racing car, designed as the perfect first rung on the ladder for aspiring young Grand Prix drivers. Several past champions have gone on to become front-line F1 racers, including Felipe Massa and Valtteri Bottas, while many have become professionals in other disciplines. The engine develops 210bhp and revs to 7500rpm and from past experience I knew these were very nimble cars that handled well. It didn't surprise me that I found it initially very easy to drive, but as I pushed



harder I began to notice that it had incredibly good turn-in. It had virtually no understeer, even in the slower corners, and that's quite unusual in a racing car. This suited my style as I tend to turn in quite early and gently, so I ended up thoroughly enjoying myself and going quicker and quicker with no discernible drop-off in tyre performance. My last lap turned out to be my quickest, a trait I remember from driving on Michelins in various endurance races such as Sebring and Le Mans. It was clear that Michelin hadn't lost its ability to make a tyre that is consistent and durable, even when going up to a bigger rim size.

Next up was the Formula Renault 3.5, about which I was very excited as I had never driven one before – although I have worked in the series as a commentator for BT Sport. The 610kg chassis has a Zytek V8 that puts out 530bhp at 9250rpm, so power to weight is pretty decent. I raced the 4-litre version of the same engine in endurance racing, so I know them well and appreciate their driveability and reliability.

The only downside for me was that I come from a generation of drivers for whom the left foot's main function is to operate the clutch (I pre-date paddle shifts by quite a way), so I'm

not particularly well programmed for left-foot braking sensitivity.

Nevertheless, I was surprised how natural everything felt and it was no problem to push quite hard straight away. The downforce of this new car amazed me – it's right up there with the Lotus T125 Formula 1 concept that I tested and developed. I began to explore the car's limits, in order to try and get a true feeling for the tyre, and again noticed that same directness from the front – even in the slower corners where the downforce isn't masking any tyre slide. The front tyres' sidewalls felt very stiff laterally, but it certainly seemed to absorb bumps and kerbs – something else I remember from driving Michelins on the ploughed field that constitutes the Sebring racetrack.

On the last timed lap of my final run, my weakest link – that left foot – was unfortunately exposed. In trying to brake a little later for the final second-gear corner, which you approach flat in sixth, I locked the inside front right and didn't modulate the brake pressure quickly enough, which caused me to run wide coming out of the corner and plonk this lovely single-seater about two metres into the gravel trap. It happened at slow speed and no damage was done, but I was very apologetic... and also annoyed at myself for ruining what would otherwise have been my best lap. I know – excuses, excuses...



NEVERTHELESS, JUDGING BY THE consistency of my lap times up to that point, the tyre was demonstrating no drop-off whatsoever. And I have to say that I have rarely experienced such positive turn-in on a race car.

I know this is all slightly immaterial, given that I couldn't back-to-back the different wheel sizes, but the test made one thing very clear. If Michelin were to return to Formula 1, and if it were to introduce 18-inch wheels, there is no doubt that it would be able to deliver incredible performance and consistency. Would that be a good thing for Grand Prix racing? I'll leave that debate to you.

To my mind, though, Formula 1 should be about the best drivers in the world driving it like they stole it for an hour and a half on Sunday afternoons. Terms like 'lift and coast' should be obsolete at any level of the sport, let alone its pinnacle, ditto instructions to nurse tyres that are perhaps only five laps old. 🏎️

## FROM THE MOTOR SPORT ARCHIVES

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August 1977 | Michelin enters F1 at Silverstone

March 1978 | Brazil: Michelin takes first GP win

November 2000 | Michelin's radical F1 radial

# PATTERNS OF

French manufacturer DB's cars were seldom conventional, but quirky looks tended to mask giant-killing performance

writer RICHARD HESELTINE


photographer MANUEL PORTUGAL

**T**HERE IS NO ESCAPING, only ducking. At some point, you are going to have to change gear. The flat-twin is making its presence felt, that's for sure. All 744cc of it. The ring-a-ding-ding backbeat fills the air as the revs build, the stubby lever fitting comfortably into the palm of your right hand. Just remember that it's a reverse-pattern shift: you're currently in second, not third. And don't forget to blip on up and down shifts, a situation that isn't made any easier by the close proximity of the steering wheel that juts out near vertically from the dashboard. It's cosy in here, but that is to be expected. You don't so much drive a DB-Panhard as wear it.

More revs, more noise. Pull the lever across and down and there's a reassuring meeting of metal on metal. Now you're in third, but even then movement across the gate is barely perceptible: there's maybe half an inch of travel so it's easy to grandma a gearshift. This time it's in, but this is in no way a restful car to drive. It requires effort and forethought to get the best

from it, but the sense of elation when you get it right makes it all worthwhile. This 1951 race veteran is a remarkable car in so many ways.

Which is to be expected given the brains trust behind it, chief among their number being the 'D' of DB, Charles Deutsch. Born 20 miles or so east of Paris in September 1911, this gifted Frenchman was once as big in stature as he was short in size (and eyesight); a self-starter with a passion for engineering and design that was evident from the outset. Working alongside his father, a cartwright who began creating his own coachbuilt bodies for new-fangled *voitures*, young Charles supplemented his on-the-job training by reading any book he could find on vehicle dynamics and technical theory. On leaving *École Polytechnique* in 1935, he began his professional life as a civil engineer for the government's bridges and highways authority, and would in time become chief engineer. He retained this position until 1966, by which time he had long since established a parallel career as a car designer and manufacturer.

His rise to international prominence in motor sport materialised in tandem with that of sometime friend René Bonnet. Following the death of Deutsch's father in 1929, 18-year-old Charles took over the reins at the family 



# TINY FEATS





With simple, smooth, light body, the little DB performs and handles better than its overhung 744cc engine suggests

*carrosserie* but, three years on, the pressure of juggling his studies with operating a business was starting to show. Something had to give so he and his mother sold La Maison Deutsch to Bonnet. The newly-installed tenant, who was barely 25 years old, promptly turned the ground floor into a Citroën agency and general garage while his landlords continued to live upstairs.

With a back story that involved enduring a lengthy – and unnecessary – spell wearing a body cast due to a misdiagnosed back injury, Bonnet had eked out a living making shawls prior to taking on his sister's faltering commercial garage. Displaying natural salesmanship, he transformed it into a thriving business only for a new brother-in-law to enter the picture, hence his decision to go it alone at La Maison Deutsch.

Predictably, Bonnet and Deutsch's shared love of cars allied to the former's desire to compete trackside led to the creation of a purpose-built racer. For 17 months the duo worked hand-in-glove on a Citroën Traction Avant-based roadster, the DB1 breaking cover in March 1938. A second car, a devilishly attractive coupé, was then mapped out for Deutsch's personal use but it wasn't completed until a later date due to the German occupation.

After the end of hostilities, a roughly formalised arrangement was thrashed out with

DB becoming a recognised marque. There was, however, a slight problem: Deutsch's role was complicated by his position as a civil servant. In theory, he wasn't allowed to engage in paid, non-governmental activities. In essence, he was a shareholder in a firm that had no shares although, strictly speaking, this business existed largely as a means for filling out a name on race entry forms. A sister company in which Deutsch maintained only a nominal stake was the one that actually made DB products. The principals' business relationship was conducted on verbal understandings and handshakes. The urbane Bonnet and the rather less so Deutsch were close friends, so what was the worst that could happen?

The fledgling marque would in time make Le Mans its spiritual home, despite success in a variety of disciplines. That said, it could have been Citroën rather than Panhard that got to bask in the reflective glow of track success had it been less snuffy about collaborating with the Champigny concern. The partners constructed a single-seater with Citroën power, and fielded two Traction Avant-based sports cars at the first post-war running of the 24 Hours in 1949, only to be told in no uncertain terms that they should expect no support from the factory. Nor a supply of parts for that matter. It was time for a rethink.



THE FIRST PANHARD DYNA X-BASED creation appeared in public that same year, with two diminutive Antem-bodied cars (similar to the example pictured here) being entered in the following year's Le Mans. The Louis Delagarde-designed air-cooled two-cylinder unit proved a fine basis for a race engine thanks to its roller-bearing crank, one-piece conrods, light alloy cylinders with integral heads and narrow-angle overhead valves closed by torsion bar springs.

The Index of Performance prize was of particular significance on the home front, the patience-testing regulations having been devised to encourage development of the ideal touring car. DB would make this accolade its own, claiming honours in '54 with Elie Bayol and Bonnet driving. In 1959, the Index changed tack to one of Thermal Efficiency, allegedly in response to the Suez Crisis, with a car's speed, weight and fuel consumption all being key constituents. That season, DB claimed the award after managing 25.69mpg over 24 hours on just 744cc.

But the marque was already tilting towards oblivion. Despite a symbiotic relationship with Panhard, which included DBs being sold through select marque agencies, and a strong personal

bond between Deutsch and company principal Jean Panhard, matters came to a head when Bonnet concluded a deal with Renault to build cars using its running gear. Depending on whose version of history you believe, Deutsch hadn't been consulted beforehand and was stunned to receive a letter from Bonnet's lawyer in early '61 outlining the dissolution of Automobiles Deutsch & Bonnet. The precise reason for the split is somewhat clouded although Panhard's parlous financial state may have been a contributing factor. Whatever the truth, what followed was all-out war between the former collaborators at a venue where together they had enjoyed such great success – Le Mans.

Having seemingly reached an agreement with the state, Deutsch became a manufacturer in his own right. In March '62, CD was contracted by a still smarting Panhard to build five new cars for an attack on that year's 24 Hours – which was barely three months away. Not only did the firm beat the René Bonnet marque to the Index of Performance prize and 850cc class honours, it also claimed the GT Championship of France. Road-going replicas went head-to-head with René Bonnet offerings with about 150 being sold in 1963.

But it couldn't last. The Panhard flat-twin was struggling to keep pace with newer, more rev-happy units. For 1963, CD returned to Le Mans with a DKW-engined challenger. For the following season there was a return to Panhard power, the supercharged, ultra-low drag LM64 featuring a silhouette unlike any other. For the following year CD switched allegiance to Peugeot, which prompted Deutsch to retire from his day job and concentrate on his SERA-CD design consultancy (which would in time help shape sports-prototypes such as the Porsche 917LH and Alfa Tipo 33 TT12). He also took time out to pen several works on mathematical simulation in vehicle dynamics. He died in 1980. Bonnet perished in a car accident three years later, having left the automotive arena for good after being obliged to sell out to Matra in late 1964.



WHILE THE PARTNERSHIP DIDN'T END well, there is no denying the marque Bonnet and Deutsch created punched above its weight while it lasted. And while they displayed a rather *laissez-faire* attitude to selling their wares outside France's borders, that didn't stop enthusiasts from across Europe and North America beating a path to their door. Bodied by French domiciled, Spanish-born coachbuilder, Jean Antem, 'our' car, chassis DB768, was delivered new to Portuguese enthusiast Emygdio da Silva. While better known for his wild flights of fantasy created in conjunction with Philippe Charbonneau, Antem had prior form in shaping racing cars, not least on Delage and Talbot platforms.



Reverse-pattern shift spices up super-simple interior; tiny Panhard twin hangs out front



## “WHAT FOLLOWED WAS ALL-OUT WAR AT A VENUE WHERE THEY HAD ENJOYED SUCCESS – LE MANS”

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July 1954 | *Le Mans 24 Hours report*  
 April 1960 | *Road Test - Panhard PL17*  
 April 2008 | *CD-Panhard LM64 up for sale*

De Silva didn't waste any time campaigning his 'Antem Cabriolet', competing in speed and regularity events, rallies and circuit races. In the winter, he drove with a full windscreen and hood, on track with a small 'saute-vent' which, we're told, may have increased the top speed from 85mph to a giddy 88mph. The first major success for the DB was a class win and fifth place overall on the '51 *Vila do Conde Circuito da Primavera*, beaten only by a Ferrari 166MM, an Allard J2 and two 'specials' based on Fiat/Simca 1100 running gear. During the following year da Silva won a production car race on the same circuit while also claiming class honours in the national hillclimb championship. In 1953 there were further category wins and giant-slaying acts (not least a fourth-place finish behind larger capacity rivals at the Porto circuit), the bodyshell being reworked during the season to ape the style of the Antem-bodied DB *barquette* which won its class in that year's Sebring 12 Hours.

The DB rounded out its frontline career on the '54 *Volta a Portugal* rally before being replaced by a DKW and assorted Alfa Romeos. The car subsequently disappeared into a private collection where it was left to fester. It was acquired five years ago by Carlos Cruz, who entrusted the restoration to João Teves Costa.

And it is a delightful little machine, one in which the engine overhangs the front axle. The tiny short-stroke twin initially pops and parps before settling down to a gentle thrum. Contrary to expectations, it doesn't sound the least bit angry, nor does the car vibrate. The clutch is sudden but smooth-acting, but once mastered (or near enough) the gearchange is ultra-direct. The revelatory part, however, is the handling.

Given the weight bias front to rear, you approach the DB expecting it to understeer like a wayward shopping trolley, but it doesn't. Not even close. The regular Dyna was one of the best riding cars in its class in period, with steering to match. Here, its ability to absorb the worst topographical nastiness is appreciated as you do feel as though you're skimming the ground. Turn in is immediate – disarmingly so, and while it does plough on a little, it never threatens to spill. It's huge fun. It makes you smile. The steering is perhaps the car's best feature: there are no vague spots, which given its vintage puts it in rarefied company.

Unfortunately, a minor technical problem that cannot be fixed on the spot ends play early, but not before the DB has wormed its way into our affections. It is so much more than the sum of its proprietary parts, being a car that in period at least was as adept on track as it was off-piste. This isn't the easiest car to drive, but it rewards perseverance. It is, in every positive way, eccentric and left-field. You wouldn't want it any other way. 📌

Thanks to Carlos Cruz and Adelino Dimis

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# EVENINGS OF THE MONTH

## GOODWOOD FESTIVAL OF SPEED



Valentino Rossi led the MotoGP standings at the time of his first Goodwood visit. He proved popular...


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HE GOODWOOD FESTIVAL OF SPEED GETS bigger and bigger. And it gets better and better. Was this the best ever? You decide.

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Few people better expressed the theme of 'Flat out & Fearless, Racing on the Edge' than Valentino Rossi, who scored a MotoGP win at Assen on the Saturday and flew straight to Goodwood for his debut appearance. The Doctor had a *very* late night at Lord March's party, rode his Yamaha 

# EVENTS OF THE MONTH



Fireworks on and off the hill: Alex Lynn (Williams FW13B), 250F, Ken Block and Robby Gordon provide diversity



Back in a familiar routine: 60 years on from his Mille Miglia success, Stirling Moss drives Merc 300 SLR

up the hill and drove a Mazda 787B and a Porsche 962 before he flew out again on Sunday night. So keen was he to drive the cars that he rescheduled his flight and helicoptered to Southampton airport at the last possible moment. His appearance on the Goodwood House balcony verged on the Papal.

"Fantastic, so much fun, see you soon," grinned Vale. We hope so.

A real showstopper was the sight of no fewer than seven Mercedes-Benz 300 SLRs, with Sir Stirling Moss at the wheel of the famous number 722 in which he won the 1955 Mille Miglia. "Lovely car," he said, "does everything so well, just as good as I remember it." It was truly memorable to see all the silver cars together (the other remained confined to a German museum).

In contrast the Le Mans-winning Mazda 787 stirred more recent, and

very noisy, memories. The Japanese manufacturer was everywhere, its beautiful sculpture towering above Goodwood House, its 'Raise the Roof' live bands in the stables, its brand-new MX-5 on the hill – all in celebration of its 60 years in motor sport.

Then there was the 28-litre Fiat S76, running in anger for the first time in 100 years. And angry it sounded, with flames leaping from the exhausts, the car constantly surrounded by goggle-eyed fans with their fingers in their ears. For intrepid owner Duncan Pittaway the restoration of this mighty beast has been a labour of love – and he plans to drive the thing to future events from his home in Bristol. Hats off.

A thrilling Sunday shoot-out was won by Roger Clark's son Olly in his outrageously quick Subaru Impreza 'Gobstopper', reaching the top of the hill

GOODWOOD: GUY STANBOROUGH



Back by popular demand: King Richard Petty demonstrated his 1970 Superbird

## MY MAGIC MOMENT

Engine damage? A mere trifle to 'Big Daddy' Don Garlits...

**F**ROM A KALEIDOSCOPE OF wonderful moments I am going for the 'Big Daddy' of them all.

Don Garlits made his FoS debut, bringing one of his early Swamp Rats from Florida. Not everything went according to plan, though.

Garlits never breaks his engines, but on Friday afternoon that's what happened. Valve spring, floating valve, piston and cylinder head wrecked. No spare motor. No more runs. Then mechanic Davie says he wants to take the valve cover off for a closer look. Good move, Davie. Big Daddy goes into overdrive... "Hey, we can fix this, run it on seven cylinders. I've won championships on seven."

Up go the sleeves, out come the spanners. Head off, pushrods out, valve out, intake blocked with a piece cut off a Sprite can and some denture fixative. As you do.

Borrowed batteries won't spin the mag. The Williams mechanics arrive with one of those mega F1 battery packs. Instant noise. Big Daddy is ready to roll.

So, down to the startline they go – where the push-truck's starter motor jams. No big deal. Along comes the Goodwood Range Rover, a tow rope is attached to the Swamp Rat, and she fires up in a blast of nitro-filled noise.

When the world's most successful dragster racer has come all the way from Florida to show us Brits how it's done, then it's gonna be done in style. But where *do* you get denture fixative on a Sunday afternoon in Sussex?

*Rob Widdows*

in 44.91sec. Fans love the shoot-out and each year we wonder if the outright record will ever be broken, but Nick Heidfeld's McLaren run in 1999 of 41.6sec remains well out of reach.

Up in the forest rally fans got mouthfuls of dust watching some of the sport's great exponents, including Kris Meeke in his Citroën DS3 WRC, jumping, sliding and bouncing over this narrow stage between the trees.

This was a memorable year for bikers, or motorcycle riders as John Surtees rightly prefers to call them, and Big John was at the centre of it all as ever. From behind some hefty straw bales we stood and revelled in the sight of so many champions gunning up that hill – Rossi, former arch rival Casey Stoner, Freddie Spencer, Kenny Roberts, Giacomo Agostini, Phil Read, Troy Corser and John McGuinness to name but a few.

More peacefully, the Cartier Style et Luxe was just a mouth-watering oasis in all this mind-blowing panorama of speed and noise. Peter Mullin brought his stunning collection of Fogni & Falaschi cars from his museum in

California to celebrate the Parisian coachbuilder's 80th anniversary.

And I haven't yet got as far as the Formula 1 boys, Jenson Button, Felipe Massa, Nico Rosberg and Kimi Räikkönen all in superb form just a few days before the British Grand Prix.

"I've been coming since I started in F1. Such a fun event, lots of old friends, great cars *and* I get to drive some historic McLarens," said Button. Great to hear those old V10s again, shrieking up the hill. Oh, and Nyck de Vries

drove Ayrton Senna's McLaren-Honda. What a privilege, for him and us.

It went on. Kiwi 'Mad' Mike Whiddett showed us how to slalom up the track, a new drift class kicked up lots of grass and dust, an Aston Martin Ulster made nearly three million quid at the annual Bonhams sale and an RAF Typhoon rattled the champagne glasses. Very Goodwood.

Too many folk, with nothing to prove, are making a mess of Molecomb Corner, causing long delays for fans along the track. That niggle apart, it doesn't get much better than the Goodwood Festival of Speed. *Rob Widdows* 📧

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Despite the kicking F1 has received of late, the British Grand Prix attracted 140,000 race day fans



## NOT JUST THE BRITISH GP

Silverstone, July 2-5 & Oulton Park, July 4: F1 qualifying or Morris Minors in Cheshire? A fairly easy choice...

**T**IME WAS THAT BRITAIN'S annual motor racing showpiece would have the weekend pretty much all to itself, with few if any concurrent fixtures. But no more. This year, the ninth round of the Formula 1 world championship clashed with the Masters Historic meeting at Donington Park, a BRSCC/HRDC Oulton Park clubbie, VSCC Shelsley Walsh, the 360MRC's six-hour enduro at Snetterton and doubtless a few things I've overlooked. Somebody asked whether such a glut of fixtures might

affect Grand Prix attendance, but 140,000 through the gate on Sunday answered that...

Silverstone's infrastructure might have been stripped of soul when a second paddock was built in an adjacent county to the first, but its most important element – the grey bit bisecting the kerbs – remains a thing of delight. And if you consider modern Formula 1 cars dull to watch, chances are that you weren't attuned to the posture of the two Toro Rossos on Friday morning. Almost every time Carlos Sainz or Max Verstappen loomed into view, they'd have a front wheel locked or a rear



Andrew Jordan leads the HRDC Touring Greats field. Josh Fisher takes on the McArthurs, below left, and BMW chaos, below



stepping out of line, a couple of kids blending the spirit of the 1970s with the downforce of the modern age and creating a potent cocktail (even though one of them isn't yet old enough to drink such things).

There were a number of bygone touches, too, not least Friday morning's traffic meltdown – caused, I'm told, by truck drivers ignoring 'no through road' messages on the A43, and thus ending up on country lanes in the circuit's immediate vicinity.

Fellow writer Peter Windsor turned up in a period Williams shirt, an affectionate tribute to the 30th anniversary of Keke Rosberg's 160.958mph pole lap – an occasion I remember for several reasons, not least the intermittent rain showers during the session. At one point I took shelter beneath the Woodcote grandstand, whereupon I trod on an old plank and a rusty nail pierced my right foot. The pain will forever be logged in my memory alongside Rosberg's average lap speed.

For all the forecasts of doom surrounding F1, the Silverstone atmosphere was a match for anything conjured during the Mansell years –



SIMON ARRON

recalled always for their extraordinary effervescence – and the race proved both tense and unpredictable, a fine complement to such a vibrant backdrop.



**EVEN SO, ON SATURDAY MORNING** I slunk westwards along the A43, away from the traffic diversions, and within two hours was perched in the Oulton Park paddock, eating (rather than photographing) yet another café breakfast. Also on the menu? Two Formula Ford races, two for BMW Compacts, four for VW Golfs of various antiquity and a gloriously diverse Historic Racing Drivers Club double-header, featuring everything from a Daimler SP250 and a Fiat 850 Abarth to a brace of Vauxhall VX4/90s and most of the Austin A40s BMC ever produced.

Highlights included a wonderful, three-way Post-89 FF1600 battle between Josh Fisher and the McArthur brothers, David and Tom, with Fisher getting the nod by a tenth, and the brio with which the Jordan family's winning A40 was handled by British Touring Car Championship star Andrew (sharing with father Mike).

His pace robbed the race of its competitive zest, so far was he ahead after a couple of laps, but if his were the only car in the field it would still have been worth the trip.

## ELECTRIC AVENUE

Battersea Park, June 27: Circuit racing returns to Greater London after 43 years

**T'S AN ODD SENSATION, TAKING A** familiar stroll across the London Victoria concourse, listening to the usual tannoy pronouncements about train delays, signal failures and wildebeest herds wreaking havoc on the line at Herne Hill, then walking not to the office but to a motor sport paddock.

Bernie Ecclestone has long expressed interest in running a London GP – a nice notion, but terminally impractical (try getting across the capital when there's a cycle event running for one afternoon, then imagine the disruption multiplied by a factor of several). In its maiden season, however, Formula E succeeded in racing close to the city's heart by annexing parkland rather than public roads.

London hasn't wholly been devoid of motor sport since Crystal Palace hosted its final car race in September 1972. Most oval stadia have perished, but Wimbledon survives, corporate karting thrives and a slice of Crystal Palace has been resurrected for an annual sprint.



LUK



Formula E has been more divisive than most recent racing inventions, but it has been cleverly packaged. Set the cars loose around the broad expanses of Thruxton or Silverstone and they would look painfully slow, but just as Monaco looks like the quickest circuit on the F1 calendar from trackside – because proximity increases the sense of speed – so FE cars look dramatic within the slender concrete alleys that constrain them. Around Battersea the cars' body language was exquisite, helped by drastic cambers, surface bumps (one of which had to be flattened overnight, to prevent cars joining the Heathrow approach path) and the wholesale absence of grip. The audience included current F1 Felipe Massa and Nasr, FIA president Jean Todt and double world champion Emerson Fittipaldi, possibly the only man in the paddock who'd competed at London's last circuit. "I have happy memories of racing at Crystal Palace in both F3 and F2," he said. "It was short, but incredibly technical. I absolutely loved it"

Enhancements are needed, of course. At some points around the track, spectators could have done with improved elevation in order to see more than a passing roll-hoop, but given the scepticism that preceded the project it was well run (by MSVR) and organised.

One trusts it will be given a second chance, although an active on-line group is petitioning for a break clause in the five-year contract to be activated to prevent any repeat.

I was too young – and much too far away – to cycle to Crystal Palace in its heyday, but it was a privilege to witness Battersea Park's inauguration, whatever might happen next.



Sam Bird leads Formula E rivals through Battersea Park and, left, visiting legend Emerson Fittipaldi



Andrew Smith flies high en route to a spot of giant-killing. Below, vintage dust-up

SIMON ARFON

## EARTH, WIND AND FLYERS

Cholmondeley, June 11-12: It might generate fewer headlines than other events of similar stripe, but don't be fooled by its low profile

**O**N FIRST ACQUAINTANCE THE GRASS looks lush and smooth, but within a couple of laps the vintage scramblers have churned it up and your eyes and camera lenses are filled with dust.

It's precisely one year since last I stood and watched the discipline, and time away isolates you from its realities. Dry mouth apart, though, the Cholmondeley Pageant of Power is a great place to be – an unsung gem with a wonderful spirit.


Despite jet-ski gymnastics, air displays by both Eurofighter and Vulcan and a sumptuous array of stuff with wheels, things did feel a little scaled down for the event's eighth running. One sponsor's late withdrawal meant no TV coverage (and no giant screens on which the crowd – and commentators, come to that – could follow the action), while the Sinsheim Museum's once staple supply of automotive eccentricity has not been seen for a year or two. There were ample compensations though, not least Malcolm Ricketts' wedge-shaped



Lotus 58 F2 car and Michael Hanson's ex-Jo Bonnier Lola T70, having its first run following a meticulous rebuild by CGA Engineering. There had been counter-claims about ownership of the Bonnier car, but after a lengthy stint in a North Wales barn this chassis' provenance has now been established. Driver Mike Smith was saddled with Le Mans gearing, but it would have been a joy to behold even had it trickled around at tickover. Which it didn't.

Close by the hump-backed bridge, which has become the 1.2-mile sprint course's signature feature, a local buzzard circled overhead for most of the weekend, a sign perhaps that even local wildlife recognises a good place to watch. Tony Worswick (Jordan 194) was perhaps most spectacular on his first passage – a touch too much so, it transpired, as he struck a straw bale on his second and incurred sufficient damage to preclude further participation. Hillclimb regular Gary Thomas (Force PC) eventually set fastest time, although Andrew Smith (Cooper T43) merits special mention for defeating newer and more powerful machinery in the Historic F1/Single-Seater class (in which Worswick was due to participate).

Every year, the event's running is accompanied by stories that its future might be threatened by its position on the edge of a financial precipice, but so far all such alarms have proven false.

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HISTORIC SCENE WITH

# GORDON CRUICKSHANK



One wheel in the past: searching out what's new in the old car world

[www.motorsportmagazine.com/author/gordon-cruickshank](http://www.motorsportmagazine.com/author/gordon-cruickshank)



Pescarolo tries the rebuilt car that nearly ended his life - the super-low and radical Matra MS640

JEAN-PAUL WEBER

## INTO THE WILD BLUE YONDER

Matra was determined to win at Le Mans, but one of its chosen weapons blew up in its face

**T**HERE ARE FEW SOUNDS finer than a Matra V12 with its throttles open, and Goodwood served up an eye-catching pair of these blue *bolides*: a chunky open MS650S and the swooping lines of the unique closed 640. How could that be here?

Surely it was written off in 1969 when it gave Henri Pescarolo a terrifying unplanned flight? Investigating further I found the creator of this conundrum, Pierre Rageys. He confirmed that I wasn't looking at the same bits of metal that finished as a crumpled wreck during that

Le Mans trial, but a painstaking reconstruction of the unique low-drag coupé, built from the original plans under the aegis of its designer Robert Choulet. It has taken Rageys, a Matra enthusiast who also has an MS650, 10 years to complete this labour of love, and it means we can see in action one of the experiments, ill-fated though it may have been, that eventually led to today's advanced aero management.

Jean-Luc Lagardère, the power behind the team, was determined to win the 24 Hours of Le Mans in France's blue livery, and for 1969 to widen his chances he commissioned two parallel projects –

# GORDON CRUICKSHANK

the compact open 650 masterminded by Bernard Boyer and Choulet's low-drag coupé, both powered by Matra's glorious 3-litre. This in the same year Matra would win the French and European F2 championships and was also building the Tyrrell-run MS80 that Jackie Stewart used to win the F1 drivers and constructors titles...

Before the chicanes, even a few extra mph down Mulsanne could translate over 24 hours into valuable laps, hence Lagardère's support for Choulet's radical project. Choulet was a man of strong ideas honed under Charles Deutsch, the guru of those low-power, low-drag CD Le Mans devices, and under its super-low, slippery shape the 640 packed complex suspension exhibiting extremes of anti-dive and -squat geometry. Rockers and transverse springs sat up front with a high-set five-link system behind, leaving clear tunnels on each side of the transmission. No one was looking for ground effect at this point; Choulet's aim was simply a minimum-drag form that could be tuned for front-rear balance and zero lift, combined with the suppleness to handle a bumpy track.

Designed and built in five months the 640, with its complex multi-tube chassis and aerodynamics refined in the Eiffel wind tunnel and in Matra's missile design hydrodynamic tank, looked full of promise on its shakedown at Marigny airfield. After sorting a tendency for the doors to open at speed, Pescarolo and the team were optimistic on April 16, 1969, as they headed for Le Mans, where Lagardère had arranged for the Mulsanne straight to be closed off.

'Pesca' was approaching 155mph when without warning the car lifted, veered left across the track, hit a pole and



finally a tree. Badly injured, Pescarolo realised his fuel-soaked overalls were on fire; somehow struggling out of the mangled car he fell on the grass where an onlooker snuffed out the flames with his jacket. The Le Mans star was left with cracked vertebrae and extensive burns, spending months in hospital, but would soon return to the race he loved. He still carries the scars. As to the car, it was dragged away and the project canned, leaving a hole in the history of the race-going aerospace company.

That's the gap Pierre Rageys has filled with this brave undertaking. You might call it a copy, but as it was built from the original plans, by two ex-Matra engineers, overseen by its designer and with bodywork moulded from the original moulds it might be fair to call it MS640 no2. It seems a second car was planned, as new, unused panels were found in some of the moulds.

Having been able to purchase the 640's original engine, which survived the crash, Rageys decided to reconstruct the entire car. "We could use nothing from the damaged chassis or body," he says, "so we had to start from paper. And it is a very complex chassis." Though the project began in 1997 it stalled for many years until taken over by EPAF, a restoration firm specialising

Right: Pescarolo and Rageys (centre and right) admire the reconstructed car after its shakedown



in French race machinery and led by two Matra men, Jean-Paul Humbert and Bernard Balzeau. A couple more years of effort and expense, not helped by the fact that Choulet was at the same time working on the Toyota F1 project, led to the 640 running by 2006, partially complete, but significantly piloted by Pescarolo himself. With a few minor revisions to suspension settings and tail flap angle it proved stable after all, vindicating Choulet's concept.

After the crash Choulet identified that the door flexing had altered the airflow, meaning that the rear flap setting had more effect than intended, to the point that at speed the tail sat down too far and the nose lifted. The final straw was the bump as the car passed over a crossroads, which nudged the car's attitude above a critical angle.

Though it's remembered for its catastrophic end, Choulet sees his 640 as a crucial step in aerodynamic learning. When Lagardère canned the project, Choulet went to Porsche, shaping the similarly conceived 917 Longtail which took pole at Le Mans in 1970, and later working on Porsche Can-Am cars and Peugeot's exotic 905 sports-prototype. He reckons he learned more in those Matra months than any other period.

Since that rebirth and a previous Goodwood appearance, the car has inched towards completion, the determined dream of Pierre Rageys. Now it is complete – "well, almost," smiles Pierre. "The engine is in France being finished off..." – Pescarolo will drive it at a benefit for burned drivers in Holland and it will race at Le Mans Classic. It's an impressive effort and a reminder that winners are not the only ones who make history.



**T**HERE WAS A CONSTANT CROWD around the big beasts of the Goodwood zoo – the 1908 Grand Prix Mors from the Collier collection, George Wingard's GP Fiat S74 and its even bigger brother, the fire-breathing 28.4-litre S76 that Duncan Pittaway has reconstructed. "Don't tell anyone," said Duncan, "but I was playing the goat – I retarded the ignition so the flames would be bigger. Well, the spectators love it." Wearing his trademark white shirt and tie – very period – he went on, "Actually, coming back down even I was scared. I had Ben Collings with me and I kept saying, 'It's too hot, it's on fire!' and Ben was leaning out to look and reassuring me it wasn't."

Fear goes with the territory: "I'm *nearly* enjoying it," says Pittaway. "I'm almost over the hump of terror and into flickers of pleasure." I notice it has a dainty registration number on its pointed rump. "Yes, it has an MoT and once I've built a huge muffler for it I'll be driving to events. It's really comfortable, smooth, sits well on the road. At 60mph it's turning at 390rpm! But I need more plates in the clutch – there are 83 in there but it still slips at anything over quarter throttle, even in fourth."

I can't help asking if Duncan can see over that skyscraper bonnet – isn't it like taxiing a Spitfire, whose pilots have to weave to see the runway round the nose? "Oh, it's fine. You can't actually see between 1 o'clock and 8 o'clock but if you move your head around the brain fills in the gap." I can't help thinking that if these were the pioneer days of gliding, Pittaway would be clambering into the ricketiest assemblage of struts and canvas and launching himself cheerily off a church tower just to see what happens.

I approved of this year's paddock swap that brought the oldest cars up to the house and put the supercars in the roomier Cathedral paddock – the Brooklands paddock is where I seem to spend most time, and now there's even a café alongside. The first person I met in there was wearing a shirt embroidered 'Watkins Glen 1966' –

Andy Middlehurst, accompanying his beautifully restored Lotus 43. That US GP was of course the only race the 43 with its BRM H-16 engine ever won.

Admiring the Hornsted 200hp Benz of Markus Kern (I always wondered why the 1920s Brooklands racer was known as 'Cupid' Hornsted, until I saw a photo of his face – cherubic doesn't do it justice), I bumped into designer Peter Stevens. He agreed that there was just as much interest here as among the F1 cars or even the booming supercar field. Peter is currently working on fast-charge electric buses – a long way from his involvement in shaping the McLaren F1, but an indication of how the world turns.

Though I and a big bunch of onlookers were shooed out of the supercar paddock while they marshalled the next run – is it not possible to separate a viewing area instead of creating a lot of grumbling spectators? – I had time to admire the export-only Aston Martin Lagonda. Although I don't feel that 'retro' should be part of Aston's visual

vocabulary, this was nevertheless a very handsome melding of today's detailing with the crisp proportions of Bill Towns' 1970s Lagonda. Hardly a game-changer technically or aesthetically, but a neat bit of gold-plated niche marketing.

The Lagonda was part of Goodwood's 'First Glance' initiative which has spiced up the Moving Motor Show element, and Mazda used it to reveal the new MX-5. Sharp and compact, it looks much more inspiring than the insipid Mk2 version; assuming Mazda has put the same care into its chassis it should win back an audience whose attention had been drawn elsewhere (see review, p54).

Back in the upper paddocks, a real highlight for me was to see the seductive Ferrari 712 Can-Am car, powered by Maranello's biggest-ever engine – 6.9 litres. It still couldn't see off those McLarens, but it looked gorgeous – and amazingly it was still smaller than the 512BB LM in the next pit bay.

Every year I say 'surely I've seen it all now', but Goodwood keeps catching me out. ☐

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FROM THE ARCHIVES WITH

# DOUG NYE



Our eminent historian dips into the past to uncover the fascinating, quirky and curious



Mechanic-turned-racer Howden Ganley confers with F1 team boss Frank Williams at Silverstone in 1973

## SPANNER IN THE WORKS

Having been a mechanic, racer and constructor, Howden Ganley is now an author

**H**OWDEN GANLEY IS ONE of motor sport's all-round good eggs. He has spent the past few years piecing together his recently published autobiography, *The Road to Monaco* (Denley Publications, ISBN 978-0-9931395-0-5). Having been given the chance to read some of his early drafts I expected it to be good. And it really is. He's a detail man who became a highly competent and trusted racing mechanic-cum-emergent world-class racing driver with McLaren and later rose through F3, F2 and

Formula 5000 to drive Formula 1 and world championship-level sports cars for Frank Williams, BRM, March (er – I won't mention Maki), Gulf Research Racing, Matra and more. In partnership with Tim Schenken he co-founded Tiga Racing Cars in 1975-76, and went on to become a major constructor of Formula Ford, Sports 2000, Formula Atlantic and ultimately Group C and even Can-Am cars.

He rates the Sports 2000 Tiga SC84s and Metro V6-engined GpC GC287s – plus the Formula Atlantic FA81 and FA84 – as his favourite Tigas, while the CA82 Can-Am central-seater was

“probably the best single car we built”.

By the end of 1987, however, he reckoned he had become pretty much burned out by running the company, and it was at that point that his sometime BRM and Gulf Mirage team-mate Vern Schuppan rented the Tiga factory for his ultimately foiled Porsche 962-derived road car projects.

Howden's inside story of both top-class and minor-league motor racing is a tale that very few have ever been so well qualified to relate. Almost every one of his autobiography's 440-plus pages offers something quotable, throwing often new light upon all manner of motor racing topics, gossip and frequent scandal.

In 1966 Howden had joined what became the Drummond Racing team campaigning a pair of Can-Am McLaren M1B sports cars for drivers Peter Revson and Skip Scott. Under chief mechanic Kerry Agapiou – one of the famous

Agapiou brothers who went on to campaign a series of exotic Can-Am Fords – Howden was joined by Aussie mechanic Ian ‘Mumbles’ Gordon who had worked formerly with Frank Gardner. According to Frank, ‘Mumbles’ was the man who famously blew up the toilet tent at a New Zealand GP meeting by draining fuel into its trench, only for an unwitting smoker, after relieving himself, to flick in a still-glowing cigarette butt...

After working three consecutive all-nighters to convert one of the Drummond McLarens from Chevrolet to Ford V8 power, followed by a barely conscious truck drive from Long Beach to Riverside Raceway, Peter Revson dropped him and Ian (or ‘Mumbles’) off at the Mission Inn. More than ready for their first proper sleep after interminable hours, Howden recalls how “I saw what convinced me forever that I needed to stop being a race mechanic, or at least stop doing all-nighters. When we arrived at the

hotel reception desk and were asked to fill in the little cards, Ian was so exhausted that he was unable to write, or answer any questions, even his name. I filled out his card, realising that this was an example of somebody who was at the limit of his endurance. It reminded me of Noddy Grohman, the former Cooper and Brabham mechanic who had died in his car while driving home one night, apparently as a result of years of overwork. I was determined

that neither I nor any of my later employees, would ever get to that limit...”

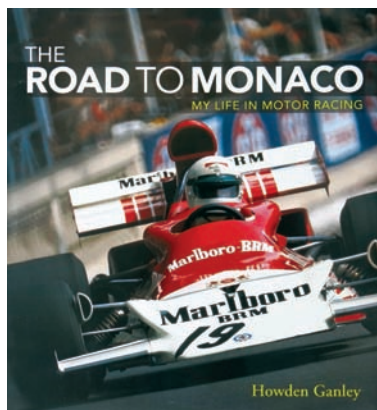
Four years later on the podium at Riverside, Peter Revson would do a double-take after he and team-mate Denny Hulme had just driven their sister Gulf-McLarens home 1-2 in the LA Times GP Can-Am race, because “his old race mechanic” Howden had just joined them, after finishing third in the Sid Taylor-entered BRM-Chevrolet P167.

Another time, as Howden writes recalling his reception by the Matra team when he joined them for the 1972 Le Mans 24 Hours, “After all the introductions they told me that I had a nickname. ‘Already? I’ve only just got here.’

“The nickname was ‘Ancien Mecanicien’... because during practice for the previous year's Canadian GP apparently I overtook Chris [Amon in the F1 Matra], whereupon he roared into the pits and treated the Matra personnel to one of his famous wobbles, shouting: ‘I’ve just been overtaken by my old mechanic’, which was probably the most insulting thing that he thought could have happened to him.” To the intense amusement of the Matra lads, plainly...

Howden's book is now a wonderfully interesting, amusing and often deeply perceptive and moving piece of work by a really down to earth, nuts-and-bolts Racer with a capital ‘R’.

Highly recommended as one no enthusiast should miss.



**W**E WERE HAVING A QUIET CUP OF tea at the Goodwood Festival of Speed when one American visitor – glancing around at the hospitality tables, the uniformed waiting staff, the centuries-old Goodwood House and the towering cedar tree shading its carefully cut lawns – remarked, “I guess this meet is what you'd call genteel...” The way she spoke, it wasn't a question.

At just about that moment, on the giant TV screen, fastest man on earth Andy Green shot under the hillclimb bridge in his dark-blue Jaguar, and plunged deep into the braking area at the now infamously blind-approach Molecomb Corner. At what looked like his Black Rock desert 763mph, in extremis he cut across the grass infield to open the turn. Floor-flat braking on sap-filled grass never works. It certainly didn't this time – ka-boom! – the Jaguar's crumple zones collapsed as it slammed through rows of straw bales, torpedooed the TV camera tower, wrote off the

## WACKY RACES

Drivers making a mandatory stop to hang up their waistcoat? There is a precedent...



camera itself (shorting out our coverage to glaring white) and rattled the lucky cameraman around what had been his sun-soaked platform. Fortunately he survived more or less intact, and returned to his duties – with a replacement camera – almost as soon as the marshals had extricated the Wingco and his wide-eyed passenger, removed the luckless Jaguar and rebuilt the bale barriers. The Festival is “genteel”? In this respect, I think not...

A few days later, seeking something else amongst my stacks of ancient paperwork,

I turned up the tiny 5-inch x 4-inch programme for one of the earliest British motor sporting events – a kind of predecessor Festival of Speed. It took place 115 years ago, on July 14, 1900, at the Ranelagh Club in Barnes, London, and really was genteel.

It was billed as 'Automobile Races and Gymkhana (and polo matches)', starting at the supremely civilised hour of 3.30pm, plainly to allow for a really good lunch. The afternoon's opening event was a 'Handicap Bending Race for Motor Carriages' – "Between staves; forwards to a line; front wheels to cross the line; vehicle to stop and return backwards. In starting go to the left of first post. In returning pass first post at top of course, on the reverse side to that on which it was passed going forwards. The point of contact of both front wheels with the ground must be beyond the top line before reversing to go back." Still with me? This gripping competition was to be run in heats.

The Ranelagh Club's Event 2 was a 'Handicap Starting Motor Carriages from Cold' – for "Carriages with tube ignition only. The tubes and lamps must be sufficiently cold to allow of their being held in hand without inconvenience. No electric ignition must be employed. The driver to start on foot 20 yards to the rear of his vehicle, run to his vehicle, light lamps, start engine and race once round the full course with flying finish."

Four entries contested a race for ladies and thereafter the events' gentility veered towards the bizarre: "Motor Tricycle Coat and Waistcoat Race – at the end of the first lap the driver is to stop, dismount, take off his coat and hang it on a numbered peg; at the end of the second lap, take off his waistcoat and hang it up on the same peg; at the end of the third lap, put on his coat and waistcoat, fully button both, and finish at the end of the fourth lap."

The day's grand finale was then an "Obstacle Race for Motor Carriages – full course between gate-posts, to include the opening and reclosing of a gate and to finish through a paper screen".

Amongst those competing were the Panhard et Levassor of the Hon CS Rolls, Claude Johnson (the famous 'hyphen in Rolls-Royce') in a Mayfair Voiturette, TW Staplee Firth's Locomobile steam carriage and the splendidly named Mr E Shrapnell Smith on a Perfecta Tricycle.

The motor sport was run alongside two polo matches, one for the Freebooters v Old Cantabs and the second for Fetcham Park v Ranelagh, while the Royal Artillery Mounted Band thumped out a programme ranging from Strauss's *Blue Danube* to a Russian dance by Glinka. Maybe there's something here for F1's rule makers? Hands up for the coat and waistcoat pitstop, plus having to burst through a paper screen at the finish.

Only trying to be helpful...



JAN LAMBROT

## MORS DRAWS APPLAUSE

A 1908 Grand Prix car provided Doug with an alternative Goodwood ride... and wooed an F1 star of the 1980s

**A**T GOODWOOD, FORMER RENAULT and Ferrari turbo-era Formula 1 star René Arnoux was absolutely entranced by the Collier Collection's 13-litre 1908 Grand Prix Mors after we rumbled into the top paddock. My friend Eddie Berrisford was driving and I was his white-overalled riding mechanic (I was meant to be co-driving Paul Vestey's ex-Jack Sears Willment Cobra, but its carburettor flooded to a dangerous degree in my first 'run' on the Saturday).

Happily I'd realised on the way to the start that the usually wonderful AC/Shelby rocket ship wasn't a happy old lady. She was hesitant and back-firing on the right-side cylinder bank. I then asked the marshals to let me start last of our batch just in case – to avoid yet more delays – and after a flying start the Ford V8 engine roared cleanly towards the first corner, but as I re-opened the throttle for the

charge away from the second apex it just choked-up, flooded and died.

I parked immediately in front of the house, and five minutes later restarted and she idled perfectly back into the paddock, where a glance down the ram pipes revealed at least an inch of standing raw fuel on top of the right-rear carb's twin butterflies. Either the float had sunk or the needle valve was jammed open.

So next morning I found myself instead in the mechanic's seat of the 107-year-old Mors, Eddie and I explaining its intricacies to wide-eyed René.

The notion of Camille Jenatzy and mechanic Daysiolles operating this vast machine on the 47-mile Dieppe public road circuit had him shaking his head in near disbelief.

Front brakes? *Non*. Windscreen or indeed any weather or airstream protection? *Non*. Seat belts? *Non*. Rear-view mirror? "*Je suis le retroviseur*" – and so on.

René read intently the French manufacturer names and addresses engraved or cast into various of the great car's accessories – admired its 'bleu de France' national racing livery and nodded in approval when we mentioned 150-160kph flat out.

After all, the seven-time Formula 1 Grand Prix winner and 1977 European Formula 2 champion has been there (often), but not without the lavish luxuries above... 📧



No fire without smoke: Mors bursts into life prior to Doug climbing on board with Berrisford, top

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Formula E brought motor racing back to the British capital, but this is how it used to be. Eventual winner Jochen Rindt (Brabham BT10) leads the similar car of Alan Rees during the 12th London Trophy, third round of the *Autocar* British F2 Championship. Rees finished third, behind Graham Hill's Coombs-run Cooper T71.



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11,000 miles, 19" Alloy Wheels with Red Brake Callipers, Rosso Corsa with Nero Leather Interior, Climate Controlled Air Conditioning, Electric Seats, Xenon Headlights, Power Hood and HGTC Handling Package.

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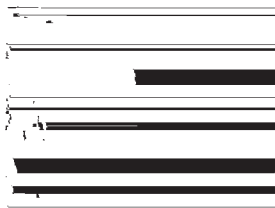


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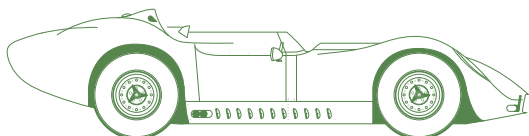
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Unique DFV Chevron with fresh G. Richardson engine. Well documented and continuous ownership. Race ready and winning car! FIA HTP. P.O.A.



**1964 Porsche 904/6 Carrera GTS recreation (904-201)**

Stunning 904/6 recreation with current FIA HTP papers. Correct in every detail! Proven front running car which is sold in race ready condition with spares. P.O.A.



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### 1990 AC COBRA 'LIGHTWEIGHT' - R.H. DRIVE

Ch. No. AKL 1351 is the last of 6 genuine, original 'Lightweights' (flat dash, no heater or screen vents, no headrests etc.) hand-built in aluminium that I personally ordered from the AutoKraft/AC Cars Ltd. Factory in 1990. Many special features incl. up-rated suspension with front and rear anti-roll-bars, 1965-type Mk III dash with Smiths instruments, satin finish stone-guards, 15" Halibrands with Avon CR6ZZ 15" tyres, driver and passenger harnesses etc. Other 'extras' include 1965-type gear change and dash-mounted rear-view mirror, Clifford Alarm, perspex wind-wings and sun-visors etc. The Factory hand-built and blue-printed 302 cu.in. engine has alloy heads, roller cam and solid lifters etc. giving 345 bhp and 0-100 mph in 10.1 secs. Porsche Zinc metallic with burgundy trim; full (black) weather equipment in tailored bags. Original personalised Owner's Handbook. With just 6,620 miles and full documented history from new, this is certainly one of the best of the c. 26 'Lightweights', which are now established as the most desirable of all the latter-day AC Cobras built at the Brooklands Factory.



### 1984 AC COBRA 427 Mk IV - L.H. DRIVE

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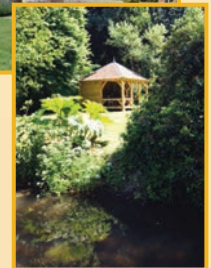
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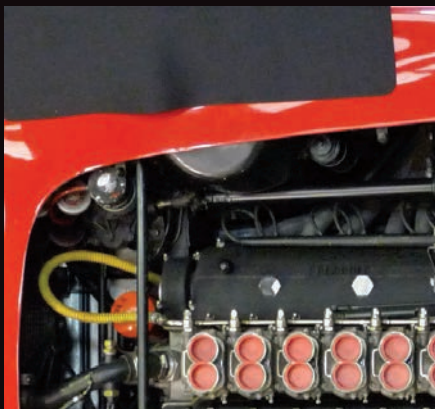


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