

NIGEL ROEBUCK WHAT F1 CAN LEARN FROM ROSSI AND LORENZO

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**S**O, FAREWELL THEN RON Dennis. You were a titan of the sport. Like many reigns the end was messy – a courtroom battle seemed somehow undignified after decades of imperious dominance, but perhaps it was inevitable: Ron was never going to go quietly.

The sad irony is that it was apparently the very essence of his success that ultimately caused his downfall. The team's majority shareholders argued that Dennis's famously autocratic style was no longer suited to the company and his insistence on micro-managing every detail of the team was more hindrance than help.

Yet it was this very perfectionism that enabled Dennis to mould McLaren into the powerhouse it is today. Forget the gossip column snippets about his insistence that all the screw heads at the company HQ in Woking had to be turned vertically rather than horizontally so that they didn't gather dust, that the temperature had to be set at exactly 21 deg C or that he had the gravel for his driveway washed, it was his attention to detail that resurrected a Formula 1 team that could have gone the way of Lotus or Brabham and then turned it into the force it is today.

The late Alan Henry remembered Rondel Racing – Dennis's team before he joined McLaren in 1980 – standing out in the European F2 Championship. Amid the gentle chaos, mud and puddles of bygone paddocks, the Rondel team was always pristinely turned out, its tools in order and the atmosphere one of sleek professionalism. It was the same at McLaren where – lest we forget – he mentored world champions from Alain Prost to Ayrton Senna, Mika Häkkinen to Lewis Hamilton.

You get the feeling that Dennis doesn't buy the reasons given by his opponents for ousting him. "The grounds they have stated are entirely spurious," he said immediately after the court judgment. "My management style is the same as it has always been. It is one that has enabled McLaren to become an automotive and technology group that has won 20 world championships and grown into an £850 million-a-year business."

He is almost certainly right about the spuriousness. The real reason for his humiliating departure is probably far simpler: results. In 2015, McLaren had



**JOE DUNN**  
ACTING EDITOR

its worst ever campaign, finishing ninth, above only Manor. This year hasn't been much better. Even the usually laidback Jenson Button appeared to have lost patience at the Brazilian Grand Prix, where he qualified 17th. "Yeah, we really sorted those problems out, didn't we?" he snapped at his race engineer.

It would have been far better for Dennis's assassins to have taken a leaf from Ron's book and said it like it was: the results aren't good enough; you're out. It would have been a more dignified conclusion presented in a language he would have understood.



DENNIS'S DEPARTURE HAD ME combing the old issues of *Motor Sport* that are filed away in our office. Among the reports – going back many decades – one stood out. It is perhaps the definitive interview with Dennis, published in the November 2012 issue and also available on our digital archive.

It concluded with a lengthy quote from Dennis that bears repeating. "I

know I am obsessive about perfection," he said. "I am very focused. Focus is thought to be good, obsession is thought to be bad. But basically they're the same thing... Like everybody I suppose, I seek happiness. It's an uncomplicated objective. I don't see happiness as laughing or clapping your hands. I see it as the opposite of unhappiness, the opposite of anger, of depression. If you can get into that state of mind, you're going to be far more productive. What we all want is success.

"And what is success? It's relief, relief that you haven't failed. My biggest fear is failure. When you win, you can say, 'Good, I didn't finish second. I wasn't first of the losers'."



NIGEL ROEBUCK THIS MONTH writes with his usual verve about modern drivers literally cutting corners to gain an advantage. How then, he asks, do you get them to observe track limits? He promptly answers his own question. "In one of my last exchanges



McLaren was in a downward spiral when Ron Dennis took full control during the 1981 season. Great success followed, but he has now been ousted

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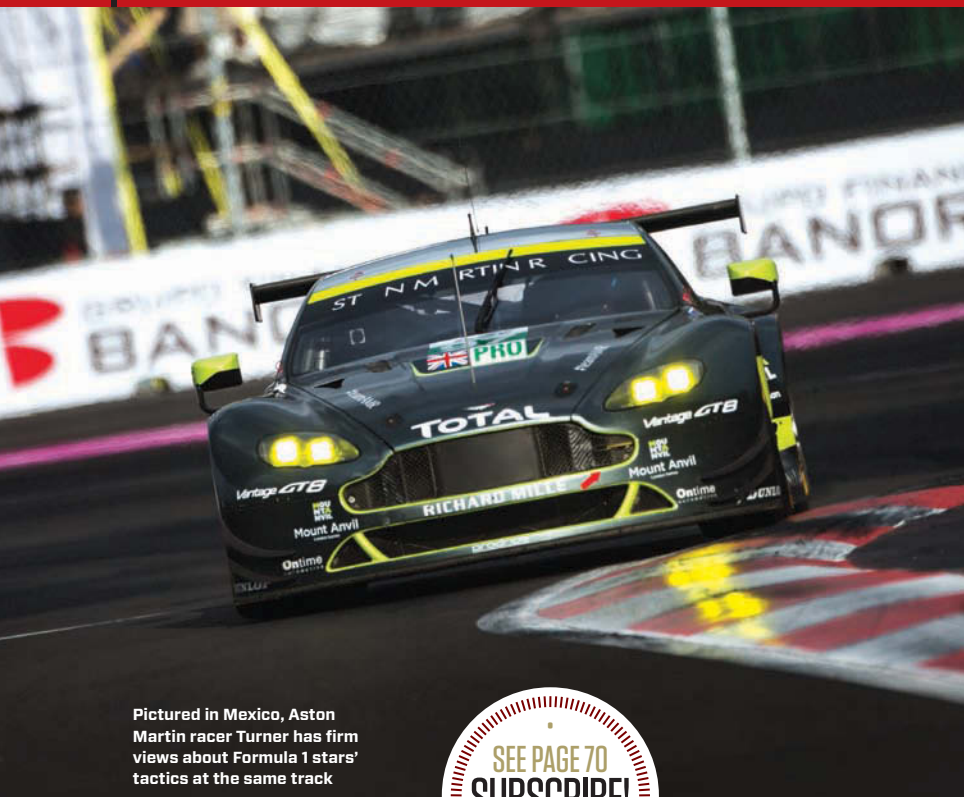
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# MATTERS OF MOMENT

www.motorsportmagazine.com/author/dsmith



Pictured in Mexico, Aston Martin racer Turner has firm views about Formula 1 stars' tactics at the same track



with the lamented Chris Amon, he came forth with a typically laconic response: "Well, trees and walls used to be pretty effective..."

But before anyone accuses Nigel of living in the past, it is worth noting what endurance racer Darren Turner had to say when the subject came up after the race in Mexico, where Lewis Hamilton locked up entering Turn One and cut the corner to maintain his lead from pole.

"We raced in Mexico recently with the WEC but didn't see any of the dramas the F1 boys had with people gaining ground by cutting corners," said this year's European Le Mans Series champion. "The issue is the run-off, as there's no punishment for going over the limit. If Lewis had needed to try harder

to keep the car on the track, he would have lost momentum, compromised his entry into Turn Three and been passed.

"At the moment it is too easy for people just to open the steering lock and send it across the grass. There needs to be a design that makes drivers do their utmost to keep the car on the track. If there had been a gravel trap neither Lewis nor Max would have cut the corner. They would either not have made the mistake, as they were being mindful of the gravel, or they would be wrestling the car and losing speed as they did so. By nature mistakes have consequences, but because those consequences have been taken away it is spoiling the racing."

Amen to that. ☑



## IN NEXT MONTH'S ISSUE

Lunch with Tommy Byrne, a combustible career that went up in smoke

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**Founder Editor** Bill Boddy MBE  
**Proprietor** Edward Atkin CBE

18-20 Rosemont Road,  
 London NW3 6NE, UK  
 www.motorsportmagazine.com

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### SUBSCRIPTIONS

**UK & Overseas subscriptions** +44 (0) 20 7349 8484

**US subscriptions** (Toll Free) +1 866 808 5828

Motor Sport Magazine Limited, 18-20 Rosemont Road, London,

NW3 6NE, UK. Motor Sport subscriptions: 18-20 Rosemont

Road, London, NW3 6NE, UK. Subscription rates (12 issues): UK

£49.99; USA \$85; rest of world £64. Postage is included. Motor

Sport (ISSN No: 0027-2019, USPS No: 021-661) is published

monthly by Motor Sport Magazine GBR and distributed in the

USA by Asendia USA, 178 S Middlesex Ave, Monroe NJ 08831.

Periodicals postage paid New Brunswick, NJ and additional

mailing offices. POSTMASTER: send address changes to Motor

Sport, 7010 Ashland Ave, Folcroft PA 19032. UK and rest of

world address changes should be sent to 18-20 Rosemont

Road, London, NW3 6NE, UK, or by e-mail to subscriptions@

motorsportmagazine.co.uk. Subscription enquiries:

subscriptions@motorsportmagazine.co.uk. Subscription orders:

www.motorsportmagazine.com. Distribution: Market for

Blue Fin Building, 110 Southwark Street, London SE1 0SU. Colour

origination: All Points Media, Printing: Precision Colour Printing,

Telford, Shropshire, UK.

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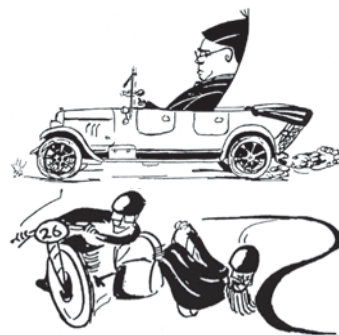
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# Nigel Roebuck



## DIGGING FOR GRIP

Daniel Ricciardo's Red Bull drops a wheel in the rough stuff – the built-in price of the gravel trap compared to the debatable penalties imposed for running over a painted line

REFLECTIONS  
with  
Nigel Roebuck

**F**OUR WEEKS AFTER THE MALAYSIAN Grand Prix, it was sobering to watch the MotoGP race at Sepang and note that the place was full to the gunwales, with a crowd of 100,000: this at a time when the circuit authorities are debating, in the face of continuing disinterest from the locals, whether or not to continue with Formula 1.

It's not too difficult to understand. For one thing, while the Mercedes W07s of Rosberg and Hamilton have taken – as I write – all but two of the Grands Prix in 2016, Honda, Yamaha, Ducati and Suzuki have all

triumphed in the top class of MotoGP this year, and at Sepang Andrea Dovizioso became the ninth different winner.

For another – and much more fundamental, this – for all motorcycle racing has necessarily undergone major technical change down the years, it remains essentially unchanged as a spectacle, while Formula 1 has, for many reasons, progressively slipped into a malaise from which it is proving difficult to escape.

On the same day that 'Dovi' was fighting it out with Rossi, Lorenzo *et al* in Malaysia, Rosberg and Hamilton were in Mexico for the latest round of their two-handed world championship, and it ended precisely as the US Grand Prix had done seven days earlier: Lewis first, Nico second.

While Formula 1 continues its struggle for attention in the USA, such has never been the case north and south of its borders. In Canada there has long been huge enthusiasm for it, and in Central and South America, be it Mexico, Brazil or Argentina, they have always been passionate: if football comes first, F1 is a strong second.

Thus, although the revised circuit in Mexico City is a travesty of the original, still there was the anticipated sell-out crowd – and that, sad to say, was the only thing it had in common with MotoGP in Malaysia. As at Austin, the race was a dull affair, enlivened – for no reason that was good – only by the last few laps.

In its fundamentals, motorcycle racing, as I say, has remained unchanged down the ages, not least in the sense that if a rider makes a mistake there is an immediate consequence. The padded sci-fi leathers of today may be light years from those that make you wince when you see past riders at Goodwood and, yes, there are run-off areas where once there were none, but still it's a fact that an accident on a bike means parting company with it, and – quite often – getting hurt.

In his motorcycling days, Tazio Nuvolari once raced at Monza with two broken legs, and while that may be considered an extreme example invariably there are the walking wounded in a MotoGP paddock, damaged but still determined to race.

In F1, meantime, it is these days considered heroic to race with a bad cold – or 'a fever', as it always called. If there necessarily remain aspects of motorcycle racing that can never be made safe, for those competing on four wheels the world has changed immeasurably, so that anything, however remote, that may be considered a risk is ruthlessly eliminated.

On grounds of both spectacle and expense, suggest, for example, the banning of tyre-warmers, and immediately the shutters go up: too dangerous! In IndyCar racing, they have *never* had such things,

and seem somehow able to cope, but there you are.

As Niki Lauda points out, the gladiatorial aspect of F1, traditionally essential to its fans, is long gone, and this is something the powers-that-be, obsessing about halos while at the same time wringing their hands at the steep decline in the sport's popularity, might care to consider.

"Everything has its price" is one of Mario Andretti's favourite catchphrases, and – while it may be an unpalatable truth – today's fixation with safety is no exception. Let's issue the usual disclaimer, and say that of course no one wishes to see drivers get hurt or worse, but inescapably the more we sanitise F1 the more we lessen its appeal. In Montréal I talked to Lauda about this, and here – in précis – is what he said.

"First, the cars are too easy to drive now. In MotoGP they are fighting all the time not to crash, and this we have to get back in F1, because then you will see the difference between drivers again – that's absolutely vital.

"Of course there is still a danger involved, but fundamentally it's very safe now, so the question is how far can we go on safety without losing the interest of the fans? I believe that the DNA of F1 should be maintained, and we're destroying it if we keep on inventing what are

– for me – too many safety issues, like this halo thing: I can understand why the drivers want it, but the fans hate it – and in the end it's not only the drivers who are involved with this sport. If you go too far with these things, it's no wonder that fewer people are watching.

"My worry is that we go over the top, and the attraction of F1 slowly disappears: as well as the racing itself, there is also the aspect of what these guys are really doing, in the end risking their lives – and without that people are going to lose interest. If someone says he wants to make \$40m a year, with an easy car to drive, and no risk... I'm sorry, this is not reality."

Last month I quoted Stefan Johansson, who believes F1 has utterly lost its way. "High-speed aero grip is so enormous that there's hardly a corner left where you have to 'hang it out', and as a result bravery is no longer part of a driver's arsenal. Eau Rouge, for example, used to be a huge challenge to take flat, but today it's barely a corner any more – even the least capable are flat through there by their third lap of practice."

No one can reasonably take issue with that. Rose-tinted glasses play no part in my memories of Spa in the days when Eau Rouge was flat only for a Senna or a Prost – and then only once, maybe twice, in qualifying. You went down there to watch, shivering with delight when they went through, exhaust note unwavering.

"As well as that," Stefan said, "tracks are now so sanitised that there is absolutely no punishment for going over the limit, and that cannot be right." Lauda is in full agreement: "Generally speaking, F1 has never been as safe as it is today. Why? Because of improvements in the cars – and because over the years all these tracks have been designed by Mr Tilke, so there is no more guardrail you can hit because the run-offs are so wide: you go off, drive over asphalt, and come back on the track without even slowing down – maybe you even pass people like that!"

This has lately become one of many vexed questions in contemporary F1, which increasingly uses circuits designed to put fans to sleep, most notably Abu Dhabi, whose acres of asphalt are marked out by white lines constituting a general guide to the path drivers should follow.

Such places remind me of a spoof Western, *Support Your Local Sheriff*, which starred the much-missed James Garner. In his town a new



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“THE ONLY REASON THEY  
RUN WIDE OUT OF A CORNER  
IS BECAUSE  
IT’S FASTER...”

No penalty: asphalt run-off fails to punish stray drivers and can provide a faster line. Left, MotoGP diversity

jail is under construction, but the cell doors have not yet been installed, so he paints white lines on the floor, and issues instructions to the prisoners: “Now, you don’t cross those lines, OK...”

Not surprisingly they failed to take heed, and F1 drivers are similarly inclined. As Martin Brundle has observed, “The only reason they run wide out of a corner is because it’s faster...” Give them an inch, and they’ll take a couple of yards.

How, then, does one get them to observe track limits? In one of my last exchanges with the lamented Chris Amon, he came forth with a typically laconic response: “Well, trees and walls used to be pretty effective...”

That will resonate with Bernie Ecclestone, who recently proposed the installation of walls, but in today’s world such a measure is unlikely to be adopted, so – for want of anything else – surely the answer is to tear up these great expanses of tarmac run-off and revert to good old gravel traps. Many purists like Stirling Moss deprecated their introduction years ago, and it’s undeniable that they lacked aesthetic appeal, but at least when a driver made a mistake and ventured into one he paid a price for it, at worst being unable to get out, at best losing time and positions.

“I’m a fan of gravel traps,” says Daniel Ricciardo, “because they punish you. If you don’t get stuck, you have stones on the tyres and in the sidepods, so there’s no way you get an advantage...”

As it is, what we have at the moment is a bunch of stewards examining every – or nearly every – transgression of track limits, then coming to a decision as to whether or not the relevant driver should be penalised. Sometimes a conclusion is swiftly reached, whereupon he is given a time penalty or drive-through during the race, but on other occasions the matter is debated only after its conclusion, whereupon penalties, if considered justified, are applied retrospectively,


often leading to changes in the finishing order.

This is by definition unsatisfactory, as also is the fact – unfathomable to most – that some weekends, at some circuits, exceeding track limits is scrutinised closely, and punished, where at others (like Austin) they are not. This is a curious anomaly, one demanding explanation, but only one of several inconsistencies in the way rules are applied.

Perhaps, as Johansson suggests, this is exacerbated by the practice of having a different ‘driver steward’ at every race, some inevitably stricter than others, particularly when it comes to apportioning blame in a two-car coming-together: some, it seems, have long forgotten that it remains entirely possible to have an old-fashioned ‘racing accident’, with no one especially at fault.

Lest we forget, though, this is the era of ‘the blame culture’. In Austin it was ludicrous, for example, that the brief wheel-banging between Fernando Alonso and Felipe Massa should have been subject to ‘investigation’, but fortunately the no-nonsense Mark Blundell was on duty and it was concluded that ‘no further action’ was required.

About the only recognisable remnant of the once daunting Autodromo Hermaños Rodríguez is the endless straight down to the first corner, and it was at the end of it, on the opening lap, that Lewis Hamilton, narrowly in the lead, applied his unequally heated front brakes, locked up and ploughed off into the car park-sized asphalt and grass run-off area. This route being somewhat shorter than the prescribed circuit, he rejoined with an enhanced lead, although he wisely backed off a touch to assuage the stewards.

I’ll confess that as I watched, I thought, “That’s a penalty – got to be...” I was not alone. Ricciardo, close at hand, was incensed that Hamilton was not penalised: “Put a f\*\*\*\*\* wall there, and they won’t do it. Kindergarten stuff...” Proper cross he was, in a manner we rarely see, and Nico Hülkenberg was similarly unimpressed. 

# REFLECTIONS

with

# Nigel Roebuck

Neither, however, was as livid about it as Max Verstappen, who later in the race made the same mistake as Hamilton, followed the same path over the run-off – and got a five-second penalty, which cost him a place on the podium.

“Hamilton cut the first corner, and was not penalised,” said Verstappen, “but when I did exactly the same in my fight with Vettel I lost third place. This is a ridiculous situation, and it indicates that there are double standards. Rules are obviously needed, and I will always respect them – but it’s only fair if they’re the same for everyone.”

Difficult to argue. Afterwards there were murmurings about the drivers being cut more slack on the opening lap, when the cars are closely bunched, but Hamilton was in the lead when he made his mistake – and that thinking didn’t apply to Carlos Sainz, who put an admittedly dangerous move on Fernando Alonso and got penalised for it.

Had there been a gravel trap, there would have been no need for the stewards to get involved, to penalise Hamilton or Verstappen or anyone else, for they would already have taken pain from time and positions lost, which would have been even-handed and so much neater.

“It’s necessary,” commented Alain Prost, “to ask if there is a rule or not. At the start Lewis made a mistake, and got the advantage, but then there was a safety car so he lost that advantage. We have to ask the FIA and Charlie Whiting what would have happened with Hamilton if there had been no safety car? Otherwise, everyone who starts from pole position, but is afraid of losing their lead, should just cut the first corner...”

At Interlagos Whiting said that Hamilton had not been penalised in Mexico because he had not gained from his short cut across the corner, but that rather misses the point – which is that neither did he suffer, in terms of losing time and positions, from making a big mistake, and he should have done. That is how – until recently – it has always been in motor racing, and how it should remain. A gravel trap – rather than an expanse of asphalt and grass – would have taken care of it.

Word is that Pirelli is opposed to gravel traps, complaining already that there are too many stones damaging their tyres, and that consequently the FIA has rejected calls to replace asphalt and grass run-off areas with gravel traps – let alone the walls suggested by Mr E. Very FIA; very 2016.

Lewis may have moaned endlessly about the misfortune he has suffered this season, but in Mexico he dodged a bullet – and his manner afterwards rather suggested he knew it.



THERE ARE THOSE WHO SUGGEST THAT, BECAUSE CURRENT cars are both relatively easy to drive and not physically taxing on the driver, the performances of Max Verstappen have been somewhat overblown. It shouldn’t be possible, they contend, for a teenager to come into F1 and right away be on the pace.

Speak to someone like Gerhard Berger, who 30 years ago made the same transition from F3 to the sport’s top level, and you can see the point these people are trying to make. With the cars as they were in 1984 – turbocharged, with as much as 1400 horsepower on qualifying boost and not that much in the way of downforce – to come into Formula 1 from *anywhere* was a quantum leap.

It may not be that way these days, but still it seems to me that Verstappen’s fundamental talent is of the ‘other world’ kind that comes along only once or twice in a generation, as with Senna or Prost, Schumacher, Alonso or Hamilton.

For all that, Max, now all of 19, has acquired an *enfant terrible* reputation, such as we have often seen before. I think back to Suzuka in

1991, Schumacher’s fifth F1 outing, in which he had an enormous accident in practice, causing Professor Sid Watkins to have a quiet word with him. “I said to him, ‘Michael, you’re a good-looking lad – and if you carry on like this, you’re going to be a good-looking corpse...’”

Did it have any effect? “Not really,” Sid smiled. “He got straight into the spare Benetton – and went faster! They’re not like you and me, these people...”

Verstappen is currently at that point now, savouring his new world, revelling in what he can do with a F1 car, fearful of nothing and nobody. His only real shortcoming, it seems to me, is sailing too close to the wind when defending his position. If you agree – as do I – with Johansson’s fundamental contention that ‘blocking sucks’, you won’t care for many of his antics, but it has long been standard practice in our sport.

Back at Estoril in 1988, Senna put a potentially lethal move on Prost, swerving him towards the pit wall to intimidate him into backing off. It didn’t work, but I well remember the outrage in the press room – this was something with which we were then unfamiliar, and we couldn’t quite take in what Ayrton had done. Neither, for that matter, could Alain, who went on to win the race. “I knew how much Ayrton wanted the championship,” he said to me afterwards, “but it wasn’t until today that I realised he was ready to die for it...”

Later others, notably Schumacher, adopted the practice and these days we take blocking as read. Verstappen, though, employs a particular way of doing it, sitting in the middle of the track, waiting for his rival to make his move – and then changing direction to stop him *in the braking area*.

“I think it’s a new way of racing,” Max grinned, but in fact it’s anything but. When, on the approach to Spa’s Les Combes, he all but put Kimi Räikkönen on the grass at 200mph, it was just as Schumacher had done to Mika Häkkinen in the same spot 16 years earlier. Had the stewards chosen to black-flag Max – or Michael – they would had no argument from me.

Not a few drivers have been upset by Verstappen’s driving manners, and while youthful hotshoes – particularly those of unusual speed – have always been subject to criticism by their elders, in this case there is some justification.

Introducing the ‘one move’ rule years ago was always going to lead to controversy – did he move once, or more? – but after Austin a ‘clarifying’ amendment was announced, stipulating that changing line under braking was *out*. Among those most gratified was Vettel, a frequent critic of Verstappen, and thus it was with some surprise that in Mexico we saw Sebastian pull precisely that stunt on Ricciardo, who was angered as much by the hypocrisy as by the move itself: “Seb’s obviously a bit frustrated this year, but he did to me exactly what he has complained about with Max...”

It was a clumsy move, as if Vettel had been caught on the hop, and perhaps that was due in part to the fact that immediately before it happened he was on the radio, screaming abuse about all and sundry, one of his complaints being that Verstappen was ‘backing him up’ to team-mate Ricciardo.

So? Even if such were the case, there is nothing illegal or underhand – or new – about the practice: Max and Daniel drive for the same team. More than anything, Sebastian’s behaviour was further evidence of the persecution complex he has developed over the years, which this season has reached new heights. Even in practice sessions he is never off the radio, ranting that someone is holding him up, contemptuously giving the impression that other cars on the track are an inconvenience. As Fernando Alonso commented, “Vettel needs to understand



“It’s a new way of racing,” says Verstappen, but many are unimpressed by some of his tactics

that the track belongs to everybody...”

After the race in Mexico Sebastian at one point made something of a Freudian slip, saying ‘Mark’ instead of ‘Max’, and it’s a fact that his relationship with Webber, his Red Bull team-mate for several years, was never an easy one. Three years ago, after Mark’s retirement from Formula 1, we talked through his memories of Vettel.

“Seb’s got his weaknesses, the main one being really fast corners, but I’m the first to admit he’s bloody good at a lot of other things, particularly slow corners. But, mate, don’t be fooled by the cheeky schoolboy act! If something doesn’t go right for Seb... I have *never* seen toys come flying out of the pram like that! Over the years some of the radio conversations were *classic*...”

Interestingly, Webber suspected that Vettel might not be in F1 for the long haul. “I think Seb will do everything early in life: he got his wins and championships early, he’s going to have kids early, and I think he’ll retire early – probably a blast in the red car, and then sayonara...”

Mark was right about the red car – after a dispiriting final season with Red Bull, in which he was shaded by new team-mate Ricciardo, Vettel indeed moved to Ferrari for 2015 – and indeed had a blast, winning three races.

In Maranello they therefore had very high hopes for this season, but those hopes have not been realised: the car has been thereabouts most of the time, but never there, and the looming shadow of Sergio Marchionne has exerted a pressure that may have been less than helpful: motor racing is not Marchionne’s natural habitat, and apparently he has yet to understand that making a F1 car faster is not the same as improving sales figures.

Not surprisingly Maurizio Arrivabene has appeared ill at ease throughout the year, and if Kimi Räikkönen is immune to pressure of any kind, his team-mate is not. Back in 2014, the first year of the hybrid era, Vettel was anything but a happy figure at Red Bull, repeatedly saying he hated the new rules, missing the ‘blown floor’ with which he had excelled, and – as we said earlier – not enjoying being blown off by Ricciardo.

Sebastian’s move to Ferrari was masterminded – if such a word may

be used of him – by Marco Mattiacci, who had proved adept at flogging Ferraris to rich Americans, but knew nothing about racing. When Marchionne inexplicably brought him in to run the team, it took Alonso very little time to see this had not been a good idea. Mattiacci’s ignorance of F1 matters was matched only by his arrogance, and as 2014 rolled on it became ever more apparent that if he stayed Alonso would not.


Thus Fernando renewed the McLaren talks begun the previous year with Martin Whitmarsh, and although Whitmarsh was now gone from the team, and Ron Dennis – long considered an impediment to Alonso’s rejoining McLaren – was back, a deal was concluded for 2015 and beyond.

The combination of Alonso, McLaren and Honda may yet bear fruit, but many a time – particularly last year – I have thought how in the long night watches Fernando must be regretting his decision to leave Ferrari. Whenever I have mentioned it, though, he won’t have it: despite more than once coming so close to a world championship with Ferrari, he points out it never happened and, despite the horrors of the last two years with McLaren-Honda, he continues to insist that down the road this is his best hope of taking on Mercedes.

At Ferrari, meantime, many insiders still privately lament Alonso’s departure two years ago, and why would they not? As I write, in qualifying this year Vettel and Räikkönen sit at 10-10; in 2014, their single season as team-mates, Fernando beat Kimi 16-3.

Perhaps more to the point, as Whitmarsh has pointed out, there is no one like Alonso for scoring points a car does not deserve. This year, after 20 races, Vettel has 197 points, Räikkönen 178; at the conclusion of 2014 – when Ferrari had a very poor car – Alonso had 161 points, Räikkönen 55.



IF FERRARI HAS BEEN A DISAPPOINTMENT THIS SEASON, SO, it must be said, has Vettel, who has rarely driven as we know he can. In the paddock, he frequently comes across as churlish – and this apparently carries over into his behaviour in the car. Not at all, one thinks, a man at peace with himself. As Hülkenberg has said, “In 

# REFLECTIONS with Nigel Roebuck

Vettel's eyes, the whole world is always against him..."

Constantly Sebastian is on the radio, broadcasting his discontent with other drivers, as with "He's an idiot!" when Alonso momentarily delayed him in a free practice session in Mexico. These two scarcely constitute a mutual admiration society – they loathe each other – and probably it didn't help Seb's frame of mind when Fernando laughed it off, commenting that he understood the pressure he was under...

Perhaps, like so many before him, Vettel took a look at the Ferrari operation, and concluded there was no reason they should ever lose a race. I remember Gilles Villeneuve saying that, and Jody Scheckter and Alain Prost, too. Sebastian, who hero-worshipped Schumacher as a kid, always had a yearning eventually to drive for Ferrari, and presumably hoped that the liaison would lead to the sort of success Michael had there.

Those, though, were different times.

It needs to be remembered that, if Schumacher won five world championships on the trot with Ferrari, he had been there four years before the first one came – and the glory seasons, when they started, had Ross Brawn as technical director, and Jean Todt calmly, ruthlessly, masterminding the operation as a whole.

For all some Ferrari people might seek to play it down, undoubtedly the midseason departure of James Allison has hampered the team's progress, but much else is wrong, too, not least occasionally unfathomable strategy calls. The F16-H may not be a great car, but inescapably one has the feeling it should have achieved much more.

In Mexico Vettel's temper completely got the better of him, so that throughout the race he was raving away on the radio when one thought he might better have devoted his time to concentrating on his driving.

Particularly ill-advised was his response, upon being told Verstappen was to receive no immediate penalty for cutting across the run-off at Turn One: "Well, here's a message for Charlie [Whiting]: f\*\*\* off!" This, for good measure, he then repeated, prompting Arrivabene to say, "Calm down, Seb! Just get your head down – we'll talk about it later..."

On reflection, Vettel concluded it hadn't been the wisest thing to say, and as soon as the race was over he rushed to apologise to Whiting. "Given that Sebastian said sorry, I'm not too hung up on it personally," said Charlie, "but it remains to be seen how my boss may wish to pursue the matter..."

Todt was furious, and most in the paddock – not least Seb's former cheerleaders Christian Horner and Helmut Marko – said they thought it inevitable that some punishment would follow. In the end, though, a statement from the FIA announced that he had been let off the hook.

"Immediately after the race Sebastian Vettel spontaneously sought out Charlie Whiting to express his regrets for his behaviour in person. He then, again on his own initiative, sent letters to the FIA President Jean Todt and to Charlie Whiting, in which he apologised profusely for his actions. He also indicated that he would likewise be contacting Max

Verstappen, and vowed that such an incident would never occur again.

"In light of this sincere apology and strong commitment, the FIA president has decided, on an exceptional basis, not to take disciplinary action against Mr Vettel by bringing this matter before the FIA International Tribunal.

"The FIA takes this opportunity to advise that, in the event of any future incident similar to the one that occurred in Mexico, disciplinary action will be taken by bringing such incident before the FIA International Tribunal to be judged."

"On an exceptional basis" it says in the second paragraph: what, pray, would that be – and why would it not apply to subsequent behaviour of this kind? When people ask me – as they quite often do – why some of today's drivers behave like spoiled brats, I give them the only answer that comes to mind: "Because they can..."

As we saw with Hamilton's childish antics in Japan, bad behaviour is invariably excused by a lot of PR twaddle about 'the pressure

these guys are under...' I have no memory of Jim Clark carrying on like that.

## "IN VETTELS EYES THE WHOLE WORLD IS ALWAYS AGAINST HIM"


AFTER ENDLESS UNCERTAINTY ABOUT weather forecasts and track conditions, after two red flags following accidents, after angry jeering from the crowd, the Brazilian Grand Prix was finally restarted, and swiftly – thankfully, for the reputation of the sport – settled into a classic race, such as Interlagos has so often produced.

It will be remembered, rightly, for a stupefying drive by Verstappen, who in a dozen laps fought back, after a late tyre stop, from 14th to third.

While drivers complained that Pirelli's poor 'full wets' lacked adhesion and exacerbated the aquaplaning problem, Max put his karting experience to work, constantly experimenting with alternative lines in his search for grip: his overtaking moves – incisive, but never questionable – made most of his rivals look pedestrian.

Only once did he drop it, on the steep climb at the end of the lap, and if there was some luck involved in missing the guardrail, there was also sublime skill. Instantly he was back on it, and only four seconds lost.

In the frenzy around Verstappen after the race, it was easy to forget the other outstanding drive this day, perhaps because we had already seen many like it. Hamilton came to Brazil in need of another victory to keep his title hopes alive, duly took pole and then walked the race. Lewis didn't drive like Max, but he didn't need to: he simply drove away.

On weekends like this – and Austin and Mexico – you wonder why he also has weekends like Baku and Suzuka. At Interlagos, where he had somehow never triumphed before, on a treacherous track he made winning look easy, almost matter of fact. The drive put one in mind of Senna at Estoril in 1985, of Schumacher at Barcelona in '96, and not much more need be said. The last thing you need for good motor racing is grip, but I think we knew that, didn't we? 





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F1 FRONTLINE  
*with*

>> HOW ROSBERG FINALLY ENDED HIS HAMILTON JINX



# Mark Hughes

## 2016 GRAND PRIX REVIEW

### LIKE FATHER, LIKE SON

Second place in Abu Dhabi was enough to ensure that Nico Rosberg followed in his father Keke's wheeltracks as F1 world champion. Rosberg Jr ignored protocol by skipping *parc fermé* to celebrate in appropriate fashion on the pit straight.



# F1 FRONTLINE

with  
Mark Hughes



**2016 had everything: an all-conquering car, fierce rivalry, a changing of the old guard, a blistering new arrival and, at the end of it, a new world champion. Here's how one of the most compelling seasons in memory unfolded**

# A

DIFFERENT Mercedes world champion. Nico Rosberg had to keep his frustration under control right through to the final lap of the closing race in Abu Dhabi – as Lewis Hamilton tried

desperately to back him up into the advancing Ferrari of Sebastian Vettel and Max Verstappen's Red Bull: it wasn't enough for Hamilton to win the final race, he needed his Mercedes rival to finish fourth.

Backing Rosberg into the jaws of the Ferrari and Red Bull while winning the race himself was the only possible way Hamilton could clinch a fourth world championship – and the Mercedes pit wall was not a happy place. Paddy Lowe gave Hamilton a direct instruction to pick up the pace, Hamilton declined to co-operate and Rosberg suggested the team do something. This

game of nerve provided a thrilling if controversial finale to the 2016 world championship but it was set in place five races earlier.

Where we left our battling Mercedes title contenders last month was with Hamilton 33 points down on Rosberg after the latter had won at Suzuka. That was a lot for Hamilton to make up in just four races. Essentially, he needed to win Austin, Mexico City, Interlagos and Abu Dhabi and even then Rosberg needed only three seconds and a third.

Hamilton had blown his start in Japan – just as he had in Melbourne, Bahrain and Monza. So when asked, after having set pole in Austin, if he was not nervous it could all happen again, his reply – “I can guarantee that's not going to happen” – sounded more than just bravado. He'd been trying out a new clutch paddle on the back of his steering wheel, thicker and with a bigger sweep of movement. It gave a finer-honed feel for the bite point, a greater sense of control. He got off the line just fine and went on to an untroubled victory. But review footage of that start as they charge towards that wonderfully

steep hill preceding Turn One and you will notice Rosberg has made an even better one from the other side of the front row. What he did next was illuminating.

Rosberg, rather than use his greater momentum to fight out the turn – the very same place at which Hamilton had barged him onto the outside kerb one year earlier – blended early out of the gas. So much so that Daniel Ricciardo got his Red Bull sufficiently alongside to fight out Turn Two, winning the position by cutting Nico in tight on the fast downhill right-hander, forcing him to lift briefly. Rosberg would later get that position back thanks to a fortuitously timed virtual safety car (for Max Verstappen, whose car had stopped after he broke its transmission during a pit stop he hadn't been requested to make). But the significant point was Rosberg choosing not to take on Hamilton wheel to wheel. His points position allowed him that luxury – and unless he could outqualify and outsprint Hamilton off the line (as he had done in Suzuka), he wasn't going to risk it.

Mexico was much the same, except that





Changing of the guard: Max Verstappen became F1's first teenage winner, in Spain, while Jenson Button (pictured in China, left) bowed out. Above left, Alonso smashes into Gutiérrez at the beginning of the campaign in Australia

Hamilton's start was actually better than Rosberg's this time. A snatching cold brake disc sent Lewis spearing off on the grass without losing him the lead, but any advantage he gained was nullified by a first-lap safety car. Hamilton's only jeopardy was whether the tyre he'd flat-spotted would survive long enough to allow him to remain on a race-winning strategy, to avoid being undercut by either Rosberg or Red Bull's Max Verstappen (who'd made contact at least once as Rosberg tried to remain ahead). Hamilton's tyre held on, Rosberg only got Verstappen out of his hair after the Red Bull driver had made a super-late lunge down the inside of Turn Four but locked up and oversteered out wide, the best of his tyres now spent. By the end, both Mercedes drivers were well clear of the argy-bargy behind them between Verstappen, Sebastian Vettel and Ricciardo, which gave us three different third-place finishers – across the line, on the podium and in the official results once the inevitable penalties had been applied.

Verstappen's star shone even brighter in ▶

**“HIS WHEEL-TO-WHEEL JUDGMENT IS INCREDIBLY FINE-HONED. WHEN HE CHOPS, THERE'S NOT A SPARE MILLIMETRE OR MILLISECOND”**



## TOP 10 DRIVERS OF THE YEAR

# 10

Valtteri  
Bottas

Difficult to know if the final place in the top 10 should go to Bottas or Pérez. They have quite different strengths and the latter had a more compliant car and a team with a better understanding of the tricky tyres. But for the purposes of this rating Bottas gets the nod on account of no apparent weaknesses. His lack of flamboyance counts against the perception. But his annihilation of Felipe Massa was almost total. Those races where he sank backwards from his grid position were 100 per cent car-tyre traits, as even Williams would admit, and on the occasions where the tyres somehow fell into the right window – such as in the cool of Montréal – there he'd be, an unrelenting, error-free presence.

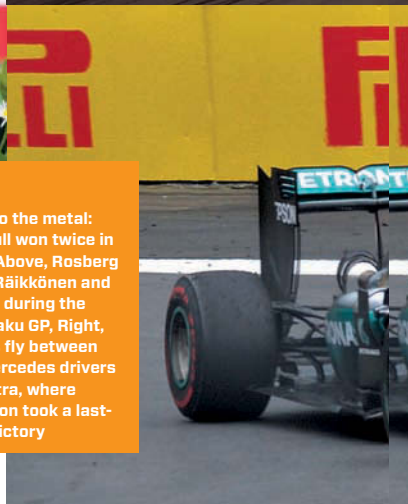
# 9

Carlos  
Sainz

Toro Rosso's fall in competitiveness meant Sainz's performances largely fell under the radar. He began the season continuing to push and occasionally beat Max Verstappen in the same car, just as he had throughout 2015. In three of those four races he set faster qualifying times than the Dutchman and in the two races they both finished it was one apiece. There really wasn't much in it – and Verstappen's instantly sensational performances in the Red Bull only further Sainz's cause. He's brave, quick and becoming ever more consistent. He frequently flattered the Toro Rosso, was devastating in the wet and at Monaco would have been in the podium's spotlight... but for a jammed wheel nut.

# F1 FRONTLINE

with  
**Mark Hughes**



**Petal to the metal:** Red Bull won twice in 2016. Above, Rosberg leads Räikkönen and Bottas during the first Baku GP. Right, sparks fly between the Mercedes drivers in Austria, where Hamilton took a last-gasp victory

rain-drenched Brazil – but Hamilton dominated totally. He absolutely had to win each of these races and there was a surety about him once the purity of the task became clear. Rosberg, his task equally clearly defined, drove like an immaculate, bug-free software programme. Having failed by just a tenth to take pole, he didn't fight it out with Hamilton on any of the five rolling starts behind the safety car – and conspicuously failed to react when Verstappen drove clean around his outside in Turn Three, Max using the outside wet lines he'd practised in the interminable laps behind the safety car. For Rosberg the potential downsides of trying to race either of these two were massively outweighed by the potentially small upside. Could Hamilton have been so disciplined in the same situation? That's not how he rolls. For a while Verstappen even began gaining on Hamilton until suffering the mother and father of an aquaplaning moment at the top of the hill, somehow rescuing the car from 90-degrees broadside at 160mph within the width of the

track. Rosberg seemed reluctant to try to capitalise – and on the following lap Verstappen went around a full second faster than him. Eventually, trying a strategic throw of the dice for victory, Red Bull brought him in for inters. The rain continued to fall and before it was too late he was back in for another set of wets – leaving him 14th with just 16 laps to go. Inventing some overtaking moves never before seen around Interlagos he finished a thrilling third, leaving observers making comparisons with Senna and Schumacher. Rosberg dropped 11.5sec in the last 16 laps to Hamilton, but took the 18 points just the same. This was how Niki Lauda used to win titles.

Hamilton's time to get strategic came only in the Abu Dhabi finale. How to win the race but cause interference with Rosberg's – somehow to get him demoted from second to fourth. It seemed improbable that the race would even pan out with everyone in the right place to do that. Hamilton burst into the lead in the desert evening – then cruised. Verstappen was nudged

into a first-corner spin – and that actually put into place a brilliant strategy for him. Forced to run his first stint long to recover places, he maintained a consistent enough speed – because Hamilton was keeping the pace at the front so slow – to leapfrog past most of those he didn't overtake, including team-mate Daniel Ricciardo and the Ferraris.

Vettel's strategy was the opposite to Verstappen's – an early first stop and a late enough second – that he could get onto the faster super-soft tyres and hunt down the five cars ahead of him. Again, made more feasible by how Hamilton was holding the race hostage with his moderate pace. So Seb charged through, was given a clear passage by Räikkönen, nailed a simple DRS move on Ricciardo and a slightly tougher one on Verstappen – and there they all were with three laps still to run, four cars all lined up in one frame, the leader looking in his mirrors, eyes looking backwards, ears shut tight to the radio instructions. His plan didn't work, Vettel couldn't



quite get a run on Rosberg up the DRS zone, his traction not good enough out of Turn Seven.

So even under provocation, Hamilton-Rosberg still didn't go wheel to wheel. Their battle tended to be more mathematical, especially in these late stages. But at least they were allowed to fight and for that we should be thankful, for there was still no competition for Mercedes in the third year of this formula. Red Bull got closer, Ferrari dropped further away but the advantage remained overwhelming.

It was the most convincing of Mercedes' recent title-winning campaign, the team winning 19 of the 21 races – shades of McLaren's 15 from 16 in 1988 – and was on pole for 20 of them, invariably locking out the front row. The championship for constructors was beyond rivals' reach after Japan, race 17.

Three successive years with the same title protagonists in the same team made it easy to overlook some amazing performances, especially from Hamilton. The level he's got to, the way he allied experience to the still breathtaking

**“EARLIER IN THE SEASON – WHEN THE ROUTE TO THE TITLE WAS NOT YET DEFINED – NICO TWICE REFUSED TO BACK DOWN”**



## TOP 10 DRIVERS OF THE YEAR

# 8

Romain  
Grosjean

He remains one of the very fastest, but unsurprisingly a team in its first season did not improve his ability to tap into this consistently. He's very good at saying what he doesn't like about a car, but perhaps less illuminating when it comes to giving his engineers a direction.

Combine this with the frustration about a great career – momentarily within reach in 2012 and '13 – that seems to be falling through the cracks and even the great performances of the last couple of years were being delivered less frequently. The limitations of the Haas – primarily its braking – robbed him of the biggest asset in his armoury; the ability to carry big speed into a corner. But early on, when the car was working well, his drives in Melbourne, Bahrain and Russia were the cornerstone of the team's flying start. Thereafter, among the smoking tyres and radio rants there were occasional reminders of a very special raw talent.

# 7

Kimi  
Räikkönen

Rejuvenated, Räikkönen became Ferrari's main threat in the season's second half. His emotional flat line was a strength in a team suffering considerable internal turmoil. He was a much more suitable 'shut up and drive' character for the autocratic management than was Vettel. There were also

crucial changes to his engineering personnel during the season – and finally his wishes, always expressed in a low-key way, were being translated. He just did his thing, as he always has. The politics around this were significant. Up until the confirmation of a contract extension, he had looked the same inconsistent

Kimi as he'd been since rejoining the Scuderia in 2014 and his woeful form at Monaco and Montréal made it seem inevitable he'd soon be gone. Yet almost from that moment, it all turned around. Not quite the Räikkönen of the golden McLaren years, but a pretty good facsimile.

# F1 FRONTLINE

with  
Mark Hughes



control and feel suggests he's somewhere around his absolute peak. He lost the title to three key mechanical failures.

Hamilton has now won 53 GPs and set 61 poles, the latter just seven short of equalling Michael Schumacher's all-time record. Other statistics confirm the underlying performance pattern between the two drivers. Taking out those races where unreliability meant no comparison was possible, Hamilton beat Rosberg 10 times and Rosberg beat Hamilton 6 times. In qualifying it was 12-5 in Hamilton's favour.

Although the lines Hamilton had drawn in the sand left Rosberg unwilling to go wheel to wheel with him when it wasn't necessary, earlier in the season – when the route to the title was not yet defined – Nico twice refused to back down. The consequences were the collisions of Barcelona and Austria.

This time, unlike at Spa '14, he remained unrepentant. Not chastened, merely wary but determined. He fought the battle his own way, and although he got much the better rub of the green on reliability he maximised it clinically. On the rare Hamilton off-days – Baku (where Lewis crashed in qualifying) and Singapore – Rosberg was scintillating. More usually, he was as good as he needed to be, totally relaxed in his skin and psychologically unbeatable even when beaten on track. It was by far his best season.



## THE OPENING-LAP BARCELONA

accident between the Mercedes drivers paved the way for Verstappen to win first time out for Red Bull, a quite remarkable story, an even more remarkable racing driver. It's not just his speed and racecraft, but his attitude that has lit up F1, challenged its mores. He doesn't accept anything: that it's not possible to brake that late to attempt a pass and still make the corner. Or the etiquette agreed by generations of F1 drivers over the years that you don't move in the braking area. Or criticism from anyone – he was twice rounded upon by most of the seniors at driver briefings and it made not the slightest impact on his assessment of being in the right, or on his performance.

His wheel-to-wheel judgment is *incredibly* fine-honed. When he chops, there's not a spare millimetre or millisecond. Kimi Räikkönen reckoned he shouldn't have been forced to brake and steer at 200mph on the Kimmels straight to avoid contact – and he's right. But regardless of the ethics, Verstappen's intuitive feel for speed and space was spectacular.

The others say he's out of line. He just believes his line is different. And he still does

that trick of passing from way back so that the other guy isn't even aware until he sees him in his peripheral, the move already done. As demonstrated on team-mate Ricciardo on lap two at the Rindt Kurve, for example.

His crowning glory came in the Interlagos rain and from the perspective of that and the army of fans he is switching onto the sport, it's easy to concur when Bernie Ecclestone says, "Thank God for Verstappen." This magnificent, mercurial minor who cannot hire a road car for another two years in most countries is rewriting the rulebook – literally. A new 'Verstappen rule' was introduced from Austin, prohibiting moves in the braking zone. First to fall foul of it was Sebastian Vettel in Mexico, in a situation inevitably instigated by Verstappen. Change the rules, he'll slide around it. He's unstoppable. But not unbeatable. His sophomore season could still be identified as such with the multiple incidents at Monaco and the 'ghost' pit stop in Austin. But make no mistake: he's coming, even if – in 2016 – Ricciardo was a stronger performer through the season (see driver panel).



FERRARI'S LINE-UP ALSO PROVED VERY closely matched, Sebastian Vettel generally ahead in the season's first half, Räikkönen in the second. Of much more concern to the team was its wholesale failure to challenge Mercedes, following on from the triple victory promise of 2015. The car – with better overbody aerodynamics from a tighter, repackaged rear and enhanced underbody from a much shorter nose, pushed along by a more powerful version of what was already a strong engine – was a good performance step on from the 2015 car. Just not enough. Yet greater gains had been made at Mercedes and Red Bull/Renault Sport. It also suffered from a weak gearbox – on four occasions its drivers would take five-place grid penalties for a replacement – and the team never did get a proper handle on the way it used the tricky Pirellis.

Under the aggressive direction of Sergio Marchionne, the pressure upon the team was enormous and lay at the root of the friction with technical director James Allison who, in addition, suffered a personal tragedy on the eve of the season with his wife's sudden passing. The gains made with the car during the off-season had given the technical department real cause for optimism, but as Allison was pointing out, that meant nothing until they knew the gains made by the competition. So it proved to be. Asked, in essence, to provide a new timetable of success, Allison – struggling



Irresistible force meets immovable object on the run to Barcelona's Turn Four... leaving Hamilton and Rosberg in the gravel and opening the door to Verstappen's first F1 win



TOP 10 DRIVERS OF THE YEAR

6

Max Verstappen

Make no mistake, he is sensational. His urgency, phenomenal racecraft and lack of respect for reputations lit up the sport. His inner certainty is beyond mere self-belief and into Senna/Schumacher realms of an incapacity to believe he can be wrong. But he can be – and his repeated crossing of the defensive line, notably on Räikkönen in Hungary and Spa and on Hamilton at Suzuka – required a new 'Verstappen regulation' to be written. Ironically, first to fall foul of it was Vettel in Mexico in a situation instigated by Verstappen... In the wet of Interlagos and into the last few races it seemed as if he might be gaining the upper hand upon Ricciardo. A freeze-frame of how good everyone was at the end of the season would surely place him higher than sixth. But his seasonal average reflected a guy in just his second year and the inevitable errors and off days that come with that.

5

Sebastian Vettel

The end of his Ferrari honeymoon seemed to affect Seb. Still a very great racer, the frustration and anger readily apparent on the surface sometimes permeated into the driving. Was there not an edge of desperation in his first-turn moves at Sochi and Sepang? As the team parted with James Allison, in whom Vettel had so much faith, was it coincidence that he stopped automatically being Ferrari's cutting edge? Vettel attempted to take matters in hand, tried to be the leader he was employed (by a different man) to be, but met only management rebuke. Some who know Vettel well cannot see the relationship being repaired. But still he could put in a beautiful race like Singapore. In the year's latter half such a drive was notable for how it stood out. How different might it have been had circumstances not induced the team into decisions that lost him likely victories in Australia and Canada?

# F1 FRONTLINE

with  
**Mark Hughes**



to cope with his loss – failed to get the boss to see things his way and they reached a mutual agreement in July. Former engine chief Mattia Binotto took over in an acting capacity, but Allison's departure came as a real blow to Vettel and it wasn't difficult to see his building frustration as his Ferrari dream collapsed around him.

The pressure told upon the pit wall, too, and some bizarre calls were made that arguably lost it the opportunity of victories in both Melbourne and Montréal. But even the more routine calls were often questionable, with Vettel coming to query them over the radio – and often directing them to a better one. The core of the team was still solid, but placing pressure on people without them having control of the variables is rarely an effective route to efficiency.

Vettel seemed to take on the team's internal turmoil whereas Räikkönen appeared barely to notice. Getting changes to his engineering back-up was also instrumental in a turnaround in form that – probably co-incidentally – began just as the extension of his deal for a further 12

months was confirmed at Silverstone. Thereafter he was more often the slightly quicker Ferrari driver in qualifying, completing his renaissance.



TECHNICALLY, APART FROM THE impressive continuing gains in the power units, 2016 was all about who could best adapt their cars to the often contrary behaviour of the tyres at the very high minimum pressures (and small camber angles) imposed by Pirelli since the Spa 2015 blow-outs. The reduced contact patch makes it even more difficult to generate temperature in the tyre's core as the lateral grip is reduced, but at the same time tends to overwork the compound's surface. So an undertemperature core and an overheated surface became quite a common complaint and the rubber became more sensitive than ever to track temperatures. As such, keeping the car balanced between front and rear across the whole spectrum of corner speeds became yet more valuable than before. Mercedes and Red Bull did the best job in this, albeit through very

different aero philosophies.

Mercedes pursued an aggressive concept in configuring the W07. "In 2015 it had been relatively straightforward to do a second lap around the original car of '14, just improving the integration aspects," explained Paddy Lowe. "But that approach wouldn't have yielded much with a third iteration and therefore we had to be more innovative." This centred around the car's 'W-floor', whereby an intricate arrangement of vanes ahead of each sidepod filtered off some of the airflow and fed it to the underbody. Conventionally, aerodynamicists go to a lot of trouble to prevent outer body airflow from seeping into the underfloor area and creating turbulence. The achievement of the aero team at Brackley was in feeding extra energy into the airflow of the underfloor without introducing the turbulence.

Red Bull went further down the high-rake path, completely reconfiguring the front suspension to facilitate this. If this can be achieved without the downforce at the rear bleeding away at low speeds, it energises the



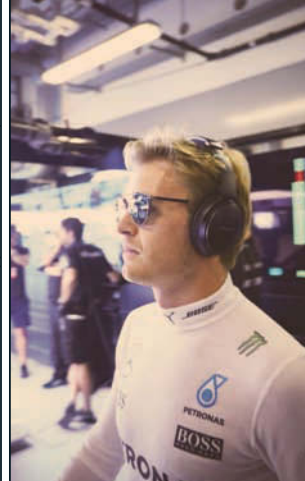
Victory celebrations: crowd invades Monza, where Rosberg (inset left) prevailed. Left, Hamilton benefited from Ricciardo's misfortune in Monaco. Opposite, after a run of poor form, Kimi Räikkönen returned to form in the second half of 2016



whole car aerodynamically, effectively making the floor itself more of a diffuser. Keeping the rear underbody airflow attached at big ride heights was relatively simple to achieve in the days of exhaust-blown diffusers, but is less straightforward under these regulations – and this is where the Red Bull aero department succeeded spectacularly with the RB12.

Both cars also featured extraordinary sophistication in the variability of the suspension rate through several different planes, allowing them to optimise the aerodynamic platforms through a wide variety of corners. “If drivers from the past got into these cars they’d been mind-blown by how well balanced they are,” claims Lowe. “The degree to which we’re tailoring the aero and mechanical platform almost corner by corner means you can get to a point in the weekend where the driver is saying, ‘There’s nothing to tune. It’s perfectly balanced,’ whereas 20 years ago you had to take a really very crude approximation of getting a balance at as many corners as possible while accepting the others would be rubbish.” 📺

**“VETTEL SEEMED TO TAKE ON THE TEAM’S INTERNAL TURMOIL WHEREAS RÄIKKÖNEN APPEARED BARELY TO NOTICE”**



## TOP 10 DRIVERS OF THE YEAR

# 4

Nico  
Rosberg

There is much that is impressive about Rosberg's game: the one-lap qualifying pace or the logical way he can work with his engineers in decoding tyre complexity, but the single most impressive thing about him is his ability to bounce back from defeat. Three years against a phenomenon on the other side of the garage would be mentally exhausting for even the toughest. Yet he has an ability to wipe the slate clean and in 2016 he seemed more relaxed than ever, recognising he was never going to out-Hamilton Lewis, competing in a different way, playing to his strengths. Barcelona and Austria demonstrated that he was prepared not to back down – and they were the reactions he had to make after being on the receiving end of Hamilton's aggression in the past. He benefited from better reliability than his rival, but his inner confidence allowed him to maximise that opportunity.

# 3

Fernando  
Alonso

Here's a giveaway detail that reveals Alonso's special quality: at Spa (where he'd jumped 10 places from the back row of the grid by the exit of Turn One), he was running just ahead of the more powerful cars of Massa and Pérez. He was surely a sitting duck, so in the slow sections just before the DRS detection points he'd back Massa up into Pérez. That ensured the Force India would try to pass the Williams, forcing Felipe to defend for lap after lap. Eventually Massa used up his tyres and delayed them both. Pérez subsequently passed the McLaren, but Alonso had induced Massa into taking himself out of the equation, helping the McLaren to finish seventh. That tenacity and smartness, the opening-lap aggression and sixth sense of where to place himself in those moments of opportunity, are what he is still all about. If he ever again gets into a competitive car, there are more world titles within him.

# F1 FRONTLINE

with  
**Mark Hughes**



These cars were essentially using sophistication in the hydraulic valving of the heave spring and how it interacted with the rest of the suspension to do what the now-banned FRICS used to in optimising the aero platform in all situations.

Red Bull was further boosted by the efficiency gains in the Renault motor's combustion chambers together with changes to the turbo's design. There was a further 0.3sec gain when, in Monaco, the TJI (turbulent jet ignition) technology was introduced, similar to that already used by Mercedes and Ferrari whereby the mixture is ignited in a mini-chamber, the jets of flames then shooting out through orifices connecting the mini chamber to the main combustion chamber (the same orifices through which the mixture had been forced under pressure milliseconds earlier) to give a much more efficient burn.

Mercedes and Red Bull both had a great handle on the tyre traits, as did Force India, something that allowed the 360-strong team to beat the identically powered Williams-Mercedes

to fourth place in the constructors championship.

Understanding how to get heat into the tyres, how to take it away, balancing the core temperatures with those of the tread and the effect of track temperatures on the whole mechanism through a huge variety of corner types and track surfaces was a science in itself – and the big teams now have specific tyre departments. They work hand in hand with race engineers, designers and vehicle dynamicists. Intricate brake ducting is used to put heat into the wheel rims and from there into the tyres. Getting them quickly up to temperature (and pressure) allowed a ruse that partly got around the high minimum pressures. What Pirelli suspected teams were doing was under-pressuring, then using the heat from wheel rims heated by the tyre blankets to transfer the heat and temporarily increase the pressure above the minimum long enough for them to be checked just prior to the lap to the grid. Then a slow formation lap would bring the temperatures and pressures back down. That game was busted when Pirelli began checking the pressures before

the wheels went onto the car.

The underlying problem continued to be the heat-degrading mechanism of the Pirellis and how that determined that the quickest way to run a race distance was usually to drive slowly... up to 2sec off the pace. Go faster than that and the rubber tended to fry and become gripless, regardless of how much tread remained – and would stay like that, with no way of bringing it back. So once, say, Hamilton found himself 1.5sec behind Rosberg after making a bad start at Monza, that gap was essentially frozen. Push any harder and the rubber would begin to overheat, risking permanent damage. So those races where a fast guy is delayed then carves his way through the field – the sort of drives that create legends – have become a thing of the past, in the dry at least. There was the occasional time when the track didn't induce the phenomenon – and the final stint of Montréal, for example, produced a thrilling flat-out contest between Hamilton and a chasing Vettel and they seemed genuinely exhilarated afterwards. But such events were rare.



Mexico's second Grand Prix of the modern era was again a huge hit with fans, opposite. Left, Hamilton was on course for a straightforward win in Malaysia until...



Furthermore, there was profound criticism of the standard issue wet-weather tyre, Vettel describing it as “the safety car tyre”, and saying it wasn’t fit for much else. It struggled to clear standing water without aquaplaning and this was the reason that wet starts tended to be behind the safety car. Previous generations of wet tyres could operate in conditions wetter than those at which this one became almost uncontrollable. The Brazilian Grand Prix demonstrated this in a terrifying way. Räikkönen aquaplaned out of control and F1 dodged a bullet as Esteban Ocon reacted just in time to the stationary, forward-facing Ferrari that appeared out the gloom as he nudged 200mph...

The Grand Prix Drivers’ Association, in previous years directing its complaints behind closed doors, went public early in the season. This was ostensibly triggered by how the governing process had failed the sport again by not allowing the flawed elimination-style qualifying introduced at Melbourne to be abolished for the next race. But while the drivers were about it, they listed a few of their other

“THERE WAS PROFOUND CRITICISM OF THE STANDARD WET, VETTEL DESCRIBING IT AS THE ‘SAFETY CAR TYRE’ ”



## TOP 10 DRIVERS OF THE YEAR

# 2

Lewis  
Hamilton

Running for a third consecutive season with his team-mate as his only title rival, Hamilton’s biggest obstacle was mechanical unreliability, not Nico Rosberg. That’s the only thing that made it a title fight at all and in a straight run of it, there would have been no contest. In those races where circumstances allowed straight comparison, Hamilton was genuinely beaten by Rosberg only five times. Hamilton defeated Rosberg ten times.

In qualifying the numbers were 12-5 in Hamilton’s favour. The core of that advantage remained Hamilton’s unworldly natural speed. When everything comes together for him, he can conjure a lap time advantage over his team mate (and a supremely quick one) that no other driver on the grid this year could demonstrate. Seven tenths clear at Monza, four tenths in Sepang; these are not normal margins when the team-mate has suffered no particular problem. They were not usually so big, but the fact he could do them at all speaks of how incredibly high his peak is. Braking into slow corners or staggering momentum through the sweeps of Maggotts/Becketts or Austin’s Esses were just the tell-tales of limits that can, when required, eke out his tyres as long as it takes – and his achievement in keeping his wets alive at Monaco long enough to miss out the inters phase was miraculous and decisive in winning him the race. He remains prone to occasional errors (starts, Baku qualifying) and can still head off down a set-up cul-de-sac that compromises his weekend and, as such, we’ve judged his average behind that of Ricciardo. But the peaks...

# F1 FRONTLINE

with  
**Mark Hughes**

gripes. These included a need to react to the changing media landscape in order to attract new fans, a shake-up of the decision-making process and a thinly veiled sideswipe at “partners and suppliers” otherwise known as Pirelli.

So there’s much that still needs fixing, but much that remains wonderful as the sport continues to evolve. Shortly after Monza it was announced that agreement had been reached for Liberty Media, an American company, to buy CVC’s controlling interest in the sport’s commercial rights. A more holistic, joined-up overview of where F1 is going would seem to be coming with that development as the sport adapts to a world that’s changing faster than ever before. It’s going to take a few months yet for the deal to be concluded, during which time Ecclestone continues to call the shots.



ANOTHER MARKER OF THE PASSAGE OF time was the departure as McLaren’s CEO Ron Dennis immediately after the penultimate race, victim of a boardroom feud between him and fellow shareholder Mansour Ojeh. It was quite a tragic Shakespearean tale and it seems Dennis may be about to declare war on the team in which he retains a 25 per cent stake. Only a couple of months earlier he’d stood proud as he oversaw, at Monza, the announcement of Jenson Button’s future for the next two years and the instalment of Stoffel Vandoorne. At the final race JB was keen to point out that he was essentially retiring to be a paid ambassador for the team and didn’t expect to be back on the grid in 2018. There were still moments of magic from him in his final season – on intermediates in Hungary he was third fastest during Q3 – but the performance was less sustained than last year, something made glaringly obvious by Fernando Alonso’s continued raging against the odds.

On track the McLaren-Hondas had improved significantly since 2015, with vastly more efficient energy harvesting and deployment from a turbo redesign. They were regular lower Q3 qualifiers in the season’s second half. But the engine remained down on power, its ‘size zero’ concept with the turbo between the vee revealed to be obsolete as the improved conversion efficiency of the recovered energy began to justify bigger turbines and compressors – like those introduced by Mercedes and Ferrari – than could be fitted into such a space.


Button was joined in retirement at the end of the year by Felipe Massa, though like Jenson his final season wasn’t much to write home about. The Williams was less competitive than it had been and Felipe was less competitive relative to

Valtteri Bottas than in the previous couple of seasons. But there was great affection for him, shown to powerful effect at Interlagos.

Losing out to Force India for fourth was a serious underperformance from Williams and internal changes are on the way. Force India demonstrated how a small team could benefit from the assets of much larger entities – the Toyota wind tunnel, the gearbox from Mercedes, not just the engine – to concentrate on its aero and tyre usage. That and a driver in Sergio Pérez who has a great feel for the rubber helped the team punch above its weight.

Taking Force India’s philosophy to extremes, and relying on outside parties (Dallara) to design and build the car, with the help of Ferrari’s wind tunnel and staff, the Haas team enjoyed a successful, solidly mid-grid, first season – though 62 per cent of its points came in the first two races courtesy of Romain Grosjean. Toro Rosso’s season was compromised by its late-notice change to 2015 Ferrari engines compromising the car’s concept and leaving it progressively more outpowered. But it was again aerodynamically excellent and Carlos Sainz produced several stand-out performances, albeit often beneath the radar. Renault was in recovery mode and only rarely got its repainted and re-engined Lotus E23 among the midfield, where Jolyon Palmer established his F1 credentials after a tough beginning. Sauber was rescued from oblivion mid-season by new owners – with Felipe Nasr’s two points in Brazil putting the team ahead of Manor, where Pascal Wehrlein and Esteban Ocon showed themselves to be drivers of great promise.



IT’S CLEAR F1 IS IN A PERIOD OF transition – but to what? Electric racing continues to gain traction and Mercedes has reserved a place in Formula E for the future. As the automotive industry plans around a full-scale move to electricity or fuel cells, it begs the question of whether it’s time to snap the tenuous link between road cars and F1 or embrace it further. Hybrids are only a transient stage in automotive evolution so it seems pointless that F1 stays there in the long term. Would F1 be being brave in cutting those ties, or in trying to get a huge (but declining) fanbase to embrace an F1 without one of its constituent thrills, the noise? Should it be hardcore or corporate? We know which we’d prefer. 

*For the best race-by-race review of the season, look out for Motor Sport’s seasonal F1 special – on sale from December 9 for £7.99*

**Spirit of ecstasy:** freed from the shackles of following a dawdling Lewis Hamilton in the Abu Dhabi finale, Nico Rosberg is finally able to celebrate his first world title and – 34 years after father Keke’s triumph – his family’s second





## TOP 10 DRIVERS OF THE YEAR

# 1

## Daniel Ricciardo

He just keeps meeting every challenge thrown at him. Partnering an incumbent four-time champion around whom the team was built and outperforming him? Check. Taking victories whenever the car made them feasible? Getting the team around him with a winning combination of personality and performance? Perfect defence and exquisite ambushes? Finding an advantage from understanding these trickiest of tyres? Comprehensively outperforming the fast Russian chosen to replace the four-time champion, so much so that the new kid was demoted? Check, check, check and check. So this year's challenge, once Daniil Kvyat had been sent back to Toro Rosso, was to measure up against what many feel is a once-in-a-generation talent – Max Verstappen – while still maximising everything Red Bull had to offer. Well, Ricciardo did that too, outqualifying him 11 times to six and comfortably outscoring him in their time together. He should have won both Spain and Monaco and the reasons he didn't were not to do with him – and he did win in Malaysia. Even if that victory came only after Lewis Hamilton's Mercedes blew its engine, that was fair exchange for Hamilton having inherited Monaco after pole-setting Ricciardo lost the race through his team not having tyres ready at his pitstop. But they were just the headlines: his season carried through it a seam of gold. Should a Red Bull have been on the front row in China and leading the race? That qualifying lap was almost as scintillating as his later one at Monaco. It would have been fascinating to see what his China race would have been had he not picked up a puncture on lap two. In his recovery, he made up 20sec on team-mate Kvyat and was right on his tail at the flag. In Hungary he was as impressive in attack as he was later in defence. At Monza he pulled off the pass of the season on Bottas. In Singapore he split the Mercs on merit. The only challenge remaining? How would he handle a title fight? It would be great if we found out in 2017.

# F1 FRONTLINE

with  
Mark Hughes



## WINS

LEWIS Hamilton	10
NICO Rosberg	9
DANIEL Ricciardo	1
MAX Verstappen	1

## POLE POSITIONS

LEWIS Hamilton	12
NICO Rosberg	8
DANIEL Ricciardo	1

## GRID PENALTIES

FERNANDO Alonso	105
LEWIS Hamilton	65
SEBASTIAN Vettel	43
JENSON Button	35
ROMAIN Grosjean <sup>3</sup>	15
MARCUS Ericsson <sup>2</sup>	13
SERGIO Pérez	13
CARLOS Sainz	13
RYO Haryanto	11
KEVIN Magnussen <sup>1</sup>	10
KIMI Räikkönen	10
ESTEBAN Ocon	8
VALTTERI Bottas	5
ESTEBAN Gutiérrez	5
NICO Rosberg	5
PASCAL Wehrlein	5

In addition, <sup>1</sup>Magnussen was required to start from the pitlane in Australia, <sup>2</sup>Ericsson in Britain and Hungary and <sup>3</sup>Grosjean in Mexico.

## A YEAR IN NUMBERS

### HEAD-TO-HEAD

**QUALIFYING** Based on final grid position after penalties

**RACE** Based on positions or laps completed

*Considered a tie when drivers retired on the same lap*

<b>FERRARI</b>		
VETTEL 	9 / 12 14 / 7	 RÄIKKÖNEN
<b>FORCE INDIA</b>		
HÜLKENBERG 	12 / 9 8 / 13	 PÉREZ
<b>HAAS</b>		
GROSJEAN 	12 / 9 9 / 12	 GUTIÉRREZ
<b>MANOR</b>		
WEHRLEIN 	15 / 6 13 / 8	 OCON/ HARYANTO
<b>McLAREN</b>		
VANDOORNE/ ALONSO 	16 / 5 13 / 8	 BUTTON
<b>MERCEDES-BENZ</b>		
ROSBERG 	9 / 12 10 / 10	 HAMILTON
<b>RED BULL</b>		
RICCIARDO 	15 / 6 13 / 8	 KVIAT/ VERSTAPPEN
<b>RENAULT</b>		
MAGNUSSSEN 	10 / 11 12 / 9	 PALMER
<b>SAUBER</b>		
ERICSSON 	12 / 9 13 / 8	 NASR
<b>TORO ROSSO</b>		
SAINZ 	13 / 8 17 / 4	 VERSTAPPEN/ KVIAT
<b>WILLIAMS</b>		
BOTTAS 	17 / 4 12 / 9	 MASSA



## FASTEST LAPS

NICO Rosberg	6
DANIEL Ricciardo	4
LEWIS Hamilton	3
SEBASTIAN Vettel	3
FERNANDO Alonso	1
NICO Hülkenberg	1
DANIIL Kvyat	1
KIMI Räikkönen	1
MAX Verstappen	1

## LAPS LED

LEWIS Hamilton	566
NICO Rosberg	489
SEBASTIAN Vettel	90
DANIEL Ricciardo	74
MAX Verstappen	42
KIMI Räikkönen	7

## PODIUM FINISHES

LEWIS Hamilton	17
NICO Rosberg	15
DANIEL Ricciardo	8
MAX Verstappen	7
SEBASTIAN Vettel	7
KIMI Räikkönen	4
SERGIO Pérez	2
DANIIL Kvyat	1
VALTTERI Bottas	1



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**↑ LONDON, UK, NOVEMBER 5**

England's capital city is not known for making motorists feel welcome, but one of its busiest thoroughfares was sealed off for the annual Regent Street Motor Show – a celebration of cars both ancient and modern, with the potential for a little bit of pre-Christmas shopping on the side.

**↓ MARRAKESH, MOROCCO, NOVEMBER 12**

Sébastien Buemi (e.dams) made it two wins in as many races at the start of the third Formula E season, the defending champion recovering from seventh on the grid to head home Sam Bird (DS Virgin) and Felix Rosenqvist (Mahindra). The series resumes in Buenos Aires on February 17.



**← MOTEGI, JAPAN, NOVEMBER 13**

Victory in the Super GT finale was enough to secure the title for Heikki Kovalainen and Kohei Hirate, who finished less than 0.5sec clear of fellow Lexus racers Kazuya Oshima and Andrea Caldarelli.



**SURFERS PARADISE, AUSTRALIA, OCTOBER 22-23**

Surf the waves or ride the kerbs? The Castrol Gold Coast 600 proved very fruitful for Red Bull Holden, which won both V8 Supercar races thanks to Shane van Gisbergen/Alexandre Prémat and Jamie Whincup/Paul Dumbrell.





# THE MOTOR SPORT MONTH IN PICTURES



**↑** **VALENCIA, SPAIN, NOVEMBER 13**  
Jorge Lorenzo ended his Yamaha career on a winning note, dominating the last MotoGP event of the season ahead of his 2017 switch to Ducati. World champion Marc Márquez (Honda) took second, from Andrea Iannone (Ducati) and Valentino Rossi (Yamaha).

## **←** **BARCELONA, SPAIN, NOVEMBER 6**

Frenchman Tom Dillmann (AVF) clinched the Formula V8 3.5 title in the last race of the season, Renault-backed rival Louis Delétraz (Fortec) finishing only fourth and slipping back to second in the standings.

## **→** **SUSSEX, UK, NOVEMBER 6**

Union Flags, cheery waves, tulips and champagne saucers... all part of the tapestry on the London to Brighton Veteran Car Run. Almost 400 cars took part and drivers included Eddie Jordan, in a 1901 Benz.

## **←** **IMOLA, ITALY, OCTOBER 21-23**

Recent efforts to bring the Italian GP to Lombardy failed, but locals had the consolation of the Imola Classic being restored to Peter Auto's historic racing schedule for the first time since 2013.





Toyota, Porsche, Audi: a great mix for LMP1, but the WEC would be stronger if a new marque could be found to replace departing Audi

AUDI'S WITHDRAWAL FROM THE World Endurance Championship at the end of this season is not a catastrophe, according to series boss Gérard Neveu. Yet behind the business-as-usual front he is portraying along with the top brass from WEC promoter the Automobile Club de l'Ouest, there must be an understanding of the pressing need to attract a new manufacturer to join Porsche and Toyota in the LMP1 division.

There is no requirement for the WEC to have more than two car makers in its premier class. Two is the minimum stated in the ACO's contract with the FIA. Think back to 2012, and Peugeot's sudden withdrawal ahead of the rebirth of world championship sports car racing. Toyota had to be persuaded to enter the full championship in what had been planned as a development year in which it would pick and choose its races.

Back then WEC knew a third manufacturer was on its way, as Porsche announced it would return to the top flight a month after the new-look WEC was confirmed in June 2011.

Nearly five years on, Neveu and the ACO must be acutely aware that the WEC is vulnerable until they attract a third marque. Should either of the remaining P1 participants pull out, the series and its centrepiece, the Le Mans 24 Hours, would be in trouble.

Neveu and ACO president Pierre Fillon insist that other manufacturers are interested in joining the P1 division. They have refused to name any potential newbies or set any kind of timeline for the arrival of a third marque.

## What next for the WEC?

Series bosses play down the effect of Audi's departure | BY GARY WATKINS



"The main target is to reduce costs and create conditions that welcome manufacturers, but this is not something new"  
Gérard Neveu

The truth is that there is no new name on the imminent horizon. The cost of competing in the technological playground of LMP1 is immense and remains an obstacle to potential entrants.

Peugeot has an interest in returning to an arena in which it was successful over the course of a five-year stint prior to the relaunch of the WEC. But competitions boss Bruno Famin maintained that a comeback is not possible while expenditure remains at present levels.

"Our boss has said we will come back when the conditions are right," Famin said. "The first concerns the financial health of PSA (Peugeot's parent company) and the second the cost of competing in the WEC. PSA is a little bit better [than at the time of its withdrawal], but the costs are still too high."

The WEC takes cost reduction very seriously; there's even a specific working group dedicated to the task. But limits on testing and personnel that can be taken to the races, a cap on the time each manufacturer can spend in the wind tunnel, and restricting the number of

engines used each season will not reduce the required budget to a level Peugeot would regard as acceptable. Famin said that "a 10 per cent reduction" is not the figure we are talking about.

Peugeot's claims come at a time when the technological scope of the regulations is about to widen. A new cycle of rules to be introduced in 2018 will allow an extra energy-retrieval system – three rather than two – and increase the amount of hybrid energy that can be deployed over the course of a lap. A 10-megajoule class is being added above the existing 8MJ category.

The question is whether it is time for the ACO and the FIA to divert the course of the technological road map in the name of cost reduction. Neveu and Fillon wouldn't be drawn on that one.

"The main target is to reduce costs and create conditions that welcome manufacturers, but this is not something new," said Neveu. "There is a commission working on that and today is not the time to comment on any delay or adjustment to the technical regulations."

The good news for the WEC is that it has time to tempt another manufacturer. Porsche's participation is confirmed until the end of 2018 and senior bosses have suggested that they envisage a long-term presence in the brand's traditional motor sport stomping ground, admittedly one from which it was absent in the 15 years leading up to its 2014 return.

Toyota is committed at least until the end of the 2017 season and, just as significantly, Toyota Motorsport GmbH technical director Pascal Vasselon has

insisted that there is “no end-date” set for the programme. Like Porsche, TMG is already working on a new car for the 2018 regulations, which are likely to be in force until 2020 or '21.

That said, Audi was doing likewise and had all but finished its 2017 contender based around this year's R18 e-tron quattro. The money already spent didn't stop the axe from ending its 18-year stint in the prototype ranks.

## THE PRIVATEER CONUNDRUM

It is not just with manufacturer teams that the WEC and Le Mans are facing a shortfall in LMP1 entries. The gradual collapse of the privateer field has continued with the decision of the Anglo-Swiss Rebellion Racing to step down to LMP2 for 2017, leaving only the German-based ByKolles squad with any firm plans to compete against the factories next year.

The ACO is keenly aware of the importance of the privateer in its premier class, particularly in the lean years of manufacturer participation. It hasn't forgotten that in 2004-05, two of the three years in which Audi wasn't represented by the factory Joest squad at Le Mans, it was the true independents – the likes of Pescarolo Sport and Racing for Holland – who took on the works-backed Audi R8s fielded under the banner of national importers.

A series of rules breaks for the non-hybrid privateer cars, to be phased in over the next two seasons and designed to edge them closer to factory entries, has yet to have the desired effect of attracting more teams. Bringing more P1 privateers to the table has been described by ACO sporting director Vincent Beaumesnil as his “number one priority”.

## NOT ALL BAD NEWS

Neveu insisted that it will be business as usual for the WEC in 2017. The optimum entry of 32 full-season cars in the WEC is attainable, he said.

“There are good prospects in front of us and in the coming months we will have good news about new LMP2 teams, maybe privateer LMP1 teams, and we already have had an announcement about a new manufacturer in GTE [BMW's decision to join in 2018],” he said.

“The WEC is not only about two, four or six LMP1s.”



Carl Haas - a much-missed and significant figure in American racing

# GORDON KIRBY

## A STAR-STUDED SEND-OFF

ON THE FIRST WEEKEND IN NOVEMBER, four months after his death, Carl Haas's devoted wife and business partner Berni organised a wonderful memorial and reception to celebrate her husband's life. Following the service at St Mary's Church in Lake Forest, we walked a couple of blocks to the Deer Path Inn, Carl's favourite local hotel and restaurant, to enjoy lunch and share some reminiscences from many of Carl's friends and drivers.

Among Berni's many guests were Roger and Kathy Penske, Jim and Sandy Hall, David Hobbs (who drove Carl's Can-Am car in 1972), Brian Redman (who won three consecutive Formula 5000 championships in the mid-Seventies with Haas/Hall Racing), engine wizard Franz Weis and his wife Kathy, and former Lola man Jim Chapman, a key man in running Carl's Can-Am cars for Jackie Stewart in 1971 and Hobbs in '72.

Also among the guests were many former Newman/Haas managers and engineers such as Brian Lisle, John Tzounakis, Kenny Siewick, Peter Gibbons, Mark Handford and Craig Hampson, as well as a deep collection of chief mechanics, fabricators and crewmen who formed the inner strength of the team.

John Szymanski served as master of ceremonies for lunch, introducing many Newman/Haas drivers and getting some of Carl's friends to tell a story or two. Szymanski was a long-time Haas employee who sold cars for Carl Haas Auto and worked on Carl's Can-Am and Formula 5000 teams as well as Newman/Haas Racing. He tried to define Carl's approach to racing and his broader overall impact on the sport.

“Carl created an environment that enabled so many people to come through his organisation and to prosper and grow,” Szymanski said. “They demanded engineering excellence and that was Carl's first priority too, versus the commercial side.

“Carl also put a tremendous amount of time and effort into the sales of race cars and supporting Formula Ford, Atlantic and Super Vee drivers like Eddie Miller, in addition to the Can-Am and Formula 500 teams.

“Another part of Carl was all the work he did with the SCCA in his role on the board of directors. He contributed so much to the sport from the lower levels to the highest levels and the work he did with the SCCA was as important to him as anything he did with Newman/Haas Racing or any of his race teams. In the end there was only one thing you can say about Carl and that is he was a racer. That's all there was to it.”

Michael Andretti drove for Newman/Haas from 1989-92, teamed with his father Mario, and then again from 1995-2000, winning 31 CART races.

“My time at Newman/Haas was one of the most special times of my career,” Michael said. “Carl gave me the opportunity of driving together with my dad and that was just such a dream come true. Those were the four best years of my career and I thank Carl for that opportunity.

“You could never stay mad at Carl, because he would go and do something that would make you laugh. I remember at Elkhart Lake Carl and I were having some disagreements and I was so mad at him. We had a meeting and left the hotel to go to the race track. He was in front of me and his coat sleeve was hanging out of his car and his hair was flapping in the wind and I just couldn't stay mad at him. I laughed all the way to the track.

“Again, those were the best years of my life, the greatest years. I miss Carl and I love you, Berni!”

Our day in Lake Forest celebrating Carl's life could not have been better. There wasn't a cloud in the sky and the temperature climbed into the sixties, remarkably warm for Chicago in November. It seemed to all of us that the man upstairs was smiling beatifically on Carl and his many accomplishments in motor racing.



A one-off drive with Beechdean eventually morphed into a full, title-winning campaign

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# DARREN TURNER

## MOTOR RACING'S UNPREDICTABLE HIGHS AND LOWS

I WASN'T SUPPOSED TO RACE IN THE 2016 European Le Mans Series, but an early-season calendar clash led me to jump into Jonny Adams' seat in the Beechdean Aston Martin. Jonny focused on British GT, I did European Le Mans and we both won our championships, so it all turned out nicely.

I thought I would just do the opening race at Silverstone, but then I was called up for the Imola round and took the championship lead, so that settled that.

Winning the championship was a surprise. We went into October's Estoril finale needing everything to go our way – and for once it did. I would never wish bad luck on another competitor, but the gods were looking down on the no99 Aston Martin that day.

We arrived in Portugal with a mathematical chance of success, but when you start using words like 'mathematical' your chances are usually very slim. The leaders were way ahead, but we had three other cars snapping at our heels so our priority was to retain second place in the championship. First and second place receive automatic Le Mans entries for 2017, so not letting second slip away was vital.

We knew what needed to happen for us to win the title, but it wasn't much of a conversation as it was such a long shot. We



**"Winning the championship was a surprise. We went into October's Estoril finale needing everything to go our way – and for once it did."**

needed to win while the JMW Ferrari failed to finish – and we then made it harder for ourselves by qualifying eighth. But it's in the nature of ELMS races that a lot can happen in the opening stint as different categories of driver go up against each other.

It all kicked off at the start and Alex MacDowall was able to sit back and watch the chaos, find a line through it and make his way to the front of the GT field. He finished his run in the lead and handed the car over to Andrew Howard, who also drove the stint of his life.

The Ferrari was starting to hit – or get hit by – all sorts of trouble. When I jumped in the safety car came out as our rival had just been involved in a collision. They really did have all the bad luck. The Ferrari was heading back to the pits with a gearbox problem, off the racing line, and was wiped out by a spinning LMP3 car. How do you even calculate the probability of that happening?

The restart was tricky as I was surrounded by LMP2 and LMP3 cars, but once I got clear of traffic I managed to rebuild our advantage. Alex then drove to the flag and the only scare we had was when the heavens opened on the last lap. We took the flag, winning the championship, but then the rain was so heavy

it was difficult even to get back to *parc fermé*. Someone was definitely on our side.

I went from the amazing fortunes of Estoril to disaster in Shanghai for the penultimate WEC round. An LMP2 car lost it going into Turn One at the start and then rolled back towards the apex just as Richie (Stanaway) was coming through. Wrong place, wrong time and the subsequently heavy impact signalled the end of our race.

There has been talk in the past of leaving a gap between the LMP and GT grids for these races, but if there is trouble at the GT start there would then be a problem with the LMP1 cars coming around to complete their lap. We would prefer a gap because we tend to trip over the slower LMP2 cars and drivers, but I'm not sure what the answer is. It's a tricky thing to get right.

I read recently that the WEC bosses are trying to turn the driver and manufacturer titles into properly recognised world championships, instead of 'trophies'. The WEC is a world championship with world-class cars, teams and drivers and it should be recognised as such. Just because GTE Pro is a different category to LMP1 the prize shouldn't be less than that given to LMP1. For manufacturers like Aston Martin and Ford, this is their main programme and deserves the credibility of being a full world championship. ☑



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Defying the laws of physics, as ever, Marc Márquez heads for the 2016 MotoGP title

HONDA

## MAT OXLEY

### MÁRQUEZ'S GREATEST YET

IN 2015 MARC MÁRQUEZ LOST HIS MOTOGP crown and slumped to third overall because he crashed too much. Last season he fell off even more, but won the title with three rounds remaining. Work that one out.

The 2016 MotoGP championship was the strangest in many years, with nine different race winners, an all-time record over seven decades of Grand Prix racing. The reasons were three-fold: new tyres, newly introduced unified software and lots and lots of rain.

The first of these factors was the main cause of the increase in Márquez's crash rate, because Michelin's 2016 front slick had lower limits than its Bridgestone predecessor. Also, a front slide is much more difficult to save than a rear slide, so most riders found themselves on the ground more often than they had during the previous few seasons.

Márquez has always been a risk taker: he had 15 crashes in his rookie 2013 MotoGP season, 11 in 2014, 13 in 2015 and 16 last season. Remarkably he wasn't seriously hurt in any of those accidents, including a 209mph fall at Mugello in 2013.

His secret during the 2016 campaign was to crash only in practice, at least until he had wrapped up the title at October's Japanese GP, after which he crashed in the next two races! Up to Motegi he scored points at every GP,

including Le Mans in May, when he slid off and remounted. "After that crash I told myself, 'OK, we must keep calm.' I crashed because I was trying to push harder than what felt right on the bike. So I decided that for the rest of the championship I would only push hard if I felt like I could push hard, but that I wouldn't push if I didn't have the right feeling with the bike. This year I crashed many times in practice, just trying to find the limit. Then once you have found the limit it's easier to stay on the bike!"

During August and September Márquez finished off the podium at three out of four races, something he would never have tolerated in earlier years when his instinct was always to attack, never mind if the bike was willing or not.

His genius last season was to maintain his gloriously aggressive corner-entry technique and make it work with Michelin's front. In some ways, he mimicked former motorcycling greats like Californian Wayne Rainey, winner of the premier-class world title in 1990, 1991 and 1992.

"What I wanted was to open the throttle to get the weight off the front tyre," says Rainey. "I wanted to get through that danger zone – where the throttle is off during the flick into the turn – really quick."

Márquez didn't only have to worry about tyres during 2016. The Honda Racing

Corporation struggled to find the right numbers for the unified software, supplied by Magneti Marelli. Thus Márquez's RC213V was often slower and harder to handle than rival machinery, which is why his third MotoGP title (in four years) rates as his best yet.

"The Magneti system is less reactive than our system used to be," said Repsol Honda technical director Takeo Yokoyama. "It has a time delay, so it's easy for us to overshoot the slip-ratio target and then come back too strongly. Wheelie control is another thing we struggle with; maybe the programme is too basic to make the bike calm down."

Márquez understood that if the bike was difficult to calm down then it was his job to stay cool and resist the pressure.

"In 2013 and 2014 I didn't expect to win the title, so I didn't really feel pressure. This year I cannot explain the pressure, because maybe I didn't understand it until now. This season I really felt the pressure and when that happens you can make mistakes. Sometimes I forgot to enjoy myself because the pressure was too high. Even some of my team could see that, so sometimes they told me, 'you are not the same Marc, you must enjoy yourself!'"

"The team was a big help – at lunch and dinner they always helped me to forget the pressure – so I concentrated on working with them. The most important thing is that I forgot about the other riders, because if you don't do that, it's easy to be confused or to lose focus."

Those last words are no doubt an oblique reference to Márquez's relationship with his childhood hero Rossi, who swore he would never forgive the alleged plot between Márquez and Lorenzo to deprive him of the 2015 title.

The fallout sullied much of the 2016 campaign, with a new kind of bitterness festering between some of the riders and some appalling behaviour from Rossi's most ardent fans, who booed Márquez when he won and cheered when he crashed.

The Spaniard had to summon up a very thick skin to deal with that sort of treatment and he did exactly that; ignoring the boos while he was stood on top of the podium and refusing to react, whatever the provocation. Just as well, because this is a problem that's likely to follow him into next year and beyond, at least until Rossi retires and his so-called 'Valeban' supporters drift away from the sport.

It's a pity that a rider who has won more than 50 Grands Prix and five world titles at the age of just 23 should be treated so. *Motor Sport* editor-in-chief Nigel Roebuck likens Márquez to the late, great Gilles Villeneuve, who had a similar way of driving on the ragged edge. Such is the kind of talent that should be adored, not derided. ☑



"This season I really felt the pressure and when that happens you can make mistakes"

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## Historic fixtures set

EIGHT EUROPEAN FESTIVALS WILL make up the 2017 calendar for Masters Historic Racing. The two UK dates are at Brands Hatch (May 27/28) and the Silverstone Classic (July 21-23), while others include the Spa Classic (September 22-24) and the new Grand Prix de France Historique at Magny-Cours (June 30-July 2).

Meanwhile, the Historic Sports Car Club's race programme will be capped by events on the Brands Hatch (July 1/2) and Silverstone (May 20/21) Grand Prix circuits. The Club's eight-event championship schedule starts in April with a return to Donington Park and concludes with the two-day Finals Meeting at Silverstone in October.



## Additions at Goodwood

ACHILLE VARZI, A STAR OF 1930s Grand Prix racing, will be celebrated at the Goodwood Members' Meeting in March with a race for pre-war French and Italian Grand Prix cars and Voiturettes. Varzi scored most of his successes through the 1930s, notably for Alfa Romeo, and later returned to racing after the war. He died in 1948 after an accident in the Swiss Grand Prix. Other new races at the March 19/20 meeting will include the Pierpoint Cup for Pre '67 American V8 saloon cars. Archie Scott Brown will be remembered by a new race for all models of Lister sports cars that raced up to 1966, while the Weslake Cup caters for A-Series-engined sports and GT cars that raced between 1958 and 1966.

## More A35 frolics

A NEW CELEBRITY RACE FOR Austin A30s and A35s will be a key feature of the 2017 Silverstone Classic (July 21-23). Up to 50 cars from the HRDC Academy series, as seen at the

# Formula Ford turns 50

Big plans for category's landmark anniversary | BY PAUL LAWRENCE

CHAMPIONS FROM THROUGHOUT the history of Formula Ford will gather at the Legends of Brands Hatch meeting on July 1/2 to celebrate 50 years of the category. The biggest ever gathering of Formula Ford winners will headline a season of celebrations. The first Formula Ford race ran at the Kent track on July 2, 1967. The inaugural race attracted a 20-car field and was won by Ray Allen in a Lotus 51.

The Historic Sports Car Club has launched a bid to get as many former Formula Ford champions as possible to the Grand Prix circuit meeting. More than 30 championships for Formula Ford 1600s have run in the UK and the gathering will also include winners of the Formula Ford Festival, the Walter Hayes Trophy and the Castle Combe Carnival.

"Our calculations suggest that as many as 500 drivers have won Formula Ford titles over 50 years and we're keen to invite them to Brands Hatch in July," said Grahame White of the HSCC. "We'd love to get a large crowd of Formula Ford stars to join in this unique celebration."

## Race Retro stage expands

THE LIVE RALLY STAGE AT RACE Retro will be bigger than ever in 2017, when it is expanded to include as many



■ **Fernando Ribeiro, a star of British Formula Ford racing in the late 1970s, has returned to the category after an absence of 36 years. The US-based Brazilian was invited to race a Van Diemen RF80 in the Walter Hayes Trophy meeting at Silverstone. The car carried the Jesus Saves branding used by Ribeiro and his brother Alex in period.**

■ **The Hungarian circuit will host a historic festival for the first time in 2017, when the French-based Peter Auto organisation runs a new event over the weekend of September 29-October 1. Peter Auto's schedule also includes regular dates at Jarama, Spa, Dijon, Monza and Paul Ricard.**

as 70 cars. The event, which is sponsored by *Motor Sport*, takes place at Stoneleigh Park, near Coventry, on February 24-26.

On Saturday and Sunday of the show, 1980s rally cars will be in action with the 'Rallying with Group B' movement and will be joined by historic rally cars from before and after the Group B era.

## Clark tribute returns

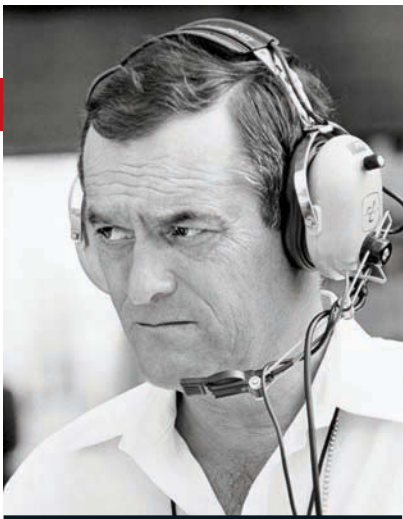
A LONGER, TOUGHER EVENT IS planned for the return of the Roger Albert Clark Rally in 2017.

After a two-year sabbatical, the event will cover between 250 and 300 stage miles over four days from November 10-13. As before, the rally will focus on historic cars with a section for modern, two-wheel-drive machinery. Event manager Colin Heppenstall is planning a route that covers the forests of Yorkshire, Kielder and Scotland.

Heppenstall said: "A lot of people didn't think the event would be reinstated, but we always had the intention of bringing it back to how it all started back in 2004."

For the first time, the regulations will allow the use of subjective route notes and the entry fee is expected to be in the region of £3000.





BMW

## — OBITUARIES —

### Paul Rosche

Creator of the most powerful engine F1 has ever known, former BMW technical director Paul Rosche has died at the age of 82.

Rosche was a key cog in BMW's competition engine programme from the late 1950s.

In the early 1980s the German's remarkable 1.5-litre four-cylinder turbo was estimated to generate about 1500bhp in qualifying trim. Although initially unreliable, the engine powered Nelson Piquet to the world title in 1983 – the Brazilian became the first driver to win the championship with a turbocharged engine. After concentrating on touring cars in the wake of BMW's withdrawal from F1 at the end of 1986, Rosche was later involved in the V12 engines that powered both the McLaren F1 and BMW's Le Mans-winning LMR prototype in 1999. That was his final year with the company, by which time he had also started working on the 3.0-litre V10 with which BMW would return to F1 in 2000 as partner to Williams.

2016 Goodwood Revival, will contest a two-part race, with the celebrities racing on Saturday and the car owners taking to the grid on Sunday.

The celebrity drivers will be split into teams based on their profession and each team will have a racing driver as a captain, including Gordon Shedden, Jackie Oliver, Andrew Jordan and Robb Gravett. Confirmed celebrities include chef Heston Blumenthal, Theo Paphitis (formerly from Dragon's Den) and motorbike ace Wayne Gardner.

Event boss Nick Wigley said: "We've included celebrity races in the past but never on this epic scale." The race has the potential to be the biggest race of its kind ever staged, with up to 50 cars on the grid.

### Martin Leach

Head of the successful NextEV Formula E team, Martin Leach has succumbed to cancer at the age of 59. He was a successful kart racer in his youth before going on to a distinguished career in the automotive industry, including a stint as president of Ford Europe.

### Peter Foubister

A respected and influential figure in UK motor sport publishing, Peter Foubister has died aged 62. The former *Autosport* editor had most recently served as motoring secretary of the Royal Automobile Club.

### Colin Folwell

The founder of Corbeau Seats, Colin Folwell died recently. He was well known as a generous motor racing sponsor and also campaigned the famous ex-Tony Hazlewood Daf 55 V8 super saloon during the mid-Seventies.



■ **Andy Lane and Richard Crozier** won the 2016 Rally of the Tests in their Volvo 123GT. After three long days of competition, Lane and Crozier headed the finishers into Chester on Sunday afternoon after the 15th edition of an event that recreates the RAC Rallies of the 1950s.

### COLLECTOR STUDIO 1956

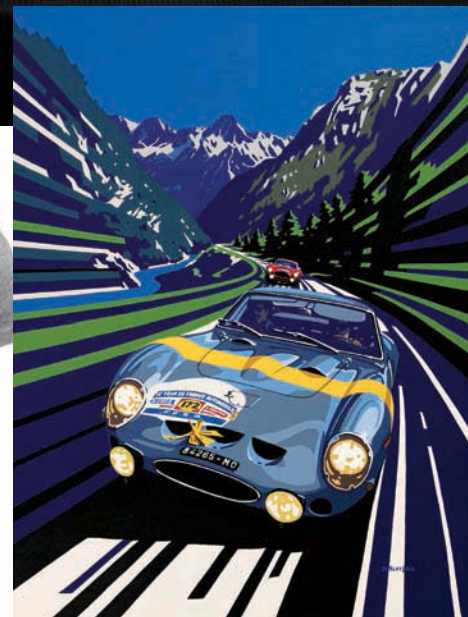
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## 2016 Competition Results

### Goodwood 74<sup>th</sup> Member's Meeting

Gerry Marshall Trophy

Race 1 – 1<sup>st</sup>

Race 2 – 2<sup>nd</sup>

### Donington Historic Festival

Stirling Moss Trophy – 1<sup>st</sup>

Historic Touring Car Challenge – 1<sup>st</sup>

### Monaco Historic

Serie C: Front engine sports racing cars raced from 1952 to 1955 – 1<sup>st</sup>

### Mille Miglia

All competing crews finished – 9 cars in total

### Classic Le Mans

Plateau 2 – 1<sup>st</sup>

Plateau 3 – 1<sup>st</sup>

### Silverstone Classic

RAC Woodcote Trophy – 1<sup>st</sup>

### Pebble Beach Concours d'Elegance

Class 0-1: Post-war Touring - 2<sup>nd</sup> in class – Mercedes 300SL Alloy Gullwing

50<sup>th</sup> anniversary of Ford GT40 Victory at Le Mans - 3<sup>rd</sup> in class – Ford GT40 MKIII Prototype

### Goodwood Revival

RAC TT Celebration – 1<sup>st</sup>

Sussex Trophy – 1<sup>st</sup>

### Spa Six Hours

Combined Stirling Moss/Woodcote Trophy – 1<sup>st</sup>

### Bernina Gran Turismo

Class H – 1<sup>st</sup>

Class H – 2<sup>nd</sup>

### Algarve Classic Festival

GT and Sports Car Cup (2 hour race) - 1<sup>st</sup>

Historic Touring Car Challenge (Race 1 & 2) – 1<sup>st</sup>



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## From the cockpit

Bruce McLaren

Certain contemporary Formula 1 stars would do well to discard awhile their mobile phones, switch off Snapchat and dip into this charmingly faithful facsimile of Bruce McLaren's autobiography, first published in 1964 (late enough to accommodate a passage about the author's victory in the New Zealand GP at Pukekohe on January 11).

The tale isn't new, of course, but scarce original copies can fetch a sizeable premium, so Evro decided – 50 years on from McLaren's first F1 car, ditto his victory in the Le Mans 24 Hours – to reproduce it down to the last semi-colon.

It's a journey into a world that rewarded grit and application – McLaren, remember, spent a significant chunk of his youth in hospital with Perthes disease – rather than one in which a select few have a path to the top laid out for them.

Yes, McLaren was the first recipient of New Zealand's Driver to Europe award, but that wasn't quite the same thing as being a Red Bull development driver, a Mercedes-Benz junior or having Lawrence Stroll for a dad.

Even if you've read it in the past, it's worth revisiting. **SA**

Published by Evro

ISBN: 978-1-910505-14-4, £19.99

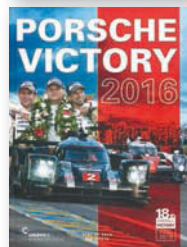
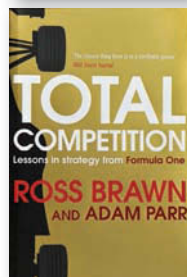
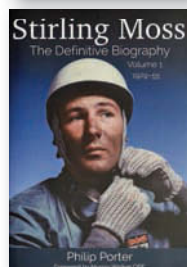
## Stirling Moss The Definitive Biography Vol1, 1929-55

Philip Porter

This chunky volume, presented the way books used to be, solid text with inserted photo sections, is a hefty 560 pages – and that's only Vol1! So you know you're not going to be short-changed on facts about the man Porter has no reserve about calling the greatest ever.

First, the photos: we see some great-looking racing books nowadays, not least from Porter's own stable, so it's disappointing these aren't better, even given the smaller format. And some black and whites are colourised, which is surely not necessary.

However, we see plenty of Moss photos everywhere else; this is about the story, and a detailed one it is. It even takes us back to the Moses family of the 1830s before that 'e' was dropped, and works on year by year to that golden season of '55 by when Moss is a household name. Drawing extensively on Moss's own diaries and the words of Ken Gregory, Alf Francis and others it's very thorough, even to listing the stars of the films Stirling watches. Yet it's a little dispassionate, lacking Moss's own presence even though Porter has interviewed



him extensively. Maybe volume 2 will provide more insight to a great man. **GC**

Published by Porter Press

ISBN: 978-1-907085-33-8, £35

## Total Competition Lessons in strategy from Formula 1

Ross Brawn & Adam Parr

Those with memories of Adam Parr's previous book – a head-scratching analysis of his time at Williams told in the style of a graphic novel – have been looking forward with some trepidation to his collaboration with one of the undisputed geniuses of Formula 1, Ross Brawn. Happily, the result is eccentric but brilliant in equal measures.

It takes the form of a series of interview sessions between the two men, discussing everything from the nitty-gritty of race tactics and drivers to the over-arching themes of personal motivation and life strategies, along with occasional detours into Sun Tzu's *The Art of War*. The book's subtitle is *Lessons in Strategy from Formula 1* and it's easy to see how some theories from within could be applied to other professions and indeed personal lives. Most interesting, however, given both authors have achieved such stellar success, is their insistence on analysing their failures more than their successes. **JD**

Published by Simon & Schuster

ISBN: 978-1-4711-6235-0, £20

## Jeff Gordon His Dream, Drive & Destiny

Joe Garner

Statuesque front cover pose, foreword by Tom Cruise: Jeff Gordon's first authorised biography is the all-American story of the all-American hero who broke NASCAR's mould.

It's very thorough, from the child prodigy in a broken family to NASCAR legend, via mulleted teenager. Candid interviews with the Californian and his friends and family reveal the personal and very personable side of NASCAR's grounded champion. It covers the bases, but is at times a bit brisk. A good read, though.

Garner portrays Gordon as the all-round nice (and very charitable) guy he is, but there's no mention of that F1 test... **JP**

Published by Jeff Gordon Inc

ISBN: 978-1-60380-396-0, \$39.95

## Penske's Maestro

Gordon Kirby

To those of a certain age, the title conjures bizarre images of America's most prolific team owner flirting with an unloved Austin

hatchback – perhaps a Trans-Am project that escaped our attention back in the day.

The prosaic truth is that regular *Motor Sport* contributor Gordon Kirby is here cataloguing the life and times of Karl Kainhofer, possibly a fringe name for European enthusiasts but one of the pivotal figures in the rise and rise of Penske Racing. Born in Austria, Kainhofer worked with Penske as chief mechanic and engine builder for more than 30 years – he was in situ during the team's brief F1 stint from late 1974 until the end of the '76 season, and played a key role in many of the team's Indycar and NASCAR successes – and remained there until taking retirement in the late 1990s.

For many of us in the trade, those behind the scenes – engineers and mechanics foremost among them – have often provided the richest seam of stories. Kainhofer has no shortage of those: this is a weighty, large format book that runs to more than 340 pages.

Thorough, in a word. **SA**

Published by Racemaker Press

ISBN: 978-1-935240-13-6, \$89.95

## Porsche Victory

René De Boer and Tim Upietz

Given what happened on the final lap, creating a book about the 2016 24 Hours of Le Mans and focusing solely on Porsche must have been a tricky proposition. But René de Boer and Tim Upietz have made a valiant and successful attempt with *Porsche Victory 2016*, the sequel to last year's book.

It's likely most will forgo reading the actual text, which is in English, French and German, and simply flick through the photos. And of those there are many. They're good, too, collating images from numerous sources to tell the story of Porsche's Le Mans from every angle, even down to the often-overlooked GTE-Am cars. Toyota's demise is finally relived from the Porsche point of view, with each interviewee inevitably clamouring to offer their condolences to the luckless Cologne-based Japanese team.

It's a good celebratory memento for Porsche fans, and peeks behind the curtain to reveal the drivers and team members in fully concentrated race mode at Le Mans. It doesn't tell the whole story, but it's a worthwhile addition to a sports car fan's bookshelf. **JP**

Published by Gruppe C Motorsport Verlag Books

ISBN: 978-3-9285-4085-8, £31.96

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# CARS FOR SALE

www.motorsportmagazine.com/cars-for-sale



**STAR LOT @ BONHAMS**

## 1952 FERRARI 340 AMERICA {Scottsdale, USA January 17}

Magnificent example of early 1950s Ferrari engineering, with excellent history: works entry in 1952 Mille Miglia driven by Piero Taruffi, raced in Le Mans 24Hrs by Louis Rosier. Also contested Targa Florio and more. One of only three in uprated team spec adding 40hp to 4.1-litre Lampredi V12. Fitted with Vignale coupé body in 1950s but since restored to original spider form. Estimate: \$7.5m-9m

## H&H

@ DONINGTON NOVEMBER 15

**1938 Vincent HRD Rapide motorbike**  
Sold for £267,696

@ CHÂTEAU IMPNEY DECEMBER 7



**1958 Vespa 400**  
Estimate: £15-20,000



**1969 NSU 1200TT**  
Estimate: £14-16,000

## Barons

@ SANDOWN PARK DECEMBER 13

**1974 Davrian Mk7A**  
Completely restored;  
standard 875cc Imp engine  
Estimate: £8-10,000



## Mecum

@ KISSIMEE, FLORIDA JANUARY 6-15



**1963 Chevrolet Impala Z11 stock car**  
Dave Strickler's successful racer  
Estimate: \$750-850,000



**1964 Dodge 330 lightweight 'Hemi-Honker'**  
NHRA Record Holder, First Hemi Sold in 1964  
Estimate: \$275-350,000



**1962 Shelby Cobra roadster**  
Ordered new by Lance Reventlow. Original chassis and aluminum body. 289ci V8, 8-stack Weber induction, four-speed manual  
Estimate: \$1.1-1.3m

# UNDER THE HAMMER

Key highlights at classic and racing auctions from around the world

## Bonhams

@ LONDON NOVEMBER 4

**1897 Daimler 4HP wagonette**  
Sold for £236,700

**1904 Renault 14/20hp**  
Sold for £272,540

**1904 Aster 16/20HP**  
Sold for £210,940

@ LONDON DECEMBER 4

**1926 Rolls-Royce New Phantom**

Brougham de Ville with flamboyant French rococo interior: gilt, veneers, painted ceiling, tapestries  
Estimate: POA



@ OLYMPIA, LONDON DECEMBER 7



**1953 500C Fiat Topolino Giardiniera**  
Estimate: £7-10,000



**1950 Ford V8 Custom Woodie**  
Estimate: £20-25,000

@ SCOTTSDALE, USA JANUARY 17

**1964 Porsche 904GTS**

Matching numbers. Highly original and preserved. One owner for the past 28 years  
Estimate: POA



## AUTOMOBILIA

BONHAMS



Bimbo electric child's car, styled by Michelotti after Ferrari 375MM  
Estimate: £5500-7500



1958 British GP trophy awarded to Peter Collins  
Estimate: £4500-5500

## Goodings

@ SCOTTSDALE JANUARY 20/21

**1956 Jimmie Knight midjet racer**  
Estimate: \$50-75,000



**1925 Bugatti Type 35 GP car**  
Three owners from new! Chassis no 4487  
Estimate: \$2.6-3.2m

**1932 Alfa Romeo 6C 1750**  
Rare example of French-bodied and badged 6C,  
with Figoni cabriolet coachwork. Restored in 2015  
Estimate: \$2,250-2,750,000



**1969 American Motor AMX/3**  
One of four mid-engined AMC prototypes, built  
by Bizzarrini. Pebble Beach winner in 2016.  
Estimate: \$900,000-1.3m

## Russo & Steele

@ SCOTTSDALE JANUARY 18

**Shelby Mustang convertible**  
Continuation car built for Shelby American in  
1980s. One of 12, only one with supercharger  
Estimate: POA

## RM Sotheby's

@ PHOENIX, ARIZONA JANUARY 19



**1924 Isotta-Fraschini 8A landaulet**  
Impressive Sala & Riva body with fold-away jump  
seats; retains push-button direction panel giving  
orders to driver  
Estimate: \$675-775,000

**1939 Bugatti Type 57 cabriolet**  
Letourneur et Marchand coachwork  
Estimate: \$1.2-1.5m

## AUCTION CALENDAR

### DECEMBER

- 1 MECUM**  
Kansas City, USA
- 3 CCA**  
Warwickshire, UK
- 4 BONHAMS**  
London, UK
- 5 COYS**  
London, UK
- 7 BONHAMS**  
London Olympia, UK
- 7 H&H**  
Château Impney, UK
- 13 BARONS**  
Sandown Park, UK

### JANUARY

- 6 MECUM**  
Kissimmee, Florida, USA
- 14 COYS**  
NEC Birmingham, UK
- 18 RUSSO & STEELE**  
Scottsdale, UK
- 19 BONHAMS**  
Scottsdale, UK
- 19 RM SOTHEBYS**  
Arizona, USA

### FEBRUARY

- 8 RM SOTHEBYS**  
Paris, France
- 9 BONHAMS**  
Paris, France
- 10 ARTCURIAL**  
Paris, France
- 24 SILVERSTONE AUCTIONS**  
Race Retro, UK
- 28 BARONS**  
Sandown Park, UK

### MARCH

- 4 HISTORICS AT BROOKLANDS**  
Brooklands, UK
- 9 BONHAMS**  
Florida, USA
- 10 GOODINGS**  
Florida, USA
- 11 RM SOTHEBYS**  
Florida, USA
- 19 BONHAMS**  
Goodwood, UK



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## DREAM GARAGE

### 1971 MERCEDES-BENZ 600 PULLMAN

THERE'S LONG, AND THERE'S LONGER, and then there's "I need to put my glasses on to see the other end". Introduced in 1963 to poach some of the market Rolls-Royce previously pretty much had to itself – presidents, heads of state, self-appointed emperors and dictators, not to mention film and pop stars – the Mercedes 600 did the job magnificently. This huge car offered a luxurious travelling lounge packed with sophisticated technology such as hydraulically operated windows, roof, seats and boot, self-closing doors and adjustable air suspension, all whistled along by a 6.3-litre V8. And even if 250bhp doesn't sound so much today, the torque was well able to propel this mobile stateroom (which could weigh more than three tons).

Most of the 2600 or so sold were the economy-sized saloon for owner-drivers, but if you wanted to make a statement you ordered the longer limo. Stuttgart was also happy to provide six doors and a third row of seats. If it was a little depressing to know fellow owners included Pol Pot, Papa Doc Duvalier, Mugabe and the

Ceauscescu, you could remind friends that if there were an owners' rally, Elizabeth Taylor, Coco Chanel and assorted Beatles or Stones might drop in.

For some, though, enough is not enough: hence the Pullman Landaulet. Only 59 of these drop-top stop-and-stare-mobiles were produced, and the one that Tom Hartley Jnr has on offer is from the even rarer run of nine 'Presidential Landaulets'. It was ordered for President Tito of Yugoslavia, presumably to prove what a man of the people he was, and it figures in many photos of state events in communist days.

Inside it features a drinks cabinet, a natty compartment for electric razor/aftershave bottles and small underseat drawers about the right size for a pistol.

This behemoth has covered only 17,000 stately miles in its 45-year existence and it is currently in excellent condition, even down to all its complex hydraulics. Mercedes stopped building these nearly four decades ago, but few if any cars since can boast this sort of presence. So if you're planning a coup...

### FACTFILE

YEAR 1971

#### ENGINE

6.3-litre V8, 250bhp

#### TRANSMISSION

four-speed automatic

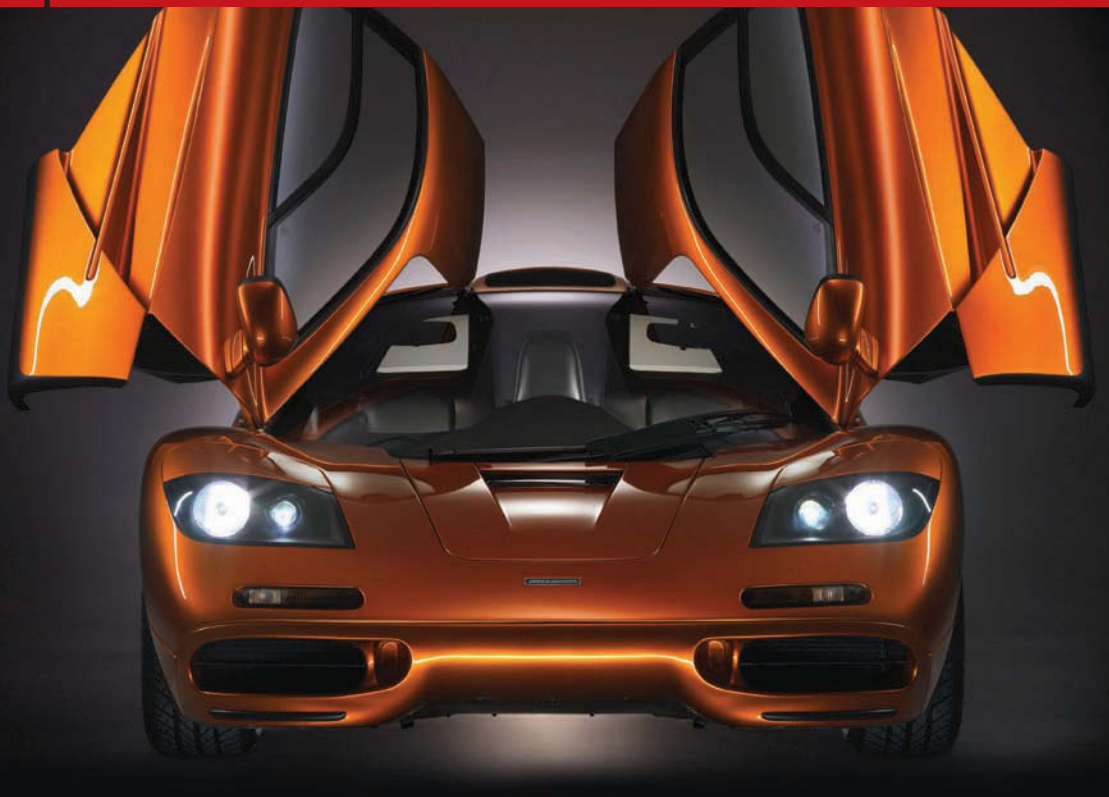
#### SUSPENSION

front and rear: double wishbones, air springs

TOP SPEED 120mph

PRICE £POA





## First all-electric Car

NO ORGANISATION IS BETTER AT pulling rabbits out of motor show-shaped hats than Jaguar. At the Los Angeles Auto Show, once more it did not disappoint.

The I-Pace concept it revealed would have been interesting enough even if Jaguar never had any intention of putting something remotely like it into production. When a credible manufacturer produces any kind of all-electric car these days, there's always a story to be told. But I am assured that the I-Pace is a concept in name alone and that in 2018 you will be able to go out and buy one that looks just like it, will have the same claimed 310-mile range and also scorch to 62mph in 4sec flat. "All we will change are the details, and small ones at that," said someone who should know.

# McLaren plans new hypercar

Forthcoming three-seater recalls spirit of original F1 | BY ANDREW FRANKEL

McLAREN HAS ANNOUNCED IT IS to build a new three-seat hypercar to honour the memory of the F1. Due to go on sale in 2019 – the 25th anniversary of the first F1 – the car (code-named BP23) will feature the same arrow-head central driving position as the F1. Just 106 will be built, to match the abbreviated production run of the F1, at a price that's unannounced but expected to be £1.5-£2 million.

The BP23 will be the second car after the P1 to feature a hybridised drive train, though it will be a much evolved system featuring more energy-dense batteries that can therefore be smaller, lighter and easier to package. This system is expected to be carried over into more mainstream hybrid McLaren models, due to be launched at the start of the next decade.

For now, however, the BP23 is believed to be more of a long-distance touring car than a race-track refugee like the P1. The original F1 was always intended to be not only the fastest but the most usable of supercars. Designer Gordon Murray was at least as proud of

the fact it would seat three, had decent luggage space and cast a shadow no bigger than a Porsche 911s as he was of its raw performance. The new car will therefore likely follow this philosophy as closely as the constraints of its existing carbon-fibre architecture and twin-turbo V8 engine allow. No power or performance figures have been announced, but it seems likely the new car will have at least 1000bhp (a figure already achieved with ease by the P1 GTR) and with lower-drag bodywork, a top speed likely to exceed even the 240mph achieved by the F1.

The decision to return to a central driving position is brave because it was cited as a contributing cause (alongside global recession) to the commercial failure of the original F1 when it was new. Although visibility was magnificent once installed, and the car easier to handle because the driver was always the same distance from both left and right hand apices, many complained that entry and exit were both difficult and undignified. McLaren promises that once on board the BP23 will provide "the highest levels of refinement."



It is fair to say that no one was expecting to see anything from Jaguar in LA other than the first of nine continuation XKSSs, the existence of which has been known for months. By contrast, the I-Pace was a complete surprise. And Jaguar is saying it is as significant a moment in the history of the company as the E-type. Significantly it seems likely to make it into production before either Audi or Mercedes-Benz is able to field their first fully electric production cars, the e-tron and Generation EQ respectively. So it is at least arguable that for the first time since the E-type, Jaguar is once more leading from the front, setting an agenda for others to follow.

The I-Pace sits on a bespoke, specifically developed platform. Despite the linking by name, it is a genuinely new car and not an electrified F-Pace



"Just 106 will be built, to match the abbreviated production run of the F1"



(although it shares similar suspension). It has two electric motors, one per axle, each producing 200bhp. They are fed by a lithium-ion battery pack slung flat and low between the wheels in order to maximise interior space and achieve the lowest possible centre of gravity.

Although the I-Pace is a Jaguar project for now, no one is denying that the platform would be equally effective wearing Land Rover clothes, especially as four-wheel drive is already an integral part of the design.

However, the first all-electric Land Rover is believed to be some distance behind the I-Pace. Customer deliveries are likely to start in 2018, at a price believed to be about £65,000.

## Fresh terrain for Alfa

ALFA ROMEO HAS LAUNCHED ITS new Stelvio SUV at the Los Angeles Auto Show. Named after the famously tortuous Italian pass, the Stelvio is not only the first civilian Alfa off-roader, but is expected to become the company's best seller. This would mirror the performance of its two closest rivals, the Porsche Macan and Jaguar F-Pace, both of which became their brand's most popular models soon after launch.

The Stelvio is based on the same platform as the broadly well received Giulia saloon. Predictably enough in these days of top-down launches, the car chosen to welcome the Stelvio to the world was the Quadrifoglio model, complete with its Ferrari-developed 2.9-litre twin-turbo V6 motor developing 503bhp.

No performance figures have yet been announced, but given the Stelvio's additional height and mass it would be naïve to expect it to match the 3.9sec 0-62mph time achieved by the Giulia

**Aston Vanquish S features 592bhp V12 and will leave customers little change from £200,000**



■ Porsche is not ruling out road-going versions of its new GTE-class racer, the mid-engined 911 RSR. The rules do not mandate street cars as a homologation requirement, but Porsche has been bombarded with requests to make one. "We weren't thinking about such a car," says motor sport boss Dr Frank Walliser. "Our focus is on getting the racing car ready, but we have been asked a lot of questions." In 1998 Porsche built more than 20 road-going examples of the only other mid-engined 911 seen to date, the 911 GT1.

using the same powertrain, or its 191mph top speed. That said, its performance should easily eclipse everything else seen in this category to date and, indeed, that of every other SUV out there, with the possible exception of the Bentley Bentayga.

More affordable versions of the Stelvio are expected to follow close behind, the best-selling likely to use the Giulia's 2.2-litre diesel developing about 180bhp, though a 276bhp 2-litre petrol turbo is also expected. Prices are expected to begin below £40,000 for a base diesel and extend to about £65,000 for the Quadrifoglio.

Though the Stelvio is Alfa's first SUV, it is most assuredly not its last. Future plans provide places in the range for two more, one full-sized Porsche Cayenne rival and one more compact SUV in the crossover style to compete with the likes of the BMW X4.

## Aston launches V12 flagship

ASTON MARTIN HAS ANNOUNCED a new flagship model. No, not an even faster version of its new, rapturously received DB11 coupé, but an S version of the existing Vanquish.

The proposition is interesting: the Vanquish S costs £199,950, some £45,000 more than the DB11, but while its venerable six-litre normally aspirated V12 has been tickled up to 592bhp, that's still a touch less than the 600bhp offered by the brand new 5.2-litre twin turbo V12 in the DB11. While figures have yet to be released, I'd bet plenty that the DB11 produces more torque at

little more than idle than does the Vanquish S in total.

To see such cars in bald statistical terms is usually to miss much of their point. The maker insists that modifications to the engine, suspension, gearbox and aerodynamics have resulted in "Aston Martin's most overtly sporting production GT model." Not only that, but all Vanquish models have carbon-fibre bodies and a wide choice of sumptuous interior trims to help personalise the car.

Sales are beginning as you read this, with the car available in both coupé and convertible configurations

## Panamera now even larger

IF YOU EVER DOUBTED THE contention that Porsche is seeking new conceptual territory with its revised Panamera, the latest news should soon set you straight.

Not content with making the new Panamera by far the most comfortable and lavishly appointed Porsche of all, it has now announced a long-wheelbase version called the Panamera Executive, in a blatant attempt to grab sales from the traditional luxury marques.

With an additional 150mm between the wheels, the already spacious Panamera is set to provide near-limousine quantities of legroom for those in the back, sufficient to create an office environment complete with fold-out tables. A range-topping Panamera Executive Turbo will cost £122,480, a £9500 premium over the standard model. ☑





# FERRARI F12 TdF

For years manufacturers have been making their sports cars ever more compliant. Or at least, they were... | BY ANDREW FRANKEL

IN THESE DAYS WHEN everything Ferrari builds for the public surfs into shore on a wave of purple prose, it's easy to forget there was a time when it wasn't like that. Spool back quarter of a century or so and you'll find Ferrari's offerings rather less praiseworthy. The low was when its range consisted of the underpowered and unattractive Mondial, the charming but ageing and outgunned Testarossa and the simply rather unpleasant 348. These were cars that sold not for what they did, but simply for what they were. These were cars whose flaws could be seen from space.

And once Ferrari got its act together in the mid-1990s, I thought it would never again make a car so easy to criticise. But it has. The F12 TdF is the most flawed Ferrari in a generation.

At first it is a little hard to see how it could have got that way. It is after all an F12 with even more power – 770bhp

instead of 730 – and a lot less weight, 110kg being shaved by the removal of most of the interior and the addition of a number of carbon panels. Given that the F12 is unquestionably Ferrari's best mainstream flagship since the 365GTB/4 Daytona, how could one with more power and less weight fail to improve on the formula? The answer is that it doesn't. Instead it takes that formula and rips it to shreds.

If the 799 favoured Ferraristi given the opportunity to spend £339,000 on a TdF thought they were buying some kind of F12 Plus, they'll likely discover that they are in for something of a shock. It's still an F12 but only in the way that a Bengal Tiger is still a cat. Look more closely at the changes Ferrari has made and a more reliable indicator of its likely character becomes apparent.

The engine now has mechanical rather than hydraulic tappets, allowing it to generate more power by revving higher, all the way to 8900rpm as you're

## FACTFILE

**£339,000**

**ENGINE**  
6.3 litres, 12 cylinders

**POWER**  
770bhp@8900 rpm

**TORQUE**  
520lb ft@6250rpm

**TRANSMISSION**  
seven-speed paddle shift, rear-wheel drive

**WEIGHT**  
1410kg

**POWER TO WEIGHT**  
546bhp per tonne

**0-62MPH** 2.9sec

**TOP SPEED** 211mph

**ECONOMY** 18.3mpg

**CO<sub>2</sub>** 360g/km

asking. But this engine also now answers the throttle like that of a racing car; its mapping as aggressive as I've known a road car's to be. It still runs through a seven-speed double-clutch gearbox but its shifts, which I'd thought near instantaneous in the standard F12, have been made quicker still.

But it's the chassis that really reveals its true purpose. Just for a start, it's considerably stiffer all round and completely retuned to the car's newer, more scary job description. Which is interesting, but not as interesting as the fact that the front tyres have been made two sections wider while those at the back are left unchanged. This appears to have so fundamentally affected the balance that Ferrari has introduced its first four-wheel-steer system, not to make the car feel more agile, but less so. At all but parking speeds, the rear wheels steer in the same directions as those at the front, elongating its wheelbase. And having driven it for a day, all I can say is

thank goodness for that.

I must however qualify my comments by pointing out my one and only day in the TdF coincided with the worst weather this country had seen since last winter. Cold and relentlessly wet, these were the last conditions in which you'd choose to drive any Ferrari, let alone one as uncompromising as this.

Even so I have friends who have driven it on dry, warm Italian roads and came back wide-eyed and giggling nervously, and I have the note from Ferrari bashfully admitting the car might be a touch lively in the wet. Or words to that effect.


None of this prepared me adequately for what the TdF was actually like, which is the most difficult new car I've driven on the road in at least the last 20 years. Even if you leave the car on 'wet' settings, it is no guarantee that the wheels won't start suddenly spinning or that the back won't slew unexpectedly sideways at the exit of a slow, wet corner. Turn everything off as I felt obliged to do for the purposes of being able to publish an honest report, and the car left you under no illusion at all that if you failed to bring your best game, it would spot the fact in an instant and not hesitate to mete out a fearsome response.



All of which makes it very hard for me to explain why I found myself going over the same mountain road again and again, when all logic said I should do the minimum I could professionally get away with and give it back to Ferrari without further delay (and while it was still in the correct number of pieces).

Essentially there were two reasons. First, flawed though the F12 TdF is, it should not be considered as cut from a similar cloth to those old Ferraris mentioned earlier. The difference was they were not very good at the job they set out to do, while the TdF is absolutely brilliant. It was put on this earth to excite its driver, and no one who's driven it would ever question its ability in that regard. The worst thing a Ferrari can be is not to be difficult or even treacherous, but to be boring in the manner of a Mondial. By contrast there's an argument to say the TdF is more exciting than a LaFerrari, even if not for entirely the right reasons.

Secondly, there is the context. Ferraris made today are bewilderingly good. Recently I drove a 488GTB for the first time in a year and was left goggling at its capabilities all over again. It is a fabulous car, complete in every respect you'd want such a car to be. But there will always be a bit of me that wants a Ferrari to be a challenge, to bring out the best in you, to get you to the end of the road not merely impressed with what it's done, but pretty stoked about your own performance, too. The TdF is that car. Never in all the slithering and sliding I did that day did I ever get the sense that Ferrari had failed to create the car it intended, that it was this way for any reason other than that's precisely how Ferrari wanted it to be. In an era when even supercars are meant to be quiet, comfortable and acquiescent, the TdF is a two-fingered statement directed squarely at this convention.

If the TdF has a spiritual ancestor, it is emphatically not the likes of the 348 and Testarossa. It's something like a 1950s 750 Monza sports racer: a difficult, menacing beast that dares you to try taming it. It will fight you all day long, but at the end you'll have had an experience no more malleable rival could hope to emulate. This may be the most flawed Ferrari in years, but so too is it also the most thrilling. And yes, that includes the immeasurably better, even quicker and far, far easier LaFerrari. 



In TdF guise, the F12 is raw - and then some, a throwback to the days when sports cars were supposed to be difficult to drive



## BMW i3

Brilliantly engineered, but will the latest tweaks finally boost sales?

IF, A YEAR AGO, YOU HAD predicted Trump, Brexit and Leicester City winning the league, a £5 bet would by now have made you richer to the tune of more than £10 million. And having read the rave reviews after its 2014 launch, few would have bet against the BMW i3 becoming a runaway success. Plenty of us hacks had it down as a dead cert, me among them.

But it didn't happen. Put off I presume by the upfront costs, range anxiety and odd looks, the i3 has struggled to find traction in the marketplace and you need only look at the classifieds to know it. Against a list price of £32,330, or £27,830 once the Government had coughed up its £4500 subsidy, second-hand 2016 i3s are being advertised for as little as £18,500.

Just consider that for a moment: for the price of a middle-order Vauxhall Astra you can drive a very nearly new version of one of the most interesting, innovative and effective cars ever offered for sale, a car so revolutionary it makes the original Mini look unimaginative. A car with a carbon-fibre core and a part-recycled interior, a car that costs pence to run yet still delivers fully on the promise of that bonnet propeller.

What you're looking at, then, is BMW's first attempt to broaden further

### FACTFILE

**£32,330**

**ENGINE**  
electric motor

**POWER**  
168bhp

**TORQUE**  
184lb ft

**TRANSMISSION**  
single speed,  
rear-wheel drive

**WEIGHT**  
1320kg

**POWER TO WEIGHT**  
127bhp per tonne

**0-62MPH** 3.8sec

**TOP SPEED** 93mph

**RANGE** 195 miles

**CO<sub>2</sub>** n/a

the i3's appeal and secure the sales so many of us thought it deserved. The main change is the fitment of a battery with 50 per cent greater energy density, capable of increasing its claimed range from 124 to 195 miles. As before, the car is available either as a pure electric vehicle, or with a tiny two-cylinder

scooter engine fed by a nine-litre fuel tank to ensure you'll never be stranded.

As is so often the case, however, reality doesn't match the claim. On short, cold, dark days requiring the frequent use of air-conditioning, wipers, lights, heating and bum warmers, the i3 I drove claimed a range of 117 miles, meaning you'll want it tucked up and back on charge in a hundred at best.

My time in the car reminded me of the one thing I think I did call right originally: the car's biggest problem is that it's actually too good. BMW only ever saw the i3 as a local commuter car, but it's so effective, fast and fun – not to mention quiet and comfortable – it's the kind of car in which you'd want to do decent distances, and you resent the fact that it can't.

But if you need a second car that's never going to be needed beyond a 50-mile radius, can I commend the i3 again? For the money, there is nothing that comes close to being as effective or impressive, for it is a car that turns every journey into an occasion.

For the rest of us, however, the battery technology, while improved, remains the biggest stumbling block. Put it this way: if I knew it could complete my 250-mile return trip to Heathrow on a single charge, I'd have my own on charge outside my house right now.





# AUDI R8 SPYDER

Better than most alfresco conversions, although there is a 'but'...

**A**LTHOUGH IT SURPRISES ME to say as much, the new Audi R8 works better in roadster than coupé configuration. I'm surprised because everything that's required to turn one into the other usually makes a car worse. A convertible is by definition heavier, slower, more cumbersome, thirstier, poorer riding and less comfortable than the closed car on which it is based. Not to mention more expensive.

Yet the R8 lends itself to the process exceptionally well. This is not quite the glowing praise it may initially appear, because were the R8 coupé a more involving kind of junior supercar, then doubtless it would have far more to lose in the conversion process than its roof. But because the R8 is a rather relaxed, slightly remote kind of car, you miss far less those sacrifices that have been made to create this Spyder version.

Besides, it has suffered far fewer ill effects than most. The ride remains unreasonably good for such a car, while the interior is so quiet with the roof up that it's easy to forget that it can also be lowered at the press of a button. Drop the lid though, and you'll enjoy even more of what the R8 does best, which is to make a thoroughly wonderful racket thanks to its normally aspirated 5.2-litre V10. A smaller engine with turbos is on



the way, but I understand as an addition to the range, and Audi is to be congratulated for being one of very few to remain loyal to atmospheric aspiration, at least for now.

And because your expectations are so much lower for convertibles, the R8 Spyder has far less of a problem attaining them than its roofed sister. It may not leave you weeping for joy at

the end of your favourite road, but it's got you there safely, quickly and capably. Its structure won't shake, you won't be aware of what tiny scrap of performance it's lost and it'll handle well enough to put a broad smile on your face, if not a full Cheshire cat grin.

It fails where the R8 coupé fails, most notably in a dull, unadventurous interior that should be far more special in a mid-engined, two seat convertible with a six-figure price tag. And navigation that can be displayed only in the instrument binnacle, rather than on a dedicated screen as per any number of Audis you can buy for a fraction of the price, is likewise disappointing.

Nonetheless I felt far better disposed towards the R8 Spyder than I did the coupé. Or at least my inner objective, balanced car assessor did. Subjectively I felt rather differently, because there is so little legroom for a 6ft 4in driver that after no more than half an hour at the wheel I was ready to get out. There is usually a penalty for packaging the roof behind the rear seats, but rarely one this serious. If you are tall, a decent test drive is essential if you are not to risk regretting your purchase. If not, and if its laidback approach appeals (so long as you don't expect it to provide any kind of seminal driving experience), the R8 Spyder should suit you well. ▶

## FACTFILE

**£129,990**

**ENGINE**  
5.2 litres, 10 cylinders,  
normally aspirated

**POWER**  
532bhp@7800rpm

**TORQUE**  
398lb ft@6500rpm

**TRANSMISSION**  
seven-speed paddle-  
shift, four-wheel drive

**WEIGHT**  
1720kg

**POWER TO WEIGHT**  
235bhp per tonne

**0-62MPH** 3.7sec

**TOP SPEED** 197mph

**ECONOMY** 24.1mpg

**CO<sub>2</sub>** 277/km



## MERCEDES-BENZ E220 D AMG LINE

Stuttgart's big estate has long been the best car of its kind. Rest assured that it remains so



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I'VE ALWAYS BEEN A HUGE FAN of Mercedes-Benz's most practical load lugger. While others seem to regard 'estate' as a word so dirty it dare not speak its name, coining all sorts of meaningless titles like 'Avant', 'Touring' and 'Sportbrake' to avoid it, Merc has always embraced the estate in both name and concept. An E-class estate is not a fashion statement, it is an E-class with a massive box on the back to carry all your stuff. And it's always been all the better for that.

This new one is no different. While its carrying capacity is slightly reduced over the model it replaces – the most capacious carrier is now the excellent Skoda Superb estate – it's still usefully larger than equivalent versions of the BMW 5-series and Audi A6, as well as the all-new Volvo V90. What's more, if you measure its boot with the seats up rather than folded, it's still bigger than anything else out there, Skoda included.

And the estate treatment suits the E-class's stately character. As a saloon you might well feel a BMW is more engaging to steer, but priorities change with estate cars, for what these cars are like to drive is as nothing to what they are like to live with every day. Here the new E-class estate stands alone. It is not just more spacious than anything else in its class, but more comfortable too. It



### FACTFILE

**£40,725**

**ENGINE**  
2.0 litres, 4 cylinders,  
turbocharged

**POWER**  
192bhp@3800rpm

**TORQUE**  
295lb ft@1600rpm

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

**WEIGHT**  
1780kg

**POWER TO WEIGHT**  
108bhp per tonne

**0-62MPH** 7.7sec

**TOP SPEED** 147mph


**ECONOMY** 61.4mpg  
**CO<sub>2</sub>** 120g/km

also has the best interior. Even the hard flat seats of old, which were brilliantly supportive but never very comfortable, have been replaced by chairs that are softer and more welcoming.

Like all new E-classes, the most popular estate will have Mercedes' new two-litre diesel under the bonnet and, while less refined than Audi's equivalent class-leading powerplant, it has an extraordinarily wide envelope of ability. No, it won't do the claimed 61.4mpg, but it will return a genuine 52mpg in normal driving yet is strong enough to gun the car to 62mph in 7.7sec and onto a top speed of 147mph. For a small diesel in an enormous car, these figures are profoundly impressive.

But what I like most is simply that it's such a fine place to pass the time.

Perceived quality is streets ahead of rivals and Mercedes has integrated the most modern of dashboard displays in a way that still seems traditional, in keeping with the car's character.

Even at its death, the old E-class estate was always the best car of its kind, and the new one takes this position and consolidates it. There's a brand new BMW 5-series around the corner and an Audi A6 not far behind and it will be interesting to see how seriously they take the estate versions; whether they'll remain happy simply to make effectively large hatchback versions of their saloon cars, or whether they'll turn them into proper estates. Until then, the E-class's reign as the world's best estate continues on its untroubled way. 



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Lancia's Delta S4 - the team's ferociously fast rally challenger, made obsolete overnight when Group B was canned

## Group B reality check

Thank you for your evocative article on Group B rallying, published in the December 2016 issue.

It may be implicit, but your article seems to suggest that banning these cars was a bit of an over-reaction. It should be remembered, however, that in the space of little more than 12 months three competitors (Bettega, Toivonen and Marc Surer's co-driver Michael Wyder) had died and two more (Ari Vatanen and Surer himself) had suffered serious injuries. None of this had anything to do with lack of spectator control. I was working for the marketing department of Martini at the time and vividly remember a sense of doom and urgency pervading the rallying community. It was not unlike Imola 1994: something had to be done.

*Jurriaan Tas, Utrecht, The Netherlands*

## Swede dreams

Aside from Mr Roebuck's own consistent good sense, I think his reporting of the views of Stefan Johansson in the December 2016 issue represented the most obviously level-headed assessment of and prescription for Formula 1 that I have read in many a year. We are tantalised by the prospect of Ross Brawn re-entering the 'sport' in some role that would involve serious, sensible, informed, calm but autocratic control and if that were to occur surely he could do worse than pick up Mr Johansson's manifesto and implement it completely.

Back to basics: the wheel Stefan Johansson steered to victory in 1989 - with not a button or display in sight

I would be pretty surprised if Ross were not a reader of *Motor Sport*, so how about it, Mr Brawn and Liberty Media? Go on, surprise us all and lift what is supposed to be the pinnacle of motor sport from its slough of despond!

To round off my shopping list, could we have Stefan Johansson's impersonation of Nigel Mansell on a podcast?

*John Harrison, London SW3*

## Rim with a view

I was interested to read the comments by Stefan Johansson regarding steering wheels. I have attached a couple of pictures of the actual steering wheel he used to take third place in the 1989 Portuguese Grand Prix with Onyx.

Note the absence of any buttons at all! The plaque was placed on the wheel by the team, who donated it to a charity event I attended some years ago.

At one stage in the race Martini led in a Minardi - it never happened again!

*Mike Seary, Kenley, Surrey*



## Sorry, wrong number

In the November edition of *Motor Sport* there is a note that says that Stirling Moss was driving a Lotus 24 when he crashed at Goodwood in '62. It was actually a Lotus 18/21 modified to accept the Climax V8. I saw his penultimate race in that car at Snetterton, mechanical problems meant he did not feature in the results. In typical Stirling style, however, he set fastest lap of the race in his outdated car against the likes of Jimmy Clark in the Lotus 24 and Graham Hill in a BRM.

*John Hindle, Penshurst, Kent*

## Lincoln continental

I am a long-time reader and supporter of *MS*; always will be, so please keep it up.

I wanted to express my appreciation for the Guy Martin article about the Triumph Land Speed Record programme in the States. I really enjoy a writing style that just drips with concise authenticity, while also allowing his Lincolnshire DNA to show through. I find he picks out and lets us in on the significant aspects very well.

A good call that complements the rest of the magazine really well.

*Gary Drew, Brighton, E Sussex*

## Roamin' holiday

Every October we visit Italy as a group on our motorbikes and over the years have retraced nearly all the Mille Miglia sections of note, but one spot had eluded me every time - the site of the 1957 de Portago crash and the memorial to the victims killed alongside the Spaniard and his co-driver Ed Nelson.

We had ridden past it every year, but this time I managed to find it; it is easily missed as it is hidden in a small copse ☑





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### New Dates for 2017!

1. **Tue 25. April 2017**
2. **Wed 17. May 2017**
3. **Wed 7. June 2017**
4. **Tue 20. June 2017** (107dB)
5. **Thu 20. July 2017**
6. **Wed 6. September 2017**
7. **Thu 28. September 2017**
8. **Fri 13. October 2017**
9. **Sat 4. November 2017**

of trees on a lethal stretch of single carriageway crowded with heavy goods trucks and no pull-in available.

The easy reference point is the Stanguellini (the same company that produced the race cars, I believe) factory and showroom on the left as you leave Guidizzolo on the 236, towards Mantova. Keep an eye out on your right for the small well-trimmed copse and there it will be, hidden away. On a motorbike I could ride onto the site, but in a car you are going to need to park up and walk from a distance, or definitely risk losing the a door.

On this trip we always visit Castel d'Ario to see the Nuvolari bronze celebrating his birthplace.

And the next village along is Bonferraro, the birthplace of Antonio Ascari. Is there something in the water around there?

Neil Leigh, Spa Belgium

## Get back to tradition

As a 28-year veteran of the Brands Hatch Formula Ford Festival, I (and many others of like mind) have become very frustrated with the management of the safety car. Its deployment was seemingly triggered by someone in West Kingsdown merely sneezing, such was its frequency. How will aspiring racers learn etiquette, racecraft and respect for others when they are not even required to be responsible for their own safety? I'm not suggesting safety should be anything other than the prime focus, but racers used to have to avoid hazards such as stricken cars and adjust their driving accordingly.

Owain Linford, Milton Keynes, Bucks

## Cut to the chase

I believe most enthusiasts would agree that the abuse of run-off areas in modern F1 is a complete nonsense. This subject has been discussed and well reasoned by others more qualified than I, but the bottom line is surely that any lack of judgment, whether intentional or not, must in any credible sport be penalised. Imagine tennis without boundary limitations.

I have a suggestion that might solve this problem and provide an immediate and visible penalty. Each car would be fitted with a GPS-driven device or, failing that, a signal wire buried in the



ground that, having detected a predetermined deviation from the margins of the track, would automatically cut that car's engine power by 50 per cent for a period of five seconds or whatever time was deemed appropriate. Full power would subsequently be restored. This would have the effect of a virtual gravel trap without any danger of the car rolling, getting stuck in a vulnerable position or, heaven forbid, reducing the field for any reason other than pure racing incidents or mechanical woes.

Chris Snell, Fulking, West Sussex

## Snakes and ladders

I was saddened to hear the news of the passing of Chris Amon and Jack Sears. My memory of these two dates back to the Guards Trophy meeting at Brands Hatch in 1964 when Jack, the established sports and touring car ace, was locked in battle with the up-and-coming Grand Prix driver, both in those brutish AC Cobras. A truly magnificent sight and a wonderful memory of these two great drivers.

Peter Haynes, Needingworth cum Holywell.

## 'Ring of confidence

One of Nigel Roebuck's recent articles prompted me to send you pictures of the original programmes of some of the events I attended during my time in the RAF, the most poignant of which was the 1957 German GP (left). It was very special indeed, watching the maestro Juan Manuel Fangio looking so relaxed.

I've also had the good fortune to have raced there with my wife and son in our Cooper-MG sports prototype, Cooper Bobtail and Clubmans Mallock.

They call it the best circuit in the world – and it's most certainly the most difficult to learn.

George Cooper, Kilsyth, Glasgow

## Strictly Combe dancing

I was a little surprised to see no mention of the Castle Combe Autumn Classic in December's edition of *Motor Sport*. A lovely day of wonderful motoring, not spoiled by the pretty inclement weather.

However, the large number of *Motor Sport* umbrellas and baseball caps that were on display showed that the day was well attended by some of your readers. I would certainly recommend a visit in 2017.

Ian Wilson, via email

*It isn't possible to cover every historic race meeting in the magazine – much as we'd like to – but a report and pictures from Castle Combe appeared on our website, www.motorsportmagazine.com*

## The flipside of halos

I am surprised it hasn't been argued that the halo head protection will make Formula 1 more dangerous. We are told that a driver will have something like 20 per cent less risk of head injury in an accident with a halo fitted. Let's accept that. Virtually all the accidents that may cause head injury are the result of drivers being too brave and aggressive. Aren't they going to be 20 per cent more aggressive with the halo? I think so.

Then add on all the other hazards of halos, from slowing egress in a fire to caving in on drivers in rollover accidents. We might never know because this type of accident is so rare, and the sport will evolve, but it is pretty obvious the halo won't make it safer.

Patrick Irwin, Port Melbourne, Australia

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## MEET STAR NAMES FROM THE PAST AT RACE RETRO

Visitors to Race Retro, the historic motor sports show, will be able to experience for the first time, three days of 'live' Hall of Fame entertainment ahead of 2017's event at the Royal Automobile Club. *Motor Sport* magazine has teamed up with Race Retro to create a dedicated hall that contains the *Motor Sport* Live Stage where visitors can watch interviews with Hall of Fame inductees and stars from the world of motor sport, and enjoy stunning displays of the cars and bikes that carried them to victory.

The hall will also feature a collection of Cosworth DFV-powered race cars, to celebrate 50 years since one of the world's most iconic engines made its debut on the track.

The collection, which includes a Williams FW08, has been curated by Mike Costin, who

along with Keith Duckworth gave his name to the powerplant. "I am delighted to be involved in this display," said Costin, "and look forward to being reunited with some star cars from the past."

The 40th anniversary of the re-opening of Donington Park will also be celebrated and the Donington Grand Prix Collection's ex-Moss/Brooks 1957 Vanwall will be on display.

The *Motor Sport* stage will feature some big sporting names – join the lively debate on who should be inducted into the Hall of Fame when the awards ceremony takes place next June.

Race Retro runs from February 24-26 at Stoneleigh Park, about six miles from Coventry, and covers all disciplines from F1 to the grass roots, with fantastic displays by motor sport clubs from around the UK.

Voting is now open to decide who should be inducted into the Hall of Fame for the motorcycling category. The short list was decided on November 24, when Ed Foster, *Motor Sport's* online editor, sat down with Freddie Spencer, two-time 500 GP world champion, at the National Motorcycling Museum to pick 12 names. The list, after much lively discussion, features Barry Sheene, Kevin Schwantz, Kenny Roberts, Wayne Rainey, Freddie Spencer, Eddie Lawson, Mike Hailwood, Joey Dunlop, Mick Doohan, Geoff Duke and Soichiro Honda.

To listen to the podcast visit [www.motorsportmagazine.com/podcasts](http://www.motorsportmagazine.com/podcasts)  
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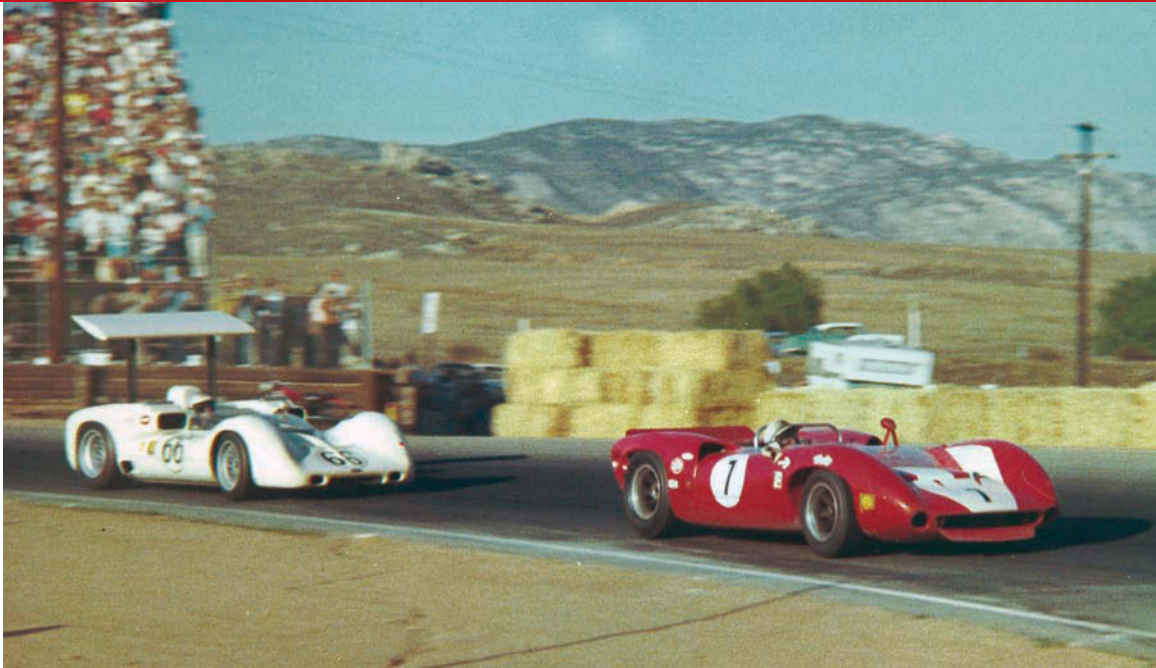
## Cosworth DFV

Cosworth DFV-powered cars dominated Formula 1 for more than a decade, claiming 12 world titles for a variety of teams, starting in 1968, when Graham Hill took the title in a Lotus 49. The last driver to scoop a world championship using DFV power was Keke Rosberg, with Williams in 1982 – despite winning just one race. Here's how the driver standings looked at the end of that season.

### 1982 WORLD CHAMPIONSHIP

- |                     |  |
|---------------------|--|
| <b>44</b><br>POINTS | 1st <b>Keke Rosberg</b><br>TAG Williams                  |
| <b>39</b><br>POINTS | 2nd <b>Didier Pironi</b><br>Scuderia Ferrari             |
| <b>39</b><br>POINTS | 3rd <b>John Watson</b><br>Marlboro McLaren International |
| <b>34</b><br>POINTS | 4th <b>Alain Prost</b><br>Équipe Renault Elf             |
| <b>30</b><br>POINTS | 5th <b>Niki Lauda</b><br>Marlboro McLaren International  |
| <b>28</b><br>POINTS | 6th <b>René Arnoux</b><br>Équipe Renault Elf             |
| <b>25</b><br>POINTS | 7th <b>Patrick Tambay</b><br>Scuderia Ferrari            |
| <b>25</b><br>POINTS | 8th <b>Michele Alboreto</b><br>Team Tyrrell              |
| <b>23</b><br>POINTS | 9th <b>Elio de Angelis</b><br>John Player Team Lotus     |
| <b>21</b><br>POINTS | 10th <b>Riccardo Patrese</b><br>Parmalat Brabham         |

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## STEVE BABSON

Henry Babson and brother Steve have been regular visitors to Elkhart Lake since the early 1960s. "It's still a wonderful track," writes Henry, who sent us a selection of Steve's snaps from the venue's Can-Am race in 1967 – and also a few from Riverside 1966 **1** John Surtees (Lola T70) leads Jim Hall (Chaparral 2G). They finished third and fourth **2** Surtees in the pits **3** Bruce McLaren retired his M6A with an oil leak **4** Hall (left) and 2G in the paddock **5** Winner Denny Hulme stands by his McLaren M6A **6** & **7** Dan Gurney (T70) and Phil Hill (2E) at Riverside **8** George Follmer's Penske T70 at Elkhart Lake



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## JUNGHANS

There are many watch companies, such as Tag Heuer and Rolex, that are widely recognised for their associations with fast cars. The 150-year-old German firm Junghans is not one of them, being best known for its range of starkly beautiful watches and clocks that derive from the pen of the Bauhaus designer Max Bill.

But in fact Junghans was involved with the automotive industry back in the very earliest days of motorised transport, and the firm's current, car-obsessed owners are keen to remake the connection in the eyes of potential customers.

Arthur Junghans, son of the founder Erhard, was close friends with Wilhelm Maybach and Gottlieb Daimler and in 1892 he bought one of the very first Daimler motorised carriages to be built. The passion that Junghans had for the fledgling car industry was reflected in his work, with the company going on to produce dashboard clocks for cars, and in 1905 he patented an early speedometer.

Since 2009 Junghans has been owned by Dr Hans-Jochem Steim and his son Hannes, businessmen who have as much of a love for cars as the founder's son did more than a century ago, and they are keen to rekindle their company's automotive connections.

The Steims have an enviable car collection that includes a wide range of models going right back to the birth of the motor car. The watch pictured here, the Meister Driver Chronoscope, is an automatic chronograph that takes inspiration, according to Junghans, from the dashboard instruments of vintage Maybach and Mercedes machines.  
[www.junghans.co.uk](http://www.junghans.co.uk)

## KEEPING AN EYE ON THE TIME: POWERFUL PLAYERS IN THE WATCH WORLD

by Richard Holt



**BULGARI** Hora Domus dual-timezone watch displays time home time plus the time in one of the other 24 global cities, £27,300

## BULGARI

Bulgari is an Italian jeweller that has, since it brought out its first Roman coin-style watches 40 years ago, established itself as a very serious watchmaker. While its headquarters are situated in Rome, Bulgari's watchmaking facilities are in the horological heartlands of the Swiss mountains and the company has produced some of the most interesting watches of recent years. The Hora Domus – Latin for “home time” – is a dual-timezone watch housed in a pink-gold Art Deco-style case. The elegant display shows home time via the solid hour and minute hand, then can display local time via a smaller hour hand that is hidden beneath the larger hour hand when the wearer is not travelling.

The display also has a summer/winter indication as a reminder of whether daylight-saving measures may be in effect. It also has am/pm and day/night indications for local and home time. The Hora Domus has an automatic, in-house movement with a 48-hour power reserve.

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



**CHRISTOPHER WARD**  
Bespoke 3 Wheeler Chronometer will be powered by the company's Swiss-made in-house movement, from £2500

## CHRISTOPHER WARD

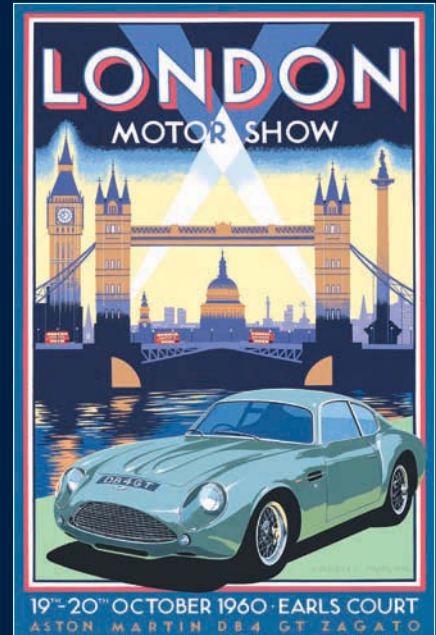
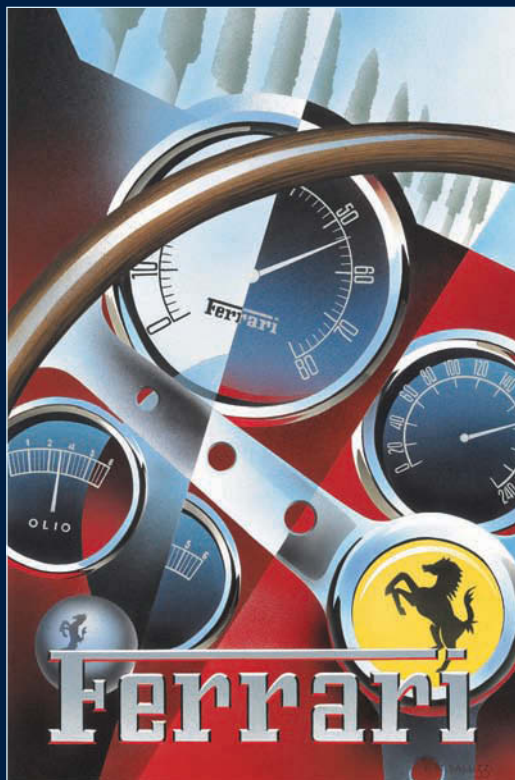
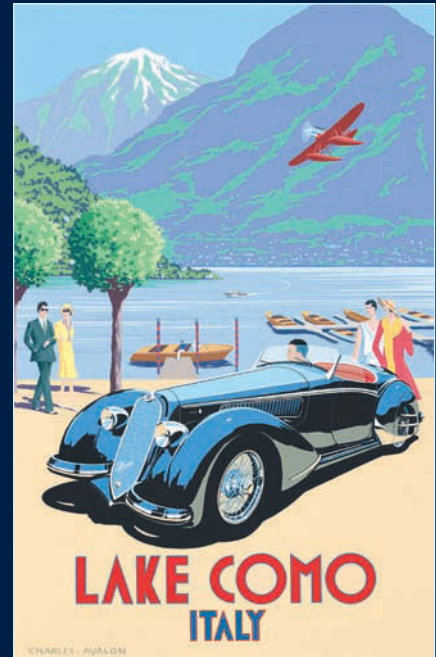
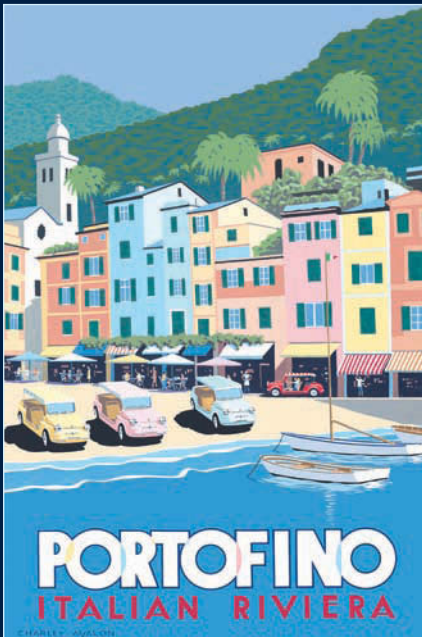
The British watch brand Christopher Ward has announced a partnership with the Morgan Motor Company. The collaboration will see Christopher Ward producing a range of watches that “take inspiration from the legendary British car maker's craftsmanship and engineering”. The first watch to be made will be the Bespoke 3 Wheeler Chronometer, available from May 2017, and in the future there will be watches inspired by other models in the Morgan range. The first release goes on sale exclusively to Morgan owners, and Christopher Ward will be offering to have a car's chassis number engraved into the watch.

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{ LUNCH WITH }

# JEAN ALESI

He swiftly earned cult status with some feisty performances in his early Grands Prix, but fate decreed that he would score only one F1 victory

writer ADAM COOPER | photographer CHARLES COATES



**B**Y A STRANGE QUIRK OF history Jean Alesi's CV includes just a single Grand Prix victory, achieved at Montréal in 1995. The charismatic Frenchman's impact on the sport was so much greater than his record suggests, but year after year circumstances seemed to rob him of potential wins. And then there was the time he followed his heart and chose a future with Ferrari rather than Williams – and thus walked away from the car that would dominate F1 for the next few seasons.


At 52 Alesi remains fit and trim, but he insists that after a disappointing final fling at the 2012 Indianapolis 500, he is now retired from racing. Instead his focus has moved to guiding the career of 17-year-old son Giuliano, who competed in the 2016 GP3 Series and is a member of the Ferrari Young Driver Academy.

"I enjoy it very much, but I'm always scared," says the proud father. "With my character, I'm very emotional, and to follow it from outside is difficult. But he's doing a good job, he's out of the house, he's living in

Maranello – in the Enzo Ferrari house at the track, actually. And he's learning his job."

We meet at the Malaysian GP, where Giuliano is contesting the GP3 support race, and our venue of choice is the Pirelli hospitality building. Until recently Alesi served as an ambassador for the tyre company, and he's still a welcome visitor at one of F1's Italian-flavoured boltholes. At the chef's suggestion, lunch for both of us is a simple dish of steak and potatoes, which Jean accompanies with a glass of sparkling mineral water. It's an appropriate place to discuss the Alesi family's Sicilian roots – and what took them to France.

"My father was doing *carrosserie*," Jean says. "It was very limited in Sicily, because there was nothing really happening there. He didn't want to move to northern Italy, because when you're from the south they treat you like you're from Africa! He moved to Avignon as there was a small community of Sicilians, and by the way that is the reason he married my mother – she is from a Sicilian family, same story basically."

Growing up, did he feel more French or Italian? "I never thought about that, except the fact that France was very nationalistic. I was 

named Giovanni Alesi, and when I went to school I stated to have some light criticism from my colleagues. So when I was seven we decided to change from Giovanni to Jean, and my brother from Giuseppe to José.

“He has always been supportive of me in everything since I was born. When I was young and going to school I asked him to carry my bag, and he ended up carrying my bag with me on his shoulders.

“Of course, to be as successful as my father has been, it means a lot of sacrifice and work. He was working day and night in the garage, and my mother was helping him with all the paperwork. When we finished school my mother was picking us up, and then back to the garage. At the time we did out homework there! So I was really loving cars.

“At the weekends my father was sometimes doing rallies and hillclimbs. He started with a Vespa 400, a very small car, and then he finished in '73 with a Chevrolet Camaro. When he was not able to race some weekends he would give his car to his friend, Jean Ragnotti, who is from Avignon as well. But most of the time it came back destroyed. I cried when I saw Ragnotti coming to our home, ‘Please don’t give the car to him, he will destroy it!’

“I was following the big events like the start of Le Mans, because in France it was very popular. And then F1, I remember this moment very well – we had a conversation at home and my father said, ‘We have a crazy driver now at Ferrari, he’s unbelievable, the way he drives.’ It was Gilles Villeneuve. And then I started to watch.



“I WAS 16 WHEN I STARTED KARTING, very late. For me it was a way to start playing, not really serious racing. We decided to do a category called Classe Bleue, it was very cheap, the same Continental tyres for the whole season. The races were on supermarket car parks. Maybe that was the reason why I was not very interested in set-up. I was not changing anything on my kart, but the shape of the track was changing all the time when someone hit the barrier, so we just had to adapt our driving style to the track!”

In 1983, aged 18, Alesi embarked on a season in the French Renault 5 Turbo series, and after a low-key start he won a race at Nogaro in September. The next step was single-seaters.

“I did the Winfield School in Paul Ricard, trying to win a budget. That was really the beginning of my life. The regulation was that the top five drivers had five laps to prepare the car, and five timed laps. In the five timed laps, if you spin, you’re out. I was the one before last, and the last one was Eric Bernard. I was fastest of the first four. Bernard did first lap, second



## JEAN ALESI CAREER IN BRIEF

**Born:** 11/06/64, Avignon, France  
**1980** Started karting **1983** French Renault 5 Championship **1984-85** French Formula Renault **1986-87** French F3, champion in his second season  
**1988-89** FIA F3000, champion with EJR in '89  
**1989** F1 debut, Tyrrell **1990** F1, Tyrrell **1991-1995** F1, Ferrari; won '95 Canadian GP **1996-97** F1, Benetton  
**1998-99** F1, Sauber **2000-01** F1, Prost & Jordan  
**2002-06** DTM **2008-09** Speedcars  
**2010** LMS, Ferrari F430 **2012** Indy 500

lap, third lap and spun. Then he restarted, and he set a faster lap than me.

“Normally I was supposed to have the Elf drive, but the jury said, ‘No, no, we have to change it. Eric Bernard and Jean Alesi do it again.’ When you’re young like that, you’re not really prepared. In my mind I was already



winning. We went, both of us, back on track. And he was faster than me, so they gave the Volant Elf to him.

“It was an embarrassing moment, because my father started to be very upset with the people there. At the time the big boss of Elf, François Guiter, was like a king in France. My father said to Guiter, ‘It’s a French mafia’ and Guiter replied, ‘The mafia is in Sicily!’ And I said, ‘Oh no...’

“In the car my father said, ‘Jean, if you want to continue in this business, I want you to be better than them – always. Do what you want, but you have to be at the top. Because if you’re not, we stop.’ So we bought a Formula Renault, and we ran it from our garage.”

Alesi spent 1984 and '85 in the category, and in his second year he logged five podium finishes and finished fifth in the championship.

“The first two seasons were difficult for me. But I’m sure at the time they were cheating with the engines, because we had turbos. It was a bit weird. So then we said, ‘Let’s move to F3, but let’s do it differently.’ Everybody had a Martini, or a Ralt. We decided to get a Dallara. It was me and one guy from the garage, who I was taking only for the weekend. I was driving the truck with our caravan behind. And I did the first season like that. I won two races, at Albi and Le Mans, and at the end of the season, I was second.”

That year Alesi changed his helmet design in honour of Elio de Angelis, who lost his life in a testing accident at Paul Ricard.

“When he had the accident, I was in Pau. When you are on a racetrack, and you have the news that a driver is hurt, it goes even more in your heart. You know when there is a war, and the flag goes down, and there’s somebody else who picks the flag up? For me his helmet was a kind of flag. I take your flag and I put it on. I changed it a little bit, so as not to have it 100 per cent like him, but the spirit of the helmet was based on his.”

For 1987 Alesi earned support from Marlboro, which meant joining the ORECA team. He wasn’t happy with the Martini chassis, and had to persuade team boss Hugues de Chaunac to dump it and take the Dallara he’d used the previous year. Once armed with his familiar old car, Jean was the dominant force. As French F3 champion he was then invited to a crucial Marlboro F3000 test day at Donington, where 1988 drives with Onyx and ORECA were up for grabs.

“We had 30 laps each, and one set of new tyres, whenever we wanted. I was not speaking English at the time. Big problem, because the first one-to-one was with James Hunt, and then with Ron Dennis! I tried to speak, to explain my story, but it was not easy. Then I moved to the car, and I did the best lap time of the day. And I had the Marlboro budget to do F3000 the following year with de Chaunac. ▶



1

1 Alesi won his first title – French F3 – in 1987 2 Maiden F3000 season blended promise with frustration 3 Creating a sensation with Tyrrell, 1989 4 He enjoyed the family ambience at Sauber for two seasons 5 Ferrari's new recruit, 1991



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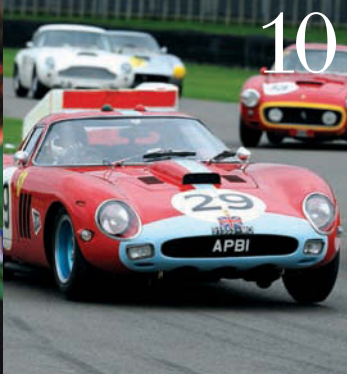
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6 First of two Le Mans appearances, with Schuppan 962 in 1989 7 Monaco 1997, prior to a race-ending spin 8 Indy 500 adventure proved a major letdown in 2012 9 DTM yielded five wins 10 Back with Ferrari... at the Goodwood Revival, 2013



**"I MOVED TO FERRARI. I HAD  
MY F40 AND A GOOD CONTRACT,  
BUT MY INTENTION HAD  
BEEN TO GO TO WILLIAMS"**

Alesi came close to winning several Grands Prix but triumphed only once, in Canada on his 31st birthday

“But it was not good, except Pau, where I managed to finish second. We faced some technical issues, we changed from March to Reynard. Then we had an argument with de Chaunac, and he said, ‘I cannot take you for next year, you have to find another seat.’ I was really finished. So I said to my brother, ‘Do you think we can do Macau? If it goes well, we’ll find something.’”

Alesi was set for aggregate victory in the street race when it all went wrong in the second heat: “On the last lap I had a tyre explode on the straight, and I finished on three wheels. Eddie Jordan came to my brother, and he said, ‘I like that, because he’s not giving up. What’s he doing next year?’ And José said, ‘Nothing, we are looking for something.’ And Eddie said, ‘Let’s see what we can do.’ I went to England, we did a deal and my life changed...”



AT THE TIME JORDAN WAS JUST starting to put the pieces of an F1 project together. In the interim his focus was on his own Camel-backed F3000 team, while also helping an endless stream of ambitious youngsters who were happy to benefit from his entrepreneurial skills, albeit at a price.

“There are so many stories about him, but mine is different from what I hear sometimes. He was not looking for money, he was looking for success. And he was really looking after me like a son. I lived in a very small room in his house, even though he had small kids at the time, and he made me feel at home. Every morning I went to the office with him, trying to improve my English with the mechanics. And he understood that I was a real fighter. I never treated him as a manager, I treated him as a father. I had full trust in him. I never asked, ‘How much?’ I just asked him for a good drive, and for him to take me to F1.”

The first four F3000 races of 1989 included a victory at Pau. Then in July an F1 seat opened at Tyrrell, when the team attracted Camel support and long-time Marlboro man Michele Alboreto opted out. Jordan was quick to pounce, agreeing a one-race deal with Ken Tyrrell for Jean to do the French GP. Also making their F1 debuts that weekend were Alesi’s F3000 team-mate Martin Donnelly – and long-time rival Eric Bernard.

“Ken had to make a presentation for Camel. My old friend François Guiter, who was very close to Ken, went to him and said, ‘I’m happy you took a French driver, but you didn’t take the right one.’ Ken didn’t argue. On Friday I was seventh in the first qualifying session.

Everybody was happy, especially me! Ken went to Guiter and he said, ‘When you have a better one than him, call me...’”

After a frustrating Saturday qualifying session (“Maybe because I was overexcited”) Alesi started only 16th, but he went on to finish an astonishing fourth, having run as high as second for a few laps. Within days he had signed a Tyrrell contract extending into 1990,



with options for ’91 and ’92. He had to miss the Belgian and Portuguese GPs as Jordan insisted that F3000 take priority, and he duly won the title. And thanks to a fifth place in Italy and fourth in Spain, he finished ninth in the world championship, having started just eight of the 16 rounds. This sensational opening to his F1 career had not gone unnoticed.

“In the winter of 1989-90, Frank Williams decided to take me for 1991, ’92 and ’93. They signed a contract with Eddie. And inside there was a paragraph underlining that the deal would be announced at the French GP. If it wasn’t done there, then the contract would become an option until the end of September.

“When he read it my lawyer said, ‘Take it out.’ I called Frank and he said, ‘I cannot do it differently, because I didn’t say anything to Renault, and it’s Renault who pays the drivers. I need to keep that because the announcement is going to be made in Paul Ricard, 100 per

cent. From now to July I have enough time to convince them to take you. So that is just lawyer’s talk.’ My lawyer said, ‘Do you trust him?’ I said, ‘I have to, he’s Frank Williams.’ So I signed, and gave it back.”

Meanwhile Jean remained a Tyrrell driver for 1990, and hopes were high. The team switched from Goodyear to Pirelli just before the season opener in Phoenix – with no time for testing. “I didn’t qualify well because of my inexperience – I touched the wall twice – so I was not precise. But I was quite confident for the race. I started fourth and had a very good first lap. Fourth, third, second and then I led. My thought was, ‘I hope my friends in Avignon are watching the race!’

“Suddenly I started to see some red coming in the mirrors, and I understood it was Ayrton, because I had the pit board. Then he caught me, and I thought, ‘Let’s give him a hard time.’ I was not weaving, but I was pushing to make it difficult to overtake. I had such a good time...”

Senna eventually passed Alesi, who then had the cheek to nip back by at the next corner, before bowing to the inevitable on the following lap. He still finished second, and by now everyone was paying attention.

“After Imola, and before Monaco, Cesare Fiorio asked me to come to Maranello. I was with my brother, and on the way I said to José, ‘If he asks me to go to Ferrari, what do I do?’ He said, ‘Nothing, you cannot do it.’ And Fiorio said, ‘We want to have you for 1991, ’92 and ’93.’ I said, ‘Mr Fiorio, I’m sorry I have a contract already.’ He said, ‘With Tyrrell?’ I said, ‘No, with another top team, I cannot say.’ He started to get upset, and he said to me, ‘You

cannot say no to Ferrari.’ I said, ‘It’s not that I cannot say no, but it’s not possible.’”

Ferrari’s interest was stoked further when Alesi logged another excellent second place, in Monaco. “After Phoenix Frank had said, ‘It’s fantastic, exciting,’ and so on. Then Monaco, the same. That was in May, and I said to Frank, ‘Is it all OK?’ and he said, ‘Yeah, yeah.’ The week before Paul Ricard I called Frank, and he said, ‘We have to set it for Friday or Saturday’.”

At the start of the French GP weekend, Alesi was roped in to a Marlboro event as a last-minute replacement for Alain Prost. “Fiorio was there, and he said ‘Frank will not make the announcement this weekend. You’ve signed with him, but he’s looking for Senna.’ So I went back to Frank, told him what happened to me a few minutes before and he said Fiorio was a bullshitter!

“At the time I was very close to Nelson Piquet, and I told him, ‘I have a secret to tell’

you about what's happened to me.' I explained. He said, 'Jean you're an idiot!' 'Okay, what can I do now?' He said, 'Go to Ferrari and tell them to make a proposition, and you take it to Frank and show him. If he doesn't sign you immediately, go to Ferrari.'

"Silverstone was next and I went to the hotel of Ferrari president Piero Fusaro. I said, 'Mr Fusaro, I have a contract with Williams. I cannot accept your offer the way things stand right now.' I said I wanted to drive for him, so he made me a proposition.

"I went to Frank and showed him the Ferrari proposition. When he saw 'Ferrari' he went completely mad. 'How can you sign, they're bullshitting, they're trying to f\*\*k you up!'

"I said, 'Look Frank, you sign me, and that is it, finished.' He said, 'No, you have a contract until September...' I said, 'I will not wait. Confirm now – or not at all.' In September it would have been possible for him to say, 'We don't want you.' And where would I go? So I went back to Benetton to see Nelson.

"He went mad. 'September! You show me the offer of Ferrari.' He took it, said, 'The price is not good' and added one million more. He also inserted an F40 road car and a fixed three-year deal. So I changed everything. I went to Fusaro, and gave him the new contract. He said, 'For a young driver, you are really prepared.' It was Nelson who did everything! Anyway, you know the end of the story. I moved to Ferrari, Frank had Prost's F1 car as compensation, plus some money. I had my F40 and a good contract, but my intention had been to go to Williams..."

In the end Frank signed Nigel Mansell – the man Alesi replaced at Ferrari.



AT THIS POINT IN OUR CONVERSATION the Pirelli hospitality building is filling up with hungry technicians and tyre fitters, and our table is required. At Jean's suggestion we take a break and move along the Sepang paddock, with appropriate timing, to Ferrari.

"I had a terrible 1990 season, because every race I was in Frank's motorhome, Ferrari's motorhome... It was not nice. When it finally happened, I was of course extremely happy. I was just back to what I wanted, to be a driver. My



## “HE HAD A VERY TOUGH REPUTATION. IT WAS ALWAYS ‘MR TODT’, NEVER ‘JEAN’ ”

team-mate was Alain, and that was also very interesting because of the way he fought with Senna, and I wanted to learn as much as possible from him. I was very happy to be with him, and I was in a team where I was testing non-stop, and I had freedom to do what I wanted.”

He very nearly won the 1991 Belgian GP, only to suffer a late engine failure while running ahead of Senna's ailing McLaren.

"We had a very fragile car, and technically there was an internal fight about whether we should work on active suspension. In the end

everything collapsed! It was a shame, because for me Fiorio was very capable. He had a racing spirit, he had a racing view, and for the time he was definitely a super team boss. But Alain did not always get on with him..."

Prost was sacked before the last race of the year. Then towards the end of a difficult '92 season alongside Ivan Capelli and Nicola Larini, Alesi learned that he was to be partnered by Gerhard Berger in '93.

"I was testing in Estoril, and in the newspaper it was, 'Gerhard back to Ferrari, number one driver, leading the development of the car, blah, blah.' The testing was starting at 9am, and at 9.15am I was on the phone to Niki Lauda [then a Maranello advisor]. I said, 'Niki, what kind of respect do you have for me? Why do I need to be number two, and Gerhard is coming from McLaren, where he has always been behind Ayrton?'


"He said, 'Let me speak with Luca di Montezemolo, and we'll call you back.' Then Montezemolo called, and said, 'Look Jean, it's not like you read, everything will be as usual in the team, and if you are upset, I'll

give you an F1 car.' I said, 'I'm not upset, I'm disappointed.' 'Don't be disappointed, you'll have the car, now shut up and go and drive!' So I have a '92 F1 car at my house..."

In the middle of that 1993 season Jean Todt arrived at Ferrari: "I was a bit scared, because Jean had a very tough reputation. Not tough in a bad way, but a disciplined guy. It was always 'Mr Todt', never 'Jean'. He was everywhere at first – here, there, in the garage, very efficient."

The first signs of a turnaround came when Berger won at Hockenheim in 1994. That year Alesi took pole at Monza, but a first GP win continued to elude him. Meanwhile he had to watch first Mansell and then Prost win world championships for Williams, while Damon Hill became a title contender. He logged 13 podiums over four and bit seasons at Ferrari before luck finally went his way at the 1995 Canadian GP.

"That was a big day because I'd had retirements when leading Grands Prix, but at last everything held together. And it was my birthday, so it was unbelievable."

Alesi's relationship with Todt began to unravel when it became clear that Michael Schumacher was leaving Benetton to join Ferrari in 1995, and he would have to make way. In the end, they swapped seats. 



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“Flavio Briatore made me aware of the Michael situation. When I asked the team what was going on, they never said it was happening. It was the right choice to have Michael, but they could have told me. Flavio said, ‘If he leaves, please look at us.’ I thought, ‘Why not?’ Everything moved after that.”

What Alesi didn't expect was that, wary of partnering Schumacher, Berger would jump ship and join him at Benetton: “In the end we respected each other very well, he was doing his job and I was doing mine. Really, I appreciate him a lot. We spent five years together and I scored 40 points more than him...”

The two Benetton seasons were frustrating – Jean logged 13 podium finishes and took pole at Monza in '97, but once again a few potential wins slipped away. By the end of that year he had fallen out with Briatore and decided to move on for '98.

“At first I went to Stewart. I spoke with Paul and Jackie, but they said, ‘We're sorry, but we're not prepared for you.’ It was just a small team. So then I went to Peter Sauber, and I said, ‘Please give me a car and I will do my best.’ He was surprised, but I wanted to have a challenge. I had a super time. Like Tyrrell, you know? Very good atmosphere, no politics, and I really felt at home. I had a different target, and anyway I put the car on the podium in Spa, plus I scored some very good points.”

The 1999 season was less satisfactory, and for 2000 Alesi was tempted away by the prospect of racing for his first Ferrari team-mate.

“I wanted to finish my career with Alain, and give France a successful team – like Ligier had been. When I signed I was extremely happy and excited, but with Peugeot engines there was no chance. That was disappointing.”

In a disastrous first season he failed to score a point, although he managed to qualify seventh in Monaco. The following year got off to a better start on track, with Ferrari power, but the team was falling apart and Alesi left after the 2001 German GP. He then agreed to do the last five races of 2001 for his old pal Eddie Jordan, who had sacked Heinz-Harald Frentzen: “That was good, especially the race at Spa, when I finished sixth and had a very good fight with Ralf Schumacher in the last laps. It was not a bad car.”

Alesi knew there was no Jordan seat for 2002 – Honda protégé Takuma Sato was coming in – and just before the Suzuka finale he made a spontaneous decision to retire.

“I was at a Bridgestone press conference in Tokyo when a Japanese journalist asked, ‘If Sato is driving for Jordan next year, what will you do?’ I didn't like the way he asked me that. So I said, ‘I will stop.’ Michael and Rubens were next to me, and they looked across and said, ‘Really?’ I said, ‘If Sato is taking my drive, it means it's better to stop.’ And I did.”

That last race ended early when a spinning

Kimi Räikkönen took Alesi into the barriers. It happened to be with him as he left the paddock gates after the flag. He gave a mock celebratory jump, saying “I'm free!” – and handed me his season pass. It's a treasured piece of memorabilia.

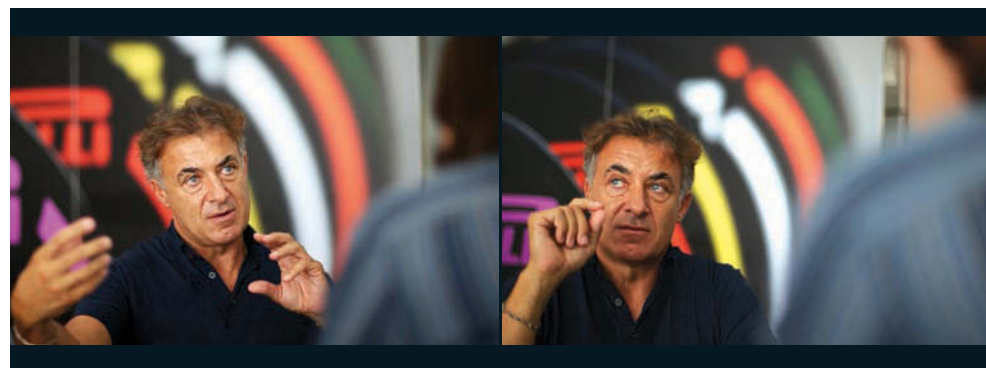


**JEAN SAYS THAT HE HAD NO FUTURE plans, but one soon emerged.**

“In Suzuka Norbert Haug from Mercedes said ‘Please consider the DTM. It's good, you will have fun, it's for you.’ So I went to have a look and drove the car. It was very enjoyable, and I accepted the proposition. I raced five years for them, and I had a good time. They treated me very well, and I had a super contact with the German fans.”

He had a bonus early in his first season when Haug invited him to do some engine testing with McLaren.

“It was fantastic. I did five days and felt important again. I drove the old car at Paul Ricard, and then in Mugello they asked me to drive the new car. Adrian [Newey] had some new ideas, and it was not quick. As long as I was there to explain the driveability of the engine, it was okay. But when I started to say the chassis was bending, they said, ‘Thank you, bye-bye!’ I was upset. I said to Ron Dennis, ‘You asked me to tell you what's happening. I am saying it to you, not to the press...’”



He would win five DTM races, but life wasn't always straightforward: “Mercedes had this very tough way to speak to the drivers. They had drivers like a football team – goalkeeper, defender and striker. And when they started to speak to me like that, I was looking at them, ‘Are you nuts? I do my race. I race for Mercedes, but I'm not here to block Audi drivers. No way!’”

After being shifted from HWA to the second division Persson team for 2006 – where he had to make do with a year-old car – he decided that five years was enough. In 2008-09 he appeared with other ex-F1 drivers in the Speedcar series, supporting some flyaway GPs, before the organisation folded. Then in 2010 he

raced a Ferrari F430 GT with Giancarlo Fisichella, and returned to Le Mans for the first time since 1989. He didn't enjoy the experience.

“I love to drive, but I didn't want to be mixed with gentleman drivers and I didn't want to be mixed with young drivers, because it doesn't match. I would be very happy or keen to have a ‘legends’ race with Gerhard, David Coulthard, Johnny Herbert. I don't want to be with dentists or lawyers. When I went to the driver briefing in Le Mans, I thought I was in a party! Guys in overalls with big stomachs... I realised how difficult the race would be, because you'd see cars and wouldn't know if it's a professional or a wanker driving.”

Alesi's last on-track adventure was that 2012 Indianapolis 500, a legacy of his role as an ambassador for Lotus. Unfortunately the engine that the Norfolk marque had badged was hopeless: “It was almost impossible to keep the car in the power band and the car felt absolutely dead. It was so sad for me...”

After qualifying 33rd Alesi ran for just a few laps in the race before he was forced to park due to a simple lack of pace. He then called time on his career to focus on helping Giuliano.

Since then he has kept himself busy by conducting interviews with key F1 figures for Canal Plus, while as a hobby he owns a vineyard in Avignon and, along with Sylvester Stallone, he's a shareholder in the upmarket Montegrappa pen company. He also keeps an eye on the family bodywork business.

“My father is still there. He is 76, but he is very busy, because we now have more than 70 people working in the carrosserie. It's his baby, and my brother is looking after the financial side of things.”

As for his career, he says even with the benefit of hindsight he wouldn't have done anything differently – including that decision to go to Ferrari.

“I have absolutely no regrets, honestly. The Williams story is part of my life. You cannot look back. It's like if you had an offer to buy a 250GTO 25 years ago for \$10,000, and now it costs \$35m. If it didn't happen, it's destiny. But the way everything happened is not what I expected.”

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# B O H E M I A N R H A P S O D Y

Its Fabia R5 might be one of the success stories of contemporary rallying, but Škoda's competitive edge is no modern phenomenon. The Czech firm's sporting pedigree can be traced back to a time when Butch Cassidy and The Sundance Kid were still on the run, in 1901...

**writer** SIMON ARRON | **photographer** MATTHEW HOWELL





“ANYBODY WEANED ON MODERN  
CARS MIGHT WONDER HOW IT WAS  
POSSIBLE TO RACE THIS  
FOR A LONG STINT”



**N**

ARANELLO AND Mladá Boleslav: both are touchstones on motor sport's landscape, yet one is famous the world over while the other is known barely at all. The less celebrated of the two, though, has been active for rather longer, established in 1895 by Škoda's forefathers Václav Laurin and

Václav Klement. Six years later the Czech pioneers committed to enter one of their motorcycles for a race, on public roads between Paris and Berlin from June 27-29. On his single-cylinder L&K, factory rider Narcis Podsedníček was first in class to reach the finishing line – but got there before official timekeepers were in place. By the time he'd returned, a De Dion rider had taken the flag and completed the appropriate paperwork to claim victory. Podsedníček had to settle for a moral triumph, but the Central Bohemian firm's competitive foundations had been laid, 10 years before the Indianapolis 500's inauguration and 46 before Ferrari commenced manufacture.

L&K began building cars in 1905 and within a couple of years was achieving notable results in hillclimbs, with well-known racer/designer Otto Hieronimus among those at the helm. Although that boosted the company's reputation, rivals were already diversifying to embrace agricultural machinery and new-fangled railways. By the mid-1920s L&K's portfolio had become too narrow, sales were slow in the First World War's slipstream and fellow industrialist Škoda stepped in with a rescue package. Cars carried both companies' logos for the next few years, although the L&K eventually receded. It is retained today as a trim level for the most opulent Škodas.



THE ORIGINAL L&K FACTORY SITE exists still and is home to the Škoda Museum, which first opened in 1968 and moved to the current site in 1995. Tucked just behind, within a warren of functional outbuildings, you'll find the HQ of Škoda Motorsport, which has built about 100 examples of the successful Fabia R5 rally car, and a number of workshops dedicated to reassembling the company's past. Alongside are a number of depositories in which many a

restored Škoda nestles alongside the carcasses of projects that will one day regain their former splendour. "As things stand," says Michal Velebný, head of the restoration division, "there is already enough work here to keep us going for the next 60 to 70 years."

*Motor Sport* was recently given a guided tour, in the company of former works driver John Haugland, the Norwegian who was a serial class winner on international rallies throughout the 1970s and 1980s. First, though, we were taken to an old Russian military airstrip, for a passenger ride in a Fabia R5 (alongside current works driver Jan Kopecký) and to try two active heritage vehicles, the 1100 OHC sports-racer of 1957 and a 130 RS of the type that made Škoda the winning manufacturer in the 1981 European Touring Car Championship. While we were there, it was perhaps symbolic

of the sport's regional popularity that somebody else was shaking down a Fabia rally car on an adjacent gravel track.

Small, pretty and very red, the 1100 was built to replace the outgoing 1101 Sport and Supersport models that had been active in the early 1950s, one of the former failing to finish the 1950

Le Mans 24 Hours in the hands of Jaroslav Netušil and Václav Bobek. It looks the epitome of a '50s sports car, just not one you'd necessarily associate with the old Eastern Bloc. Four were built – two roadsters, which survive, and a pair of coupés that were in period damaged beyond repair, although plans are afoot to bring one back to life.

"For 40 years the chassis was in the hands of a private collector who didn't want to sell," Velebný says, "but when he died two years ago we purchased it from his beneficiaries and began reconstruction. It should be ready in 2019. This car was built 60 years ago in the development department and they are helping us recreate the body using old 2D drawings from our archive, but applying modern technology. They have reverse-engineered it to use 3D and we already have a 1:4-scale model, which is the correct shape. We used archive pictures to help us do things properly and hope the end result will reflect reality."

For all its aesthetic charm, anybody weaned on modern cars might wonder how ever it was possible to race something like this for a long stint. The cockpit is cramped, there is no fore-and-aft seat adjustment and even on a simple course – a long straight with hairpin turns at either end – my right leg was beginning to



Jan Kopecký and John Haugland, works Škoda drivers present and past, with Fabia R5, 130RS and 1100 sports racer. Above right, star rider Václav Vondřích with his L&K bike in 1905

ache after a couple of minutes, largely because it was bent almost double to reach the throttle. The gearchange – first is across and down, somewhere in the middle of your thigh, with second to fifth in a conventional H-pattern – seemed vague initially, but was actually very easy to use, the drum brakes provided lots of feel but little retardation, the thin-rimmed wooden wheel felt as though it might snap if used aggressively and there were no belts nor any other kind of safety feature, but I could happily have bumbled around all day in it – a brittle echo of the way things were.

The 130 RS served as a reminder of a time when all road cars had drinking straws – rather than tree trunks – as A-pillars. Inside it looked pretty standard, give or take the absence of trim. It has no starter button, just an everyday key, and felt wonderfully tractable through its four-speed 'box – the kind of car you could use for the school run, as well as scooping touring car titles. It was red-lined at 6000rpm and got there pretty quickly, despite having only 1.3 litres.

"The rally version was particularly effective on fast, flowing asphalt," Haugland says, "simply because it handled so well. With a small engine we obviously struggled against the bigger cars on tight, twisty stages, because we didn't have the punch out of slower corners, but in terms of top-end cornering speeds it was a match for almost anything.

"People used to think I must be an amazing driver because I was winning rallies in what they assumed was a shit car, but the Škodas were absolutely fantastic. They might not have been as powerful as other things, but they were incredibly well balanced."

That also applies to the modern R5, in which Kopecký and I were able to conduct a civilised conversation while he calmly performed one-handed donuts to illustrate the car's manoeuvrability – it looked far more dramatic from outside than it felt from within.



BACK AT THE MUSEUM, COACH PARTIES – including some from the UK – were starting to gather for official tours while we went for an informal stroll. Although primarily automotive, the collection also provides a record of social evolution, not least a 1910 L&K limousine that had the chauffeur out front, largely unprotected against the elements, while the privileged cargo benefited from roof and glass. Passengers, though, were perched on textile upholstery while the driver had leather – an arrangement that might puzzle those with contemporary perceptions of luxury.

And the company's cars were right-hand drive well into the 1930s, by which stage the

government was contemplating a change to match most of mainland Europe. "That was planned for autumn 1938," Velebný says, "but then Hitler arrived and accelerated things a little bit..."

Sporting exhibits in the museum included the 200 RS, which looks like a widened, slightly squashed 130 RS and featured a prototype 2.0-litre engine, quite a leap in 1974 for a firm that at the time had a 1.3 ceiling, the 1950 Supersport racer and various rally cars, plus examples of the Popular and Rapid such as



those that competed on the Monte Carlo Rally in the 1930s. One of the depositories is also open to the public and showcased two F3 cars from the 1.0-litre era (powered by a Škoda 1000 MB-derived engine that fell a few bhp short of period Cosworth opposition), a Metalex-built single-seater for a 1970s Škoda-powered one-make series in eastern Europe and the Tudor, a handsome 2002 coupé concept that never went into production – an odd one, that, as it would look stylish if launched next week. There were also some interesting military prototypes, knocked on the head because the government was ordered at the time to buy stock from Russia, and a few beach buggies developed by engineering apprentices during the 1970s. These were canned for the simple reason, apparently, that the country is landlocked.

What was it like for a western European to work for Škoda during the Communist regime? "It was fine for me," Haugland says. "I was told my job was to focus on driving and testing, not to get involved with any politics. That's what I did, just kept my head down. There were never any problems with travelling – I had to get a visa every time, but picked them up from the Czech embassy in Oslo. That's where I collected my rally budget, too, so the people there were used to me. I was in and out all the time and they often offered me a beer or two while I was visiting.

"People have often joked, though, that it's a bit suspicious for me to have started driving for Škoda at about the time the Russians moved in to the former Czechoslovakia and stopped at

about the same time they moved out!"

The other museum depositories are not usually accessible, but *Motor Sport* was allowed in to look at an assembly featuring rally Favorits, Felicias (also available as a race-spec pick-up), Octavias and Fabias – "Some of the early front-wheel-drive prototypes were built in the same factory as my rally cars," Haugland says. "The story goes that they hadn't been told whether to install the engine transversely or horizontally, so ended up tossing a coin..." – plus my personal favourite, the

Škoda Spider I sports-racer.

"That's from 1972," Velebný says, "and it was done almost without any drawings. It was built for fun by racing drivers Václav Bobek and Miroslav Fousek. They took the platform from a standard Skoda 100, added a 1600 engine and guys from the development department handcrafted an aluminium body. Later they uprated the engine to 1.8 and 2.0 litres. It was used from 1972 to 1976 in circuit races and hillclimbs."

Missing, sadly, is one of the most elegant Škodas not seen in The West – the 733 Spider II.

"That was designed properly and they even did some windtunnel testing with a 1:5 model," Velebný says. "It was a very nice monocoque car finished in the middle of 1975, but it appeared in only five events. The last one was a hillclimb, live on TV and so quite a big deal. The driver who started ahead of the 733 made his ascent, crossed the line and then reversed back to the finish to see what time he'd done. A few seconds later, the Škoda arrived and smashed into the back of him – the front half of the car was totally destroyed and never repaired. The remains were sold and are still in the hands of a collector, so there's a chance it will be born again."

His team certainly has the patience, knowledge and craftsmanship to undertake such tasks.

We are not allowed to relate everything we saw, nor were we permitted to take photographs in some restricted areas – one of our hosts had been with the company for five years and even he hadn't previously been through certain locked doors. What we can say is that Škoda retains a remarkable inventory of its own past and that, eventually, some of the hidden treasures will be restored and available for inspection.

The Iron Curtain was long since torn apart, but a few of its bygone secrets must for now be kept. 📷

*For anybody interested in visiting, the Škoda Museum is located at Václava Klementa 294, 29360 Mladá Boleslav, about 40 miles from Prague.*





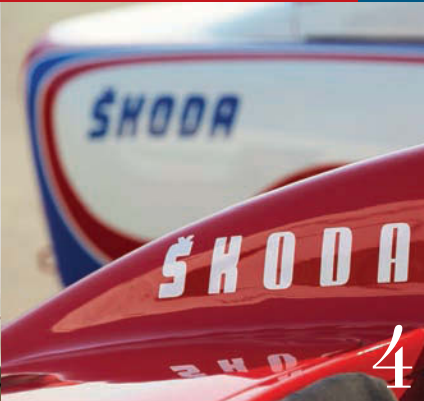
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1 Škoda 1000 MB and racks of local history 2 Single-seater trio - including two F3 chassis - mingles with militaria, rally cars and assorted design studies 3 1101 Sport's competition CV includes 1950 Le Mans 24 Hours, when engine problems forced it to retire 4 On the marque... 5 1937 Popular Coupé under restoration; Škoda staff estimate there are enough such projects to keep them going for the next 60 years or more 6 Spider I was designed by intuition, rather than using any formal technique 7 200 RS was only ever a prototype 8 Scale model of the 1100 Coupé that will eventually be reborn; both '50s originals were wrecked 9 130 RS A5 experiment has echoes of a UK special saloon 10 Buggy project was axed in the '70s due to lack of beaches... 11 1100 MB rally car and a litany of forebears



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# THE BROKEN DREAM

Speed was in the family DNA, but the relentless urge to push limits took Donald Campbell to the final barrier

**T**HIS JANUARY MARKS 50 years since Donald Campbell took his jet-powered boat Bluebird K7 to Coniston Water to gain another new speed record. He never came back. A new book by Brian de Lara collects together testimonies of Campbell himself, his family, and many who knew him well from the time when he took up his father's record-breaking mantle to that tragic end, and from it we present here a selection of photographs illustrating one side of Campbell's drive to set fresh benchmarks – the World Water Speed Record.

Like his father Sir Malcolm, Donald aimed for records on both land and water, but unlike his parent Donald started with boats, taking over Malcolm's K4 craft hoping to regain the WSR taken from his father in 1950 by American Stanley Sayres. Replacing K4's unsuccessful jet engine with its previous Rolls-Royce R piston engine resulted in structural failure at 170mph on Coniston Water, so Donald began constructing the far more advanced K7 three-pointer hydroplane. Undeterred by the deaths of John Cobb and Mario Verga in the same quest, Campbell set a new record of 202.32mph in 1955, raising this six times over the next nine years until his mark stood at 276mph. The book's photos, many unpublished, show the team in action and at rest though this quest.

In parallel, the British speed hero built his jet turbine-powered four-wheel-drive CN7 car, hoping to match his father by taking records on land as well as water. A huge crash at Bonneville in 1960, followed by 1962's attempts in the rebuilt car being repeatedly rained off, led to a shift in public opinion; in the jet age, when anyone with an air ticket could travel faster than Campbell's targets, heroes now came from popular culture, national pride was no longer centre-stage and the press was vocal and impatient. The fact that Campbell was only breaking his own water record each time began to look indulgent, and the media seemed to imply that the delays with the car were somehow Campbell's fault.

Though bruised by these pressures, Campbell and his loyal team persisted, finally breaking the Land Speed Record with CN7 at 403.1mph in July 1964 and then, on the last day of that year, taking the jet boat to 276mph – the only man to set both records in the same year. Donald had finally surpassed his old man. Yet it wasn't enough. Craig Breedlove's rocket car had already passed Campbell's wheel-driven record, and the British adventurer could no longer back off. To sustain his public momentum he set of in pursuit of 300mph on water. He surpassed that – with catastrophic consequences.

*Donald Campbell: 300+ A Speed Odyssey – his life with Bluebird, by David de Lara, is out now. £30. ISBN: 9780750970082*



3



1 2

**1** Coniston 1949: oncoming storm delays Campbell's first record tries in K4 **2** Floating K7 at Lake Dumbleyung, Australia, scene of the 1964 276mph record **3** Campbell at home, off duty and free of the press **4** Ullswater, July '55: preparations on modified Bluebird before Donald takes his first record **5** A freezing February day in '55 for first launch of brand new Bluebird



4 5



6 Tied up on Lake Mead, Nevada, where K7 sank but a month later raised the record again 7 Full power: Bluebird planes on three tiny points. This is the final run 8 By 1967 the boat was tired, and so was Donald Campbell

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## Jaguar XK 120 Aluminium

This rare RHD Aluminium bodied XK120 Roadster was the 25th of only 58 examples produced. The car is renowned for its racing success in the 1950s in South East Asia. This was famed as the fastest sprint car in the Far East at the time and achieved numerous successes before being completely restored by DK Engineering.

Finished in the traditional colour of British Racing Green, the car is accompanied with its original buff log book and matching numbers rebuilt engine. **£POA**



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#### McLaren P1

This high specification, single owner, 2014 McLaren P1 is finished in Black with the desirable Satin Lacquer Carbon Fibre pack. The cabin features Alcantara seats with Volcano Orange contrast stitching and belts. Having covered just 1,400 Miles this hypercar is in the UK and available immediately.

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#### Ferrari 575 MM (LHD)

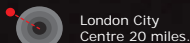
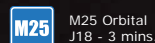
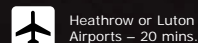
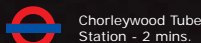
This collectors preference 575 MM has a Fiorano Handling Package & manual gearbox. This UK registered example is presented in the most tasteful combination of Verde Zeltweg with a dark Tan interior. It has been extremely well maintained and is accompanied by its original spare key, fobs, book pack, torch & tools.

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# Power beside the throne

Few got close to Enzo Ferrari, but as his English PA  
Brenda Vernor was closer than most at the Scuderia

writer GORDON CRUICKSHANK



“Y

OU SEE THE DRIVERS EVERY DAY – THEY’RE JUST PEOPLE, neither hot nor cold...” Drivers such as Bandini, Arnoux, Scheckter, Villeneuve, Tambay, Alboreto, Mansell – just people. Brenda Vernor is not being dismissive; she knew they were the greats of their era because they had received the highest honour – the invitation to drive for Ferrari. She knew all about it because often it was she who passed on that invitation, she who arranged their interview with Enzo Ferrari. She was Ferrari’s personal assistant, and she saw the drivers every day.

And the Old Man too. Every day, on hand to scoot into his private sanctum to take letters, translate correspondence, phone Bernie Ecclestone as Enzo’s linguistic go-between. It was a privileged post and it went not to a Modenese signorina, not even to an Italian, but to a girl from Croydon who in time would become the mother of the racing department. □

It's been a while since she retired – after Enzo died in 1988 she continued as Piero Lardi Ferrari's PA in the road car department – but Brenda is still close to many Ferrari figures, drivers and customers. We – an MS quorum of self, Simon Arron and proprietor Edward Atkin – meet over lunch in the sun-filled garden of one such marque enthusiast in North London as Brenda pauses on her way to the States, and the questions flow.

Behind her dark glasses (shades of Enzo's shades) Vernor, now in her early eighties, is precise, quick to reply, quick to dismiss when the subject is something – or someone – she dislikes. You can sense toughness, the steel that let her stand up to one of Italy's grandest men.

“Having three older brothers in a house of five men,” she says, “I had to learn to defend myself”.

When Niki Lauda is mentioned, she says “I like Niki. He's like me – says what he thinks and couldn't care less.” In a culture built around one towering figure, a man whose employees were afraid to tell him bad news, perhaps that's why Enzo noticed her.

Italy had already taken hold of her. Bored with 1960s life in Croydon – “I hated Croydon. Still do.” – she spent three months on a job exchange in Perugia, then 18 as an *au pair* in Bologna where she had to learn Italian as none of the family spoke English. By 1962 that landed her a teaching post in Modena, where a certain Michael Parkes wanted someone to deal with correspondence and a young lad named Piero Lardi Ferrari was one of her pupils.



ALTHOUGH BY NOW FERRARI HAD splashed scarlet across the results books, it was a mere name to Brenda. She was hardly a motor sport fan. “I just thought why are those silly buggers going round and round?” But working for Parkes, the team's development driver, drew her into the racing world and introduced her to the other Ferrari drivers and to Enzo himself. She must have made an impact, though it was not until the 1970s that the connection crystallised. “He said ‘one of these days I might employ you’. Then he rang and said ‘come and work for me’. After a three-month trial I was still there, doing his translations, the F1 telexes to FOCA and team heads.” She worked alongside two male secretaries, one handling Ferrari's personal affairs, one administrative tasks, but her language skills put her closer to the real centre, looking after drivers and working with Franco Gozzi in the press office.

Some have suggested that Ferrari spoke

English but concealed it; Brenda scotches this. “I never heard him speak English. But he did speak good French.”

How quickly did she grasp the significance of the heritage? “Quickly. Had to be quick with the Old Man, if you were dumb you were out. I was the only woman among 199 men in the racing department. I had a whale of a time. But I was respected because I did things for everybody, including the mechanics, taking them cakes and beer during an all-nighter. If they needed anything they knew where to come. And if they did something wrong I put them in their place.”

Did the Old Man criticise her? “Not criticise, but if you wrote something he had to change it, even if it was just a comma. Once I wrote a telex and he said ‘move that here and put that there and when you've changed it bring it to me at the Cavallino [restaurant]’ – he always had his lunch there. I took it, he chucked it in the air screaming. I said ‘I did exactly what you said’. He said ‘Humph. Send it’. That was all. He wouldn't

apologise, or say thank you. If we had a press conference, he would want the whole thing transcribed on Sunday; he would never personally thank me, but on Monday I'd find a present on my desk – a watch, for instance.”

Did he ever admit a mistake? “No. And you never argued with the Old Man.”

As Brenda was establishing a life in Modena Ferrari was recovering from a fallow couple of years following the Carlo Chiti-led walkout of 1961, with Surtees taking the 1964 world championship and charismatic team-mate Lorenzo Bandini fourth.

“Lorenzo was a lovely guy.” Brenda recalls, animated. “I lived in the same block of flats. He was a naughty boy. He used to bang on my door at 2am, asking me to help him cover his tracks – I'd be shaking blonde hairs from his sheets. He had a photo of his wife which he'd lay flat at such times, then when he picked it up he'd say, ‘You know I love you.’ I was in Monte Carlo when he died [following a crash in the 1967 GP] and said I'd never go back there.

“And then there was ‘Lulu’ [Lodovico Scarfiotti]. God, the things they did. They sometimes used to lock me in my bedroom, but they were good times.”

Bandini's was only one of many Grand Prix fatalities in this fragile time. How did the team handle those? “We just carried on as though it were a normal day. Whenever the team lost a race on Sunday, you'd walk in on Monday and there would be silence everywhere. There were no discussions and it was just the same when



Brenda assisted Enzo and, here, Piero Lardi Ferrari with admin tasks



“THE OLD MAN  
WOULDN'T  
APOLOGISE,  
OR SAY  
THANK  
YOU”







Ferrari stars at Le Mans in 1963: from left Surtees, Mairesse, Parkes, Bandini and Scarfiotti. Left, Villeneuve and Arnoux were particular Vernor favourites... except when she was passenger to the former in a 328 on mountain roads

LIT

LIT

there was a fatality. You didn't go and see Mr Ferrari; you just closed your door. When you lose somebody, there's nothing you can do to bring them back, is there?"



IF THAT SOUNDS HARD, IT'S THE REALISM of racing. All teams race on after these traumas, yet Vernor's memories show close ties between her and most – not all – of the Scuderia's drivers. "I did everything for them, packed their bags. You wouldn't believe some of their luggage when they came back."

Care to tell us? "No. I've written a book all about the drivers – My Boys. They're getting worried. If I told everything they'd shoot me. Gerhard Berger said, 'If you write everything about me I'll have to take the boat out to sea. My wife will kill me!' They were good times. We had fun, real fun."

Some had extra appeal. "Jochen Rindt's eyes – oh my God! The most beautiful eyes I've ever seen. And the first time I saw Carlos Reutemann I couldn't talk. I'd never seen such a handsome guy."

Then there's Patrick Tambay, who rates her highest epithet – a gentleman. "Patrick was the only driver I cried for when he left. [Sporting director Marco] Piccinini and Piero came into my office and stuck up a huge poster of Alboreto. I said, 'You can take that down immediately'."

On the other hand – "I remember sewing a Ferrari patch on Andretti's overalls and he didn't even say thank you. I thought, 'You miserable buggers'." And Alain Prost? Crisp comment – then "don't put that down".

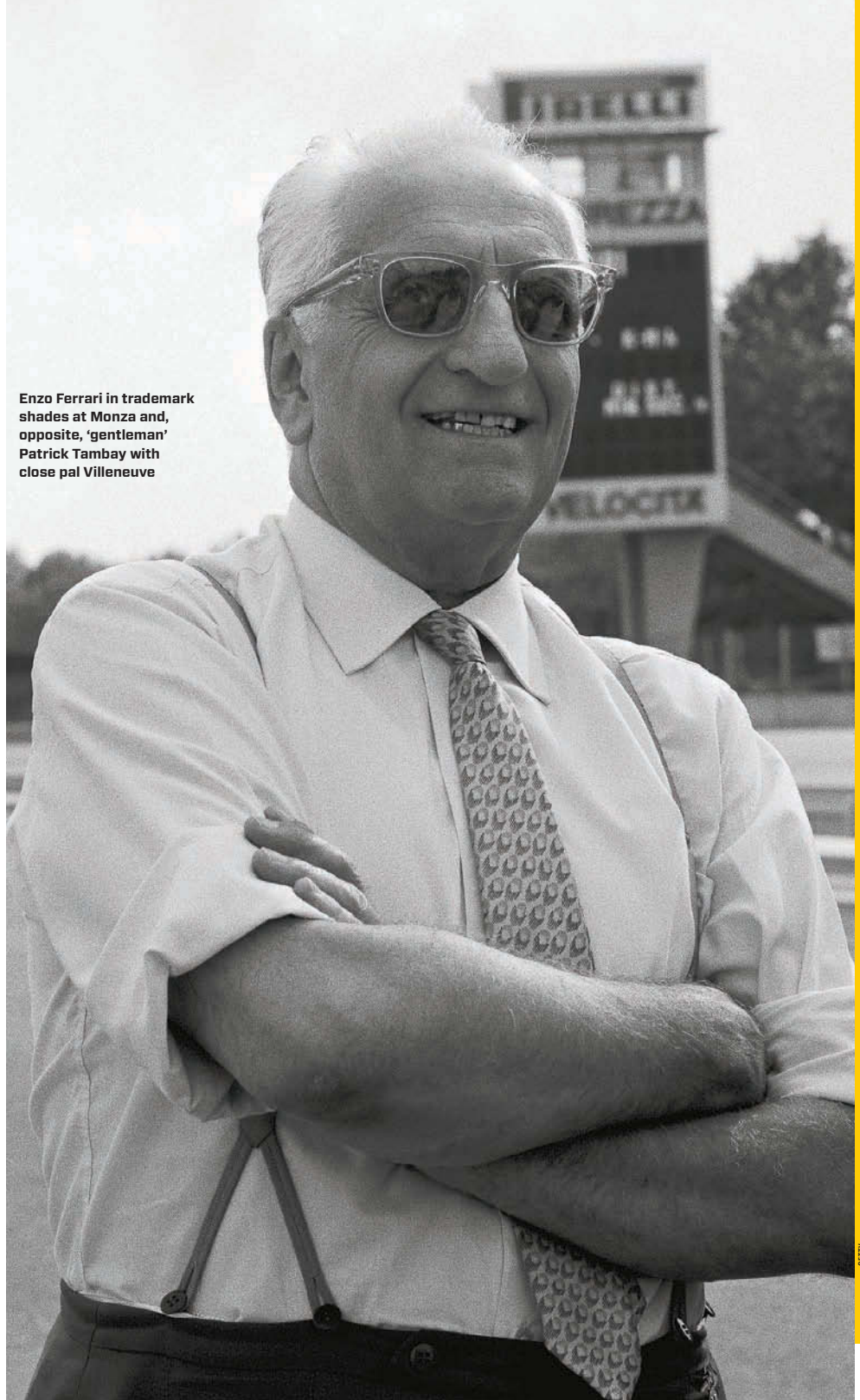
She is more forthright about Michael Schumacher, who in the 2000s brought such astounding success back to Maranello. "I'm very sorry about what has happened to him, but there was something I didn't like. All the other drivers stayed in hotels, or found a flat, but he moved in to The Old Man's house, had his dogs in there eating off the floor and wanted clean sheets every day. I wondered who the hell he thought he was – he was just a driver like any of the others."

She won't admit to having favourites, but some drivers figure larger in her stories, especially those she's still in touch with – Arnoux, Scheckter, Tambay, Alesi. "They were all my boys. René Arnoux never grows up. He's always the same, a heart of gold. I won't have anything said against him. Unfortunately he's very naïve and he gets into the wrong company who lead him astray..."

And then there was Villeneuve G, who scared the hell out of her in his 328. "Oh my god! One evening Ingeniere Ferrari" – Vernor never called him anything but Ingeniere or Mr Ferrari – "invited us to dinner up in the mountains. Gilles said 'You'd better come with me as I don't know where it is.' It was a narrow twisty



**"MIKE SWITCHED OFF HIS LIGHTS AND KEPT GOING AT FULL SPEED IN FOG"**



Enzo Ferrari in trademark shades at Monza and, opposite, 'gentleman' Patrick Tambay with close pal Villeneuve

road up in the mountains and he drove like a madman. I said 'Listen, if a car comes the other way we won't be here tomorrow.' 'Oh, I'm enjoying myself!' 'I don't care, stop this bloody car, I'm getting out'."

On another occasion Gilles burst into the works, exclaiming, "Bloody car, the brakes don't work."

"I sent the car to the experimental department," says Brenda. "Half an hour later they rang and said it was ready. 'What was the matter?' 'Would you ask Mr Villeneuve to put coins in his pocket and not under the brake?'"

Brenda has many mementos in her Modena flat – she has no interest in returning to the UK – but one is extra-special. "I phoned Gilles in Monte Carlo because I needed some certificate. So he sent me the document and instead of putting 'Brenda Vernor, care of Ferrari' he put 'Ferrari, care of Brenda Vernor'. I still have it."

She may not yet have been officially on the strength, but Vernor was on the scene as the Scuderia went through the Surtees schism, when during the one sports car race that really mattered to Enzo *Il Grande* John's frustrations with team manager Eugenio Dragoni boiled over. "I was at Le Mans in 1966 when it all happened. Dragoni and John had an argument, Dragoni phoned The Old Man and John walked out. They put Mike [Parkes] in John's place so then he had it in for Mike. Mike was just doing what he'd been told but John refused to talk to him. I stayed with John a few years ago and he was still saying, 'Your Mike this, your Mike that.' He wouldn't speak to Mike."

Brenda, on the other hand, had a soft spot for Parkes, despite another scary trip. "A charmer – couldn't tell you all the girls he had. I remember driving back from Brands Hatch in an Imp and it was foggy in France but he wouldn't stop. There was a guy keeping up with him which annoyed him, so he switched off his lights and kept going at full speed in thick fog. I wanted to stop at a hotel but he said 'No, let's go on.' That was after he'd been racing all day. We got in at 3am. That was Mike..."



WE'VE TALKED MUCH ABOUT THE Scuderia's pilots as we consume our host's chicken salad. It's time to find out some secrets about the Old Man himself, about his vague wartime life, his unclear political affiliations, the firm's opaque finances. Only Brenda isn't playing. "There's nothing to say; he never talked about himself, to anyone." That may be entirely true, but at another point she relates "The Old Man said, 'I took you because you are like the three monkeys: hear no evil, see no evil, speak no evil.'" You get the sense that if a rival team had tied her up and interrogated her for secrets, they'd have got nothing...

There are flashes of illumination: that Enzo liked opera but never took a holiday; that he



dressed well in British clothes; that he watched the televised races from Fiorano with Sergio Scaglietti, his best friend; that he never talked about Dino, the loved son lost to muscular dystrophy in 1956 at the age of 24; that the perpetual dark glasses were no public affectation. "I don't think he liked looking at people. He seemed to be embarrassed by it. I never saw him without sunglasses."

She agrees that he saw the road cars as fund-raisers for racing, but continues "He wanted to be driven in every new car. If a customer complained, he'd want to know why. He liked to be on top of everything." He was no slouch himself, either: she relates a hair-raising drive with him in a 330GTC, adding "Even when he didn't drive any more he'd say to his chauffeur – quicker, quicker!"

But as is well known he had no sentiment for old racing cars: "They just chopped them up. I'd see these bits of F1 and sports cars at the back of the factory and think 'My god, they must be nuts'."

On politics, Vernor's take is this: "You never knew which party he followed. Some said he was socialist, others felt he was something else. You could never discuss it. I'm sure his voting depended on what he wanted and which way the wind was blowing."

Yet this powerful man, one notch down from the Papacy in Italian eyes, was in touch with his employees. "He always tried to give jobs to local people, and when one got cancer he paid for specialist treatment without anyone knowing".

He wasn't so affable with those in closer positions, nervous of his responses to anything less than success. "They used to tell him what they wanted to tell him," says Brenda. "So after

a while the Old Man decided he wanted a telex from each of them so he really knew what went on."

But as he aged, more direct control passed to his subordinates; imported design skills supplanted home-grown; drivers negotiated harder. The old world of the autocrat was vanishing; the web's threads still led to the centre, but fewer twitches disturbed that dimly-lit den. In 1982 the racing team moved out of the venerable old works to a modern facility at Fiorano circuit; it was also the year Gilles Villeneuve was killed.

"Gilles was like another son to him. People would say, 'He breaks the cars all the bloody time,' but The Old Man would never say a word against Gilles." Yet he responded as expected to the terrible news. "Monday morning was Monday morning, as usual. He did take care of the family, though."



WHILE MODENA REMAINS HER HOME, the factory is no longer her place. She's cagey about the new regime after Enzo's death, but the impression is that she felt the talents of Piero Lardi, Ferrari's illegitimate son, were overlooked as Fiat increased its dominance, though he has stated in this magazine he did not want to head the firm, and has proved a valued diplomat as vice-president.

"Piero had a difficult time with his Old Man. He was very hard on him. Piero is technically very skilled but was never allowed to show what he could do. It was Ferrari's mother who said Piero must work in the business, the only woman the Old Man was frightened of. She used to ring him: "Enzo!" He'd say, 'Yes, mama!' and stand to attention."

Asked about Luca di Montezemolo, who in 1991 came from Fiat to become president of Ferrari, Vernor pauses – "You're asking me embarrassing questions." A phone call reminds her she has things to do, that pleasant though it's been in this sunny London garden we've had our slot. We put our recorders away but not before catching her lament. "Ferrari is not the same. When I worked there we were small, we were a family. With the Old Man there were certain things you did and didn't do. I wouldn't last five minutes now. Montezemolo said to Piero 'Brenda talks too much.' I know the company has grown but I reckon the Old Man turns in his grave every day." ☹

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Retrospective *BMW Procar*

# *Race of* *cha*

One car, one aim – provide extra thrills for Grand Prix spectators. For two glorious years Procar did exactly that, could it now be on the brink of a spectacular return?

writer ADAM COOPER



# mpions



**I**N THE AFTERMATH OF the deal that will lead to Liberty Media taking over the running of Formula 1, one question kept cropping up: how do you make the sport more accessible and entertaining to new fans? Executives spoke about harnessing the power of social media, reducing ticket prices and improving the racing.

But could it be that there is a simpler answer? Bring back a short-lived and almost forgotten racing series that has gone down in racing folklore as one of the most exciting and addictive cult classics of all time: Procar.

Christian Horner seems to think so. The boss of Red Bull last season called for the return of the support series that ran for only two seasons between 1979-1980 and in which drivers such as Niki Lauda, James Hunt, Alain Prost and Emerson Fittipaldi go wheel to wheel in a single make series. And he hasn't given up on the idea.

"When first I suggested it last year it was a romantic idea," he says, "but I think it has merit – it would add an extra element to Grand Prix weekends. The difficulty is finding a way to do it without compromising any of the commercial deals the teams have. I haven't discussed it in detail with Bernie – he's had other things on his plate recently – but it would be a great way to make Formula 1 events even more appealing."

Fans were treated to a nostalgic taste of the BMW M1 Procar Series – to give its full name – at the Austrian GP last June. It wasn't quite as exuberant as the original, but it gave a taste of what was surely the most spectacular one-make series the sport has ever seen: over its two-year life no fewer than seven past or future world champions took part in Procar races, and a total of 35 drivers who started at least one Grand Prix featured on the entry list at some stage. It was also the last time that F1 drivers competed in support events on race weekends, before increasingly restrictive contracts and busy PR and briefing schedules made it impossible.

So how did it come about and why does it still hold such appeal? We tracked down some of the key figures to find out.



THE SERIES WAS THE BRANCHILD OF then-BMW Motorsport boss Jochen Neerpasch. The company was developing the Giugiaro-styled M1 as a Group 4 racer, but hadn't built them quickly enough to homologate the required 400 examples of the 3.5-litre powered machine.

The only short-term option was to have a bespoke series, and helped by his strong F2 connections with Max Mosley – boss of March

and Bernie Ecclestone's right-hand man at FOCA – he pushed through the concept of a Grand Prix support event.

"The person behind it was Neerpasch," Mosley says. "He invented the name and came up with the whole idea, and we did it. We were very friendly in those days because of F2, and then Bernie obviously was in touch with them. Neerpasch wanted a presence at the F1 races, and the feeling was that if the F1 drivers were involved, then a lot of privateers would come along. That was the key to the whole thing."

"I brought it about," says Ecclestone. "It was something that we thought would be a good support event, which it turned out to be. BMW was happy and made a super car. And we put it together. It was a good series."

"The way Bernie was selling it to the race organisers was that it was a much bigger and better show," adds Mosley. "It was, 'You're getting more for your money.' I think he realised quite early on that if you could have a Renault 5 race at Monaco, which was mind-numbingly boring, why couldn't you have a proper race? Nowadays they look a bit primitive, a little like a DeLorean or something. In those days, they were it. If I had been little



Jones and winner Laffite lead champion Lauda and Regazzoni away in Austria, 1979. Below, Fittipaldi winds his M1 around Monaco – more exciting than Renault 5s!



bit richer and slightly less grown up I would have wanted to buy one!"

Getting FOCA on board was crucial. It was agreed that the fastest five drivers in Friday's F1 practice would qualify to take part in Saturday's Procar race in works cars, and start from the first five grid slots.

Unfortunately Ferrari and Renault wouldn't let their guys play, due to a Michelin/Goodyear clash, but the other teams were on board. Initially the difficult bit was persuading the big names actually to do it, but the prospect of earning some hard cash – personally distributed by Mosley – did the trick.

"They could not make up their minds if they wanted to do it or not," says Ecclestone.

"Everyone seemed to be happy except Mario Andretti. He thought it was too much to do during the weekend. Then I explained to him what we had in mind was rewarding these people with a little bit of cash, and suddenly he thought he wasn't too busy after all!"

"They got bonuses if they didn't damage the car, all sorts of things. Carlos Reutemann was always collecting for that, he wouldn't damage his car. It wasn't a 'brown envelope', they got rewarded for their participation. The day job was all right, but not compared with today."



Watch a period trailer for a DVD review of the 1980 Procar season, as Piquet takes the second – and final – title @ THE MOTOR SPORT DIGITAL EDITION

and that provided me with the money to be able to build the first carbon-fibre F1 car...”



ALONGSIDE THE ESTABLISHED STARS, the Procar series attracted three other classes of driver – BMW protégés and other youngsters on the fringes of F1, big names from the touring car world and finally one-make specialists and gentleman racers who could enjoy the chance to share a grid with the stars.

The first race at Zolder in May 1979 proved to be a disappointment. To the surprise of the sceptics the F1 drivers did take part, and those who ‘qualified’ on Friday were Lauda in his Project 4 car, plus Andretti, Jacques Laffite, Clay Regazzoni and Nelson Piquet in the Bob Sparshott-run works machines. In addition Hans Stuck, Elio de Angelis and Bruno Giacomelli all appeared in private entries.

At first the cars proved to be difficult to drive with the base set-up established by BMW development driver Marc Surer – it turned out that Goodyear had elected not to use the tyre construction that the Swiss driver had chosen, for cost reasons. In the race accidents and mechanical failures claimed many of the big



Regazzoni heads the Zolder pack in one of three M-sport works cars. Right, team-mate Hans-Georg Bürger grabs third at Hockenheim



**“IT WAS BERNIE’S IDEA TO GIVE OUT CASH. I ONCE GOT PHOTOGRAPHED PAYING NIKI LAUDA BEHIND THE PITS”**

“I remember Andretti saying he wouldn’t do it, but when the time came, he did,” adds Mosley. “As far as I remember it was something like \$9000 if you were on pole, and then \$6000, \$4000, \$3000, like the F1 points in those days. We used to deduct money if they damaged the cars. Reutemann would be in the middle of a shunt and still emerge without a scratch.

“I think it was Bernie’s idea that they should be given cash. If you say you are going to transfer some money, it’s not very exciting. If you put cash on the table... I once got photographed paying Niki Lauda behind the pits at Zandvoort.”

In fact Lauda was so impressed by the Procar concept that he put together a deal to run the whole series in his own entry, backed by Marlboro and run by F2 team owner Ron Dennis, whose Project 4 organisation had built most of the M1 race cars. Niki could still use F1 practice to guarantee himself a top grid slot.

“The BMW project was very lucrative because of the failure of Lamborghini, who were the other party making the cars,” says Dennis. “We’d made 25, and they’d made one. BMW became very pressured in respect of making the cars quickly, and that was something which we were heavily rewarded for,

names, and de Angelis proved to be a surprise winner for Osella.

There followed some controversy as FIA president Jean-Marie Balestre – wearing his FFSA hat – announced that the new series was a “publicity demonstration,” and would not be welcome at the French GP at Dijon. Ecclestone pointed out that Procar was part of the package, and in the end the Dijon event did go ahead, albeit officially billed as a ‘show’.

“It was guerrilla warfare with Balestre,” Mosley recalls. “We were always trying to think of something to annoy him, and he was always trying to think of something to annoy us...”

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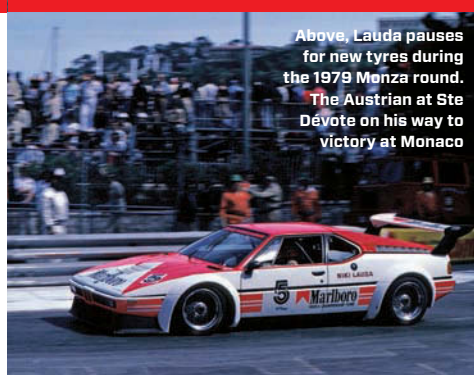
AFTER THE SHAKY START AT ZOLDER the series began to establish itself. Procar became an entertaining part of European F1 weekends, while also appearing at Donington Park for the Gunnar Nilsson charity event. The cars were soon dialled in as teams and drivers explored set-ups. “I did one race in Monaco,” says Emerson Fittipaldi. “I never liked to do other races when I was in F1, but it was a lot of fun to drive and it was a very good idea from BMW. It was a big car for Monaco!”



Most race M1s were assembled by Project 4 in England after intended constructor Lamborghini failed to deliver



Above, Lauda pauses for new tyres during the 1979 Monza round. The Austrian at Ste Devote on his way to victory at Monaco



The F1 stars enjoyed driving the cars, and not just because they knew they'd start at the front.

“As an F1 driver you had the advantage of being used to a mid-engined car,” Surer says. “A lot of typical touring car specialists were not so good in this car. It took them a long time to adapt to this nervousness. The F1 drivers could live with that, because it was closer to a single-seater. The car was fastest if you drove with very little rear wing, but then it was more nervous.”

“I liked the car a lot,” says Christian Danner, who entered in 1980. “It was mid-engined and you could drive it with very little steering effort. It was not like an arms-and-elbows car, it required a lot of precision.

“The only trouble was it didn't have a 12-cylinder engine, which people had expected. The sole racing unit they had available was that straight six, which is a really stupid engine. It was so heavy, and not just because the block was big and crankshaft so long. The masses that you had to move to get revs were so high. It had good torque, but it took forever for the revs to come up.”

Top private entrants such as Schnitzer, Eggenberger, Sauber, Heidegger, TWR and Helmut Marko supported the series, and

inevitably everyone was seeking an advantage over the works machines.

“It was exciting,” says Marko, who ran BMW rising star Markus Höttinger. “Always with Grands Prix, and against the Grand Prix drivers, so it was a really good challenge for the youngsters. It was the usual things, set-up, friction, trying to go as easy as possible on the bearings, tyre management, the normal stuff.”

“Scrutineering wasn't that strict,” says Danner. “Our Cassani car wasn't 100 per cent straight. We just cut the corners off the square front spoiler, so ours was kind of round. That reduced the drag a lot, and changed the airflow around the side of the car. And you know those

things [louvres] on the rear window? If you put the third one the other way around, immediately you had much better airflow to the rear wing!”



LAUDA PROVED TO BE THE STAR OF THE first year, winning in Monaco, Silverstone and Hockenheim and pipping Stuck to the title.

“They were easy to drive, nice and powerful,” says the triple world champion. “I was lucky that I had the one Marlboro car, while the others were switching cars. This was an advantage. Ron Dennis was very good and we won the championship.”

Lauda retired from F1 after the '79 season, but was later tempted back by his former Procar team boss: “I knew Ron anyway from Rondel Racing, and he was a known, good quantity. He developed, I developed, and we met again. He came back to me, and it served us both.”

There was a change for 1980 as the F1 drivers were no longer guaranteed the top five starting slots, so the rest had more of a chance to qualify at the front and win races. As well as the GP supports BMW retained Donington

and added high-profile stand-alone events at AVUS and Norisring, although the F1 drivers still made the effort to take part. Piquet won the last three rounds to secure the championship, beating Alan Jones and Stuck.

By now series instigator Neerpasch had left BMW, and the Munich manufacturer was focusing on its F1 turbo project with Ecclestone's Brabham team, so had other priorities.

"It was a one-year deal, and it was renewed for a second year," says Mosley. "And after that BMW probably thought it was too expensive, and they'd had the best out of it."


So Procar quietly faded away after two spectacular seasons, leaving nothing but memories and a roll call of drivers that – as well as those already mentioned – included Patrick Depailler, Didier Pironi, John Watson, Jochen Mass, Jean-Pierre Jarier, Riccardo Patrese, Arturo Merzario and Jean-Pierre Beltoise.

"I think it was the best series ever around

## "I STILL THINK IT WAS THE BEST SERIES EVER AROUND FORMULA 1"

F1," says Surer, who still drives his tweaked M1 road car. "It was expensive for BMW, who paid the drivers and paid Bernie for permission to do it. As soon as the car was homologated for Group 4, in 1981, they stopped Procar and we did Le Mans and long-distance racing.

"This car is deep in my heart. Paul Rosche gave me a special engine and, with the set-up I have on mine, it's the best road car you can find. People still look at it and say, 'A BMW? I haven't seen one of those yet. It must be new...'"

So could we see Procar's return? Commercial deals probably rule out many teams and drivers, but Horner hasn't given up. "If we weren't able to make it work with current drivers, I still think there would be a place for it for the stars of yesteryear – there are plenty around." 

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## THEY ALSO SERVED

Three other one-make categories that caught the eye, for positive reasons and otherwise



### JAGUAR INTERCONTINENTAL CHALLENGE

A short-lived playground for the Jaguar XJR-15, produced by Tom Walkinshaw Racing on the mechanical underpinnings of its Le Mans-winning XJR-9. Styled by Peter Stevens, the XJR-15 was conceived as a road-going racing car with a price tag nudging \$1 million, but it was perhaps inevitable that such competitive pedigree would find its way onto a racetrack. In 1991 a series of three races took place, supporting the F1 Grands Prix at Monaco, Silverstone and Spa – and the last of those featured a \$1m prize fund.

With so much at stake, the cars' owners hired established pros to take the helm. Derek Warwick won at Monaco, IMSA star Juan Manuel Fangio II (nephew of the original) triumphed in the UK and German Armin Hahne took the big cash prize in Belgium. That was it for the XJR-15 as a one-make racer, but the tub later formed the basis of the TWR-built Nissan R390 Le Mans challenger during the mid-1990s.



### SHELLSPORT TALBOT SUNBEAM TI CELEBRITY RACERS

Patron of Brands Hatch's period owner Motor Circuit Developments, John Webb had long retained a fleet of cars that could be wheeled out sporadically for 'celebrity' use – lords, ladies, athletes from other sporting domains, local TV/radio hosts and so on. Initially he favoured Ford Escorts, but these were eventually replaced by

ShellSPORT-liveried Talbot Sunbeams. Usually these were driven by pre-invited guests, but a race was included as a space-filler at Oulton Park on May 30 1982. The principle was simple: the fastest two qualifiers from other events on the bill would be invited for a whirl in a Talbot at the afternoon's dawn – and that's how 22-year-old Ayrton Senna da Silva came to race a Sunbeam Ti. At the time the Brazilian was leading the British FF2000 Championship, although his winning streak (seven straight victories) would later that day be ended by a puncture. He won the Sunbeam race comfortably, though, beating production saloon racers John Brindley and Chuck Nicholson, with modified saloon racer Mark Hales fourth.

"Later," Hales says, "one of the guys who ran the Sunbeams told me that Ayrton had paid a visit the previous evening, asked the mechanics which car had the best engine, offered to buy them a drink if he could race that one [it was a given that he'd qualify in the top two] and had then gone around checking tyres to find a set with favourably minimum tread. Anyone else likely to take part had most probably gone for a pint by then. Even at that stage, he was well ahead of the game."



### FORD P100 CHALLENGE

There have been one-make sports and saloon series for many things in the UK – Minis, Renault 5s, Ford Escorts and Fiestas, Mazda MX-5s, TVR Tuscan, assorted Ginettas and so on – but perhaps the oddest was created in the late 1980s, with the birth of the Ford P100 Challenge, essentially a contest between pick-up racers based on a Sierra cab. Former F5000 race winner Keith Holland turned up and dominated the first season, but entries rarely made it into double figures and the whole thing fizzled out quietly during the second. The concept lives on in the UK with the BARC's Pickup series, which supports the British Truck Racing Association Championship, and this will be complemented from 2017 with the arrival of the SsangYong Racing Challenge for the Korando Sports pick-up, open to drivers aged 14 and upwards.



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# Lewis Williamson

When his single-seater career stuttered, this young Scot jumped into sports cars and found success. Jack Phillips met him

**T**HE PATH FROM SINGLE-SEATERS TO sports cars is becoming increasingly well trodden, but few have taken to it in quite the manner of Lewis Williamson.

Lately a regular in Strakka Racing's LMP2 squad, the Scot took the plunge to go full time and left behind a real-life career. "I gave up my job as a fabricator and welder last year," he says. "I had to be more involved in racing to create an opportunity like this. If I hadn't given up my job I would not have been seen or spoken about. In this world you're very quickly forgotten..."

His chance came at the Nürburgring during the World Endurance Championship 6 Hours – at the expense of Le Mans class winner and A1 GP podium finisher Danny Watts.

Williamson impressed enough on his debut, when the team finished fourth a few tenths off the podium, to displace Watts for the remainder of the season. They have since missed the finale due to running over the allocated number of engines, but Williamson helped add another fourth place in Mexico and a sixth at Suzuka, when team owner Nick Leventis was taken ill leaving Williamson and Jonny Kane to split driving duties.

The move to Strakka ended two years in the wilderness for the 27-year-old, before which he had been bouncing around various open-wheel formulae with mixed success. After finishing as runner-up to Tom Blomqvist in the 2010 British Formula Renault series, ahead of Harry Tincknell, Will Stevens and Alex Lynn among others, he secured the McLaren *Autosport* BRDC Award and £100,000 towards the following season's racing. Stepping up to GP3 and then Formula Renault 3.5 yielded just one win. Red Bull backing came and unceremoniously went after just five races, so a job outside racing looked the more promising option.

The 2015 end-of-season WEC rookie test offered a lifeline and Strakka placed him in its Gibson LMP2. Despite engine issues cutting the session short, he did enough for Strakka to sign him up for the season as partner and coach to Leventis in the Renault Sport Trophy (for the prototype RS01 – LMP2 speed, GT3 looks). "I was grateful for any opportunity. You can't be picky. Nürburgring in the P2 was then about doing a good job and seeing what came of it."

LMP2 cars are just single-seaters with bodywork, goes the well-worn phrase, but Williamson still had to work to get up to speed: "I went with the team to Spa and Le Mans, but

driving the LMP2 was a bit alien. The car has loads of downforce, but the power steering took some getting used to. It was a case of ticking the boxes the guys required, outside the car as well as inside."

Strakka's approach and stability helped his transition. "It's a great environment; they work to the best of their ability but they always have a laugh and a joke. I've worked with quite a few teams, but at Strakka you know the guys are all on your side and want to help."

"Jonny [Kane] has helped me hugely. He's there to help me learn and has masses of experience. Nick is, too – I've been at the races this year to help Nick, but I'm now driving the car and relaying as

much information as I can back to the guys. It's win-win."

Strakka's mooted return to the WEC's LMP1 privateer ranks was eventually canned, and in 2017 it will withdraw from LMP2 to focus instead on running McLarens in the Blancpain GT series. Williamson has yet to be confirmed as part of the line-up, but has put himself in a strong position.

"I'd like to think endurance racing is the future for me," he says, "but motor sport is all performance-related. I can only give it my best shot – it's certainly character-building."

The way he's taken to sports cars, it just might be career-building, too. 



## CAREER IN BRIEF

**Born:** 11/11/89, Dundee, Scotland

**2008** Formula Renault Winter Series (UK and Portugal) **2009-10** Formula Renault 2.0 (2nd 2010, MABA winner) **2011-13** GP3 (one win) and Formula Renault 3.5 **2016** Renault Sport Trophy, World Endurance Championship – LMP2

There's a gulf between a GT Aston and a flat-on-the-track Superkart, as sports car star Darren Turner discovers. But at heart racing is the same game

writer ED FOSTER | photographer JAMES LIPMAN

# BACK TO BASICS



Turner in the 125 and, above, with the full test set. Technical trouble sidelined the 250 (on trolley)

“THE REGULATIONS are pretty simple,” explains Superkarter Kevin Busby while Aston Martin works driver Darren Turner is poring over his 140mph six-speed Division 1 Superkart. Pointing at the nose he continues: “You need to have a gap there so that they can get to your feet when they’re all smashed up.” Silence falls over the Donington pit before Busby starts laughing. Turner and I nervously follow suit. Having agreed to test a range of Superkarts

our track tester Turner emailed us saying “Massively looking forward to it. I am slightly apprehensive because when I watched these things as a kid they looked mental!” Busby’s jokes aren’t helping. And neither is the fact we’d organised a test which was full of the top drivers from the European Championship and the British Superkart Grand Prix. “You’ll be OK,” I half-heartedly promise. “I’ll be tickety boo... To be fair to... No, hang on, to be *unfair* to *Motor Sport* you’re throwing me in at the deep end! ‘Come and have a go in some proper Superkarts,’ you said and you’re firing me out with all the top guys on a busy test day!” We can only reiterate our apologies, Darren... ☑



Works Aston driver models borrowed leathers while discussing the karting art with superkart owner Kevin Busby



friends when the regulars realise he's genuinely interested in their world. Briefed, Turner squeezes himself into the 125 Open, which is no small task even when

you're a svelte racing driver, and once bump-started he disappears into a cloud of two-stroke smoke and out onto Donington's asphalt with 25 other Superkarters.

Turner has raced karts before, but the last time he did it properly was 24 years ago and even then it was "club-level stuff with Dad and a Transit van". He's occasionally raced them for fun since then – most notably as part of the elite *Motor Sport* team in the 2013 Henry Surtees Foundation Karting Challenge – but this is a step into the unknown.

Ten minutes of track action later he peels back into the pitlane and after the usual excited discussion with the driver and owner of the Superkart – father-and-son team of John and Joe Dickinson – I grab him. "The cornering performance is impressive," he says, hunting for water. "The straightline speed is... OK. It does feel fast because you're an inch off the ground and you're bouncing all over the place. The

compliance comes from tyre deflection and whatever you get in the chassis and on the bumps that's absolutely nothing. It's physically quite challenging..."

Water found, he continues: "It's also bloody hard getting in and out of the thing! That was quite interesting. It's so tight getting around the steering column and because this one has a foot clutch rather than a hand clutch the brake pedal is in the middle. You have to bend your leg around the fuel tank and column to brake and a couple of times I found myself bouncing over so that my foot was covering the clutch. It was a case of 'Hang on, that's not great!'"

"The other problem I had was with the sequential 'box because it's backwards to my mind. They go forward to go up the gears and backwards to come down them. Everything I've raced has been the opposite and I had to really slow down the process to make sure I didn't make a mistake. In terms of the handling it is *really* direct; it feels like it's all on the front end. You get to the first turn and it's great going in, but I think I struggled on exit because I am at a speed which is just a little bit low so the rpm is down and the engine is not running as sweetly



THERE ARE FIVE CLASSES IN SUPERKARTS: Formula 125 KZ, Formula 125 Open, Formula 450 National, Formula 250 National and then the top-level Division 1 Superkarts (for an explanation of what each entails see sidebar). The plan for Turner is to try out the 125 Open, the 250 National and then the Division 1 rocket. However, the first hurdle is finding him some leathers to wear as the only ones he owns have a hump on the back (great for better aerodynamics on a motorcycle, not so good when you're squeezing into a Superkart). Busby comes to the rescue and Turner is soon donning a particularly retro set. There's none of the usual panic about sponsors on overalls here.

"So who is this guy?" enquires one seasoned Superkarter. I explain Turner's credentials (two Le Mans 24 Hours class wins, a brace of BTCC wins etc) and he seems impressed. Within a few minutes everyone's





Turner and 250 head for the Donington Park pit exit amid a two-stroke fug... 24 years after his last serious kart action



as it should be. You don't have the power you get at higher revs so you can't make it yaw and you end up with understeer. With more laps you'd get a better feeling for the entry speed and you'd get quicker and consequently have fewer issues on exit"

The biggest difference between his usual GT machinery and today, though, is the view. He hasn't actually raced at Donington since 2008 (when he won in his Seat León TDI touring car) and the track seems very different today. "From the height you are in that thing everything looks different. Everything looks farther away and you have so much track width to play with. For the first few laps I was getting used to things and when the quick guys came past me it was like 'woah, woah, *woah!*' There's a big jump to get to their speed and commitment."



THE PLAN IS TO GET TURNER INTO THE 250cc National before he gets into the bells-and-whistles Division 1 machine but, as is so often the case with back-to-back tests, mechanical gremlins mean the end of the day draws ever nearer with no more on-track action



for the GT driver. With only one session left it's decided that Turner should get in the Division 1 Superkart in order to get a taste of what it's like at the top. He'd already done an extra session in the 125cc so how hard could it be?

The start of the session doesn't go smoothly as bump starting doesn't initially work. Once the ignition is turned on, though, he's off but he comes back in after a very slow lap with a misfiring Superkart. "It was interesting," he comments, "because I was in first gear coughing and spluttering and these guys were coming past me flat out. Obviously you've got no mirrors and you don't always know when they're coming. It was a bit 'Argh! I'm not enjoying this right now!'"

Busby explains how to clear it – pull in the clutch and rev it a few times – and Turner is off for the final part of the last session of the day.

"F\*\*k me, that's fast," are his first words after pulling into the pitlane. "That is really quick. I mean *proper* quick. It's almost like a Grand Prix car in terms of acceleration, maybe more like a F3000 car. The difference is that it's so raw. I had no idea how bumpy Donington was! Now I've done it in a Superkart it is actually ☑

Turner at speed in the Division 1 chassis and, below, discussing the intricacies of its narrow power band with karting regulars



“I WAS FLAT ON MY THIRD LAP, THE GRIP GAVE ME THAT AMOUNT OF CONFIDENCE”



really bumpy. God knows what a bumpy circuit feels like in a 250cc twin-cylinder kart.

“The cornering capabilities were way above what I was expecting, but in hindsight the 250s do have more aero. The mechanical grip on both the 125 and 250 is pretty good. In the medium- to high-speed corners, though, the 250 is on another level. Being low to the ground really changes your perception of speed and the Craner Curves are flat – I did that on my third lap, the grip gave me that amount of confidence. When you get to Old Hairpin you pop it down a gear, throw it in and away you go again.”

Like any professional driver Turner is soon lamenting where he lost time. “The braking and low-speed corners are where I’d find the biggest gains. You do need a full day to acclimatise yourself, but even after three laps I felt comfortable and the proper drivers weren’t pulling away too much in the fast stuff. Like any racing, if you’re good at one discipline and try another one and do it regularly you’ll get there. They’re cracking bits of kit,” he says with a smile. “I really enjoyed them.”

Can we persuade you to come and try them again? “Yes, definitely. Somewhere quiet would be good, though.” ☒

## STEPS TO THE TOP

A beginner’s guide to superkarting’s class structure

### FORMULA 125 KZ (UK)

Powered by a 125cc single-cylinder engine with reed-valve induction. It’s the same engine as the 125 Open class, but there is a limit on the amount of tuning to help keep costs down. It’s the only class with short-circuit bodywork.

### FORMULA 125 OPEN

Seen as a good place to start long-circuit karting, the single-cylinder engine has fewer tuning restrictions than the 125 KZ class and they produce between 45 and 50bhp. Karts usually use long-circuit bodywork.

### FORMULA 450 NATIONAL

A recent addition to the Superkart world, these run a four-stroke engine which is taken from the Moto X/Super Moto Hondas, KTMs and Yamahas. They usually run alongside the 250cc class, but are gathering momentum.

### FORMULA 250 NATIONAL

Competing for the MSA British Superkart Championship, engines are restricted 250cc single-cylinder units with five-speed ‘box. They produce somewhere between 65 and 70bhp.

### DIVISION 1 SUPERKARTS

The fastest of the lot with 100bhp and top speeds in the region of an eye-watering 140mph. They still use 250cc engines, but they have twin cylinders and there’s more aero from the nose and rear wing.

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# Slow in, fast out

Alfa's beautiful TZ arrived late on the scene - but it lit the fuse for the firm's return to greatness on the track

writer ANDREW FRANKEL | photographer JAYSON FONG

**I** GET NERVOUS AROUND REALLY BEAUTIFUL CARS. The better the shape, the more difficult it will be for the car beneath to match the promise of its appearance. And a car that's better to look at than it is to drive is a car that's at its best when parked. Which rather defeats the point. And shrouded in the mist at Prescott the Alfa Romeo TZ appears not just one of the most beautiful cars I've seen, but one of the most beautiful objects of any kind.

Not for nothing was this car known as 'the baby GTO'. But if beauty was all the TZ had, then that alone would not have been enough to earn it its place on these pages. So it is lucky that the 'Tubulare Zagato' also happens to be important.

Indeed while far from the best known of the competition Alfas, few have been more significant. All by itself the TZ ended the worst fallow period in Alfa racing history until that time, and it marked the start of a new era in which Alfa Romeo returned to being a world champion constructor once again. For the TZ, context is everything. To understand what it was and where it was going, it's crucial to understand also where Alfa Romeo had come from. □

There had been a time when winning was a given for Alfa Romeo. Pre-war, cars such as the P2, Tipo B and 8C had been the dominant forces of their era, while the 158 had ruled almost unchallenged over voiturette racing until hostilities interrupted the party. When peace came the 158 simply picked up where it left off and even in 1950 was good enough to win every single Grand Prix in the inaugural season of what we now call the F1 world championship – a feat that has yet to be repeated.

It seemed its mildly modified successor, the 159, would do the same in 1951, until the British Grand Prix at Silverstone when a burly Argentine called Froilán González used the fuel efficiency of his normally aspirated Ferrari 375 to vanquish the fast but thirsty Alfas. Alfa won once more that season and never again in F1; Ferrari would go on to become the most successful F1 constructor of all. Alfa's fortunes in competition fell off a cliff. In 1953 Fangio would enjoy some very limited success in the 6CM sports car but save a few prototypes that never got off the ground, Alfa Romeo simply stopped building racing cars.

March 3, 1960. On the Zagato stand at the Geneva Motor Show sat a fabulously pretty little coupé called the SZ. It was there because Elio Zagato had rebodied in aluminium a few Giulietta Sprint Veloces in the 1950s and the resulting Giulietta SVZs enjoyed some success in racing and rallying, most notably winning the 1.3-litre touring car class in the 1956 Mille Miglia. With the SZ the arrangement would become formal: Alfa Romeo would supply mechanical components from its Giulietta Sprint Speciale – with a shorter wheelbase than the standard Giulietta – and Zagato would clothe it in a lightweight aerodynamic body styled by Franco Scaglione in the Bertone design studio. The result was gorgeous and at 840kg very light, especially compared with the 1110kg Sprint Speciale upon which it was based.

The SZ did well in competition, better than any Alfa-sanctioned product in years, proving a match for anything else around save that perennial thorn in its side, a well-driven Lotus Elite. But even as the SZ won its class in major sports car races around the world, Alfa Romeo was already thinking thoughts it had not dared entertain for years. If the SZ could go so well on standard, street-specification underpinnings, what might be possible if Alfa commissioned a proper racing car? You see the answer before you.



IF THERE IS A SAD FACT ABOUT THE TZ, it is that however great its successes were – and they were considerable – they'd have been greater still had the car turned up remotely on time. As it turned out, it took so long its front-engined design was out of date before it ever turned a wheel in anger. But Alfa Romeo was a frantically busy place at the end of the



Theoretically the front-engined TZ was obsolete from day one, though its results did not reflect that. Elegant steering wheel is by Hellebore



1950s: the company's crucial all-new Giulia saloon was sucking up the vast majority of the money, talent and, above all, time at Alfa's disposal.

Even so, at the end of 1959 the task of creating what would become the TZ was entrusted to Giuseppe Busso, one of Alfa's most highly regarded engineers. Job one, the chassis, would be created from a latticework of small-diameter steel tubes in line with prevailing race car thinking. Importantly, and unlike the SZ, this structure bore no relation to any previous Alfa chassis. Power would come from the new 1.6-litre twin-cam motor and five-speed gearbox being developed for the Giulia. The double-wishbone front suspension was conventional enough, but at the rear was something entirely new for an Alfa: in place of the SZ's live rear axle came fully independent suspension unique to the TZ and its TZ2 successor. Featuring a lower wishbone with the driveshaft providing the upper link and radius arms, it was highly sophisticated when you consider even the likes of Ferrari's 250GTO used a live rear axle and leaf springs. Disc brakes all round replaced the SZ's drums, with those at the rear inboard to reduce unsprung mass.

But simply getting the rolling TZ chassis to Zagato took a year and Zagato already had his hands full building SZs. He received his first chassis in January 1961 but it would be October – an entire season – before two prototypes with convertible roadster bodies fitted with hardtops were ready to go testing at Monza. But with long-time Alfa test driver Consalvo Sanesi driving, the car was unable to get below even the 2min 3sec lap times achieved by the same driver in the SZ. It must have been a fairly shattering moment: a far lighter sophisticated spaceframe car with a larger engine all seemingly contriving to make it go backwards.

The car had two essential problems: the body appeared to have the aerodynamics of a house brick, while the trick rear suspension was making the car more, not less difficult to drive. So body designer Ercole Spada dispensed with the open cockpit format, flowing the new roof into a longer tail, while Busso's chassis engineers toiled with the suspension. Results were not long in coming: by mid-November Sanesi was lapping in 1min 55sec, and the following month a handy young chap just starting to make his name in Formula 1 – Lorenzo Bandini – got into the 1min 53sec bracket. Ultimately Sanesi would do a 1min 51sec lap, fully 12sec faster than any SZ had ever gone.

But with the Giulia taking priority at Alfa, at

least until its public unveiling at Monza on June 27 1962, the TZ project continued at a snail's pace. It needed to be homologated as a production GT car, mandating a minimum production run of 100 units, but it would be October before even the first finished prototype appeared at the Turin Motor Show. The cars still needed to be built and Alfa had neither the facilities, time, staff nor inclination to do it.

Instead of farming out the job to a single source, the TZ was sent in three different directions: the spaceframe was entrusted to



aircraft manufacturer SAI Ambrosini, Zagato produced the body, while a company called Delta recently founded by ex-Ferrari engineer Carlo Chiti built the suspension and powertrains. By the time the TZ was ready to race, the renamed Autodelta would have become Alfa Romeo's competition department, as clear a signal as there could be that Alfa's return to racing was no toe-dip, but a serious commitment chasing serious results.

But it would be March 1963 before the final production version was ready and, save a six-lap sprint at Monza in November in which Bandini won his class, another whole year before the TZ's proper competition career would commence. It had taken more than four years to bring the TZ project to fruition, four years in which the racing world took probably its most fundamental change of direction, when it finally twigged that placing the engine behind

the driver made for cars that were lighter, quicker and more aerodynamically efficient. For all its beauty and apparent speed, the TZ's design was obsolete from the off.

And yet it triumphed. If you list only its class wins in ranking rounds of the 1964 World Sports Car Championship, TZs claimed the Sebring 12 Hours, the Targa Florio (in which it was third outright, beaten only by two mid-engined Porsche 904s), the Nürburgring 1000Kms, Le Mans, the Coppa Inter-Europa, the Tour de France and the Montlhéry 1000Kms. In other words, the biggest sports car races on earth.



THIS TZ, CHASSIS 77 OUT OF 112 BUILT, did none of those things, though its history remains interesting. It was bought new by a Swiss customer who used it as road car before selling it in 1969 to local hillclimber Walter Pauli. He then raced it for three years before parking it for the next 15. Famed collector Albert Obrist bought it in 1987, had it restored

by ex-Autodelta staff, fitted it with the twin-plug engine it retains to this day (the original has been kept with the car) before it was sold in 1995 to one Bernard Charles Ecclestone. Bernie had it for four years before it was bought by none other than the late John Coombs who eventually sold it to its current custodian. Adrian Hamilton, who has been charged with finding its next owner, describes it as "One of the finest, most original TZs to be offered for sale."

It looks so light and delicate that it might blow away on a passing breeze, but its record says otherwise. Although weighing just 660kg (the glassfibre-bodied TZ2 that followed got down to 620kg), it proved itself able to last not only

24 hours at Le Mans but, perhaps more impressively, a dozen hours around the notoriously bumpy Sebring. Its aluminium body might seem flimsy, but the engineering of the car beneath was sound.

My first fear is that I simply won't fit, for the car looks tiny. But once I've squeezed over the high sill and past that beautiful wood-rimmed, alloy-spoked Hellebore wheel, the driving position proves very comfortable. Ahead lies a huge and gorgeous Jaeger rev counter with no red line because TZs came with outputs from 112bhp to 170bhp and very different power delivery characteristics. Oil pressure and water temperature are displayed either side. As this is a road legal car it has a speedometer, but it's located directly above the gearlever and completely away from your natural sight line.

Our photographic venue today is Prescott's wonderful hillclimb, but noise restrictions 🚫

mean our playground must be on public roads which for once are dry, open and remarkably quiet. Actually this TZ – it was only ever retrospectively referred to as the TZ1 – is quite quiet on the outside, but within the cabin the engine and transmission provide a rude and rambunctious atmosphere. Visibility forwards and to the sides is good, but limited to the rear and over the shoulder despite all those elegant fillets of Perspex at the back. The rear doesn't open at all so if you need to change a tyre you have to pull the spare out through the doors and past the slim bucket seats.

I've driven a lot of 1960s Alfas, including an SZ, but none with a gearbox that found its way around the gate as precisely as this. Many different final drives were available for the TZ and this one feels suitably low and urgent. But the engine is clearly not doing its best work dawdling along the lanes: these twin-spark motors need revs and it's only once the needle on the dial pushes past 4500rpm that the classic twin-cam four puts down its knitting and starts to pay attention. It should rev to nearly 8000rpm all day long but even staying shy of 7000rpm is to glimpse a level of performance seemingly entirely at odds

with a car over half a century old with just 1600cc under its bonnet. It flings you forward, demanding gear after gear with a voice that's musical but

diamond-hard and brimming with purpose.

The TZ feels set up for track work and had I the spare near million pounds required to buy it, I'd spend a few more softening it up for the road and making the ride less challenging. But it handles superbly. Even on Avon street rubber grip levels are far beyond what you require for the public road, allowing the car to corner flat and astonishingly fast. The steering is sensibly geared and lets you place the car with delicious accuracy, all the feedback you could wish flooding through that Hellebore rim. I did find somewhere to push it just a little, which it rewarded with a touch of reassuring understeer, but with a precision instrument like this I'm sure you could set it up to behave almost any way you chose.

My time in the TZ was over too soon – as was the TZ's competitive career. Having spent so long getting it ready, Alfa wasted no time at

all preparing its successor, the even lower, lighter, plastic-bodied TZ2. Less attractive, more extreme and, with only 12 examples constructed, more a prototype than a genuine GT, it made its debut in 1965 and the following year claimed class wins at Monza, Sebring, the Nürburgring and at the Targa Florio.

But by then its job had been done: Alfa had once more been bitten by the competition bug and recognised it needed to go mid-engined. That car was the Alfa Romeo Tipo 33 which duly made its debut in 1967 and would evolve over very many years into the mighty flat-12 33TT 12, the car that would win all but one round of the 1975 World Sports Car Championship, finally putting Alfa Romeo back on top of its chosen sporting discipline.

And as Henri Pescarolo and Derek Bell tasted the champagne after their final win that season, I don't imagine anyone thought too hard about where the journey that brought them there had begun. But it was with this car, the underrated, remarkably pretty and pretty remarkable TZ. Twenty-three years since Alfa Romeo last won a major championship – the 1993 DTM – perhaps it's time for Alfa to do another. 🏆

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# COOPER CAR COMPANY

It revolutionised Grand Prix racing, yet within a decade had become yet another defunct constructor

writer PETER HIGHAM



**P**EDRO RODRÍGUEZ SCORED A surprise victory in the South African Grand Prix 50 years ago to score what proved to be the final championship win for the Cooper Car Company.

Charles and John Cooper entered motor racing immediately after World War II and their creations were a cornerstone of the 500cc Formula 3 category during the early 1950s. Harry Schell drove a 1.1-litre JAP-powered car in the 1950 Monaco GP and Mike Hawthorn was third in the 1952 British GP with the F2 Cooper T20-Bristol.

Stirling Moss and Maurice Trintignant won the opening two GPs of 1958 in Rob Walker's Cooper-Climaxes and the nimble rear-engined designs would revolutionise F1. Jack Brabham, who had made his championship debut in a Cooper in 1955, was class of the field in 1959 and 1960. He won seven times during that period to secure back-to-back titles – rendering the traditional front engine obsolete.

The Surbiton-based concern could not sustain its place at the front of the grid, however. Cooper won only once during the 1.5-litre era, when Bruce McLaren inherited victory at Monaco in '62.

Charles Cooper was no more and the team had been sold to the Chipstead Motor Group by the time 3-litre rules were introduced in '66. Cooper struggled on with the Maserati-powered T81, but Rodríguez scored that last-gasp win in January 1967.

The team struggled on for two more years before quitting F1 during 1969. 🏁



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1959, 1960

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RECORD**

**494.5**

**POINTS**

**129**

**STARTS**

**16 11 14**

**RACE  
WINS**

**POLE  
POSITIONS**

**FASTEST  
LAPS**



**GP WINS**

JACK BRABHAM	7
BRUCE McLAREN	3
STIRLING MOSS*	3
PEDRO RODRÍGUEZ	1
JOHN SURTEES	1
MAURICE TRINTIGNANT* 1	

\*Rob Walker Racing



**MOST STARTS**

BRUCE McLAREN	64
JACK BRABHAM	39
JOCHEN RINDT	28
JOAKIM BONNIER	27
MAURICE TRINTIGNANT	25
ROY SALVADORI	22
TONY MAGGS	19
JO SIFFERT	18
JOHN SURTEES	15

'Data Trace' was born from *Motor Sport's* online Database, which includes results from around the world, from the mainstream to the obscure. There are full results for the sport's main championships, while the history of others is detailed with race winners and champions, a feature that is expanding all the time. Add to those 9000 driver profiles (and counting), 750 circuit histories and a compare/contrast function for all F1 drivers.

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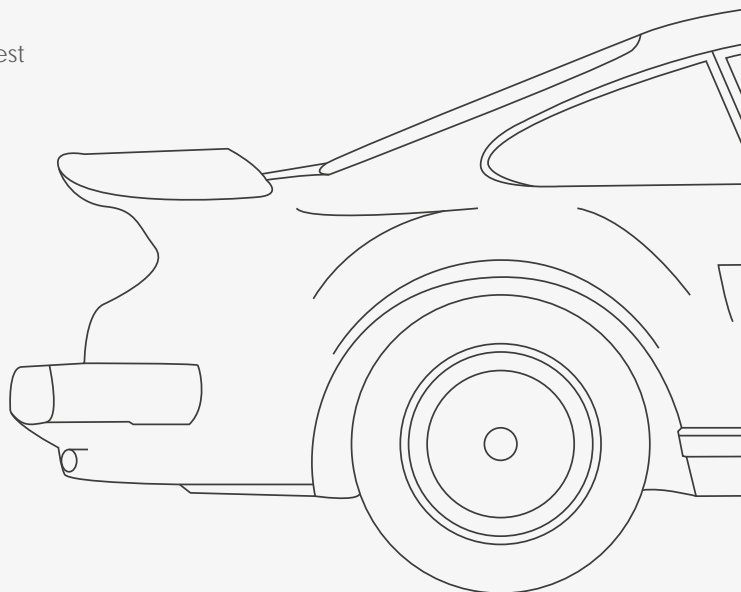
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# EVENTS

## OF THE MONTH


WRC ❖ GOODWOOD ❖ ANGLESEY

VW wrapped up the WRC title for manufacturers in Wales, courtesy of Ogier's victory



**WRC**  
Rally de España &  
Wales Rally GB

**V**OLKSWAGEN'S SÉBASTIEN OGIER HAD a pretty decent autumn. In October the Frenchman secured a fourth successive world title in Spain, then two weeks later took his fourth straight victory on the Wales Rally GB, a result that makes him jointly the most successful competitor in the history of the event (with Hannu Mikkola and Petter Solberg).

The Wales Rally GB – unusually the penultimate round of the championship – heralded Ogier's sixth win of the season, but only his first on gravel. This was largely the result of running order regulations that have forced the championship leader to go first on the road over the opening two days of each event this year, sweeping up loose gravel for those 

# EVENTS

OF THE MONTH



Tanak gave Ogier a hard time in Wales, but was unable to wrest the trophy from the Frenchman and co-driver Ingrassia

conditions, so I want to congratulate him for this.”

Generally, though, Hyundai emerged as the closest challenger over the season to Volkswagen, which wrapped up its fourth consecutive championship for manufacturers on the Rally GB. A few days later the German manufacturer announced it was withdrawing from the championship next year.

Belgian Thierry Neuville was third for Hyundai in both Spain and Britain, having put an uncertain start to the season behind him. With just one rally remaining, in Australia, Hyundai was assured of second place in the standings.



The Korean firm had been impressive, but part of its success had been down to a combination of mistakes and accidents from Volkswagen drivers Jari-Matti Latvala (nominated to score points alongside Ogier) and Andreas Mikkelsen. In Spain Latvala broke his suspension and Mikkelsen had a big accident; in Britain they both suffered broken driveshafts, a fate Ogier feared might affect his own Polo.

To some extent it was a similar story for Citroën – which ended its transitional year with a privateer team on Rally GB, before the all-new C3 WRC makes its debut in Monte Carlo. Kris Meeke, a two-time winner this season, admitted that he made too many mistakes in Spain but secured fifth on Rally GB. Team-mate Craig Breen was stymied by a driveshaft breakage in Spain and then rolled out in the forests of Wales.

But the most popular entry on the UK event was probably five-time British champion Jimmy McRae, who finished the national section 16th overall in a Vauxhall Magnum – a similar car to the one he used for his debut on Britain’s round of the World Rally Championship exactly 40 years earlier. *Anthony Peacock*

following. Ogier was naturally bitterly opposed to this, even threatening to quit the championship at one point.

“What’s hard to take is that this was a regulation written specifically to punish our success, but in the end we still got the result we wanted, and that’s the memory we will take away,” he said.

He had to fight hard, however, for both his victories. Spain is the only mixed-surface event on the calendar, and after an opening day on gravel it was Hyundai’s Dani Sordo who led in front of his home crowd. Only when the route switched to asphalt on Saturday and Sunday was Ogier able to take control.

In Britain Ott Tanak was Ogier’s closest challenger in an M-Sport Ford Fiesta. The Estonian ended the rally just 10sec behind the new world champion,



which was the tightest finish of the season so far. Tanak – who has a reputation for being devastatingly fast but slightly erratic – came heartbreakingly close to winning in Poland this year as well, and Ogier admitted: “I had to push very hard to keep him behind me: Ott drove an excellent rally in extremely slippery

Above, Meeke took fifth in his home event. Below, Neuville took third on both rallies. Left, Ogier heads for title number four in Spain



VOLKSWAGEN



HYUNDAI



# Breakfast Club Goodwood

A SUNNY YET NEAR FREEZING DAY LAST month heralded the final Goodwood Breakfast Club of 2016. And whilst the temperature ensured hands were kept firmly in pockets, there was always the notable raspy sound of hundreds of polished hot hatches descending on the Sussex circuit to warm the hearts of the cold punters.

Not ones to be left out, *Motor Sport* brought along a pristine Lancia Delta Integrale to display amongst some impressive examples of '80s, '90s and '00s hatches. With a free copy of the latest issue available for every attendee, the sunshine glinting off pristinely polished vehicles and a relaxed atmosphere around the circuit, it was an excellent event and one for the diary next year. *Joel Fothergill*



TONY HARRISON

The crisp splendour of a Goodwood autumn breakfast, with Group B icons lining up alongside many a hot hatch



Top, race starts as light fades. Above, Sir Chris Hoy shared this Golf. Below, the twin goals: aiding injured ex-service personnel and honouring victims of war

# Race of Remembrance Anglesey

PERCHED ON THE ISLE'S SOUTH-WESTERN shore, overlooking the Irish Sea, Anglesey Circuit is arguably one of the best-kept secrets of British motor racing. In mid-November it hosted the annual Race of Remembrance, run by Mission Motorsport, a charity set up to support injured ex-servicemen.

The third running of the event attracted an appearance from one Britain's most decorated Olympians, Sir Chris Hoy, competing alongside Jade Edwards, Paralympic gold medallist Jon-Allan Butterworth, Tom Onslow-Cole and Paul White in a VW Golf R. The Hand Controlled team got off to a bad start having been forced to switch to a more standard Golf before qualifying as their race car developed engine-mapping woes.

Synchro Motorsport pairing Alyn James and Dan Wheeler qualified the Honda team's Civic on pole position for the nine-hour encounter, which began at dusk on Saturday evening for the first three hours. GT racer Edwards climbed from fourth to lead on lap one, and maintained the position at the end of the first hour, despite having to stop the car briefly with turbo trouble. Meanwhile, the Synchro Honda took the first of its stops and dropped

down the order. Wade Eastwood and Charles Graham (Datum Lotus Elise) moved into the lead as night fell.

Racing recommenced on Sunday morning, until a pause in proceedings for a remembrance service. With the competing cars lined up on the start straight, the entire paddock assembled in the pits and maintained a poignant silence.

As the action resumed, the Synchro Civic retook the lead and went on to win, while Datum's Elise dropped from second to fourth in the closing stages with gear selection problems. Caterham teams SBP Racing and Sofa King Fast completed the podium.

Aimed at club-level racers, the event mandated a minimum of six stops – each of at least four minutes – and the Hand Controlled Golf was forced to stop more frequently than its rivals, having only a standard fuel tank. Butterworth, making his motor racing debut, completed the last stint and brought the car home in 19th of 41.

"It was amazing, different from any motor sport event I've attended," said Hoy at the end. "We had some problems, but the racing was great. It's not just about the guys who are racing, but all those who are involved in the charity. I'll definitely be back." *Hal Ridge* 📷



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From Abu Dhabi to Zolder via Interlagos, Jerez and, obviously, Oulton Park. Where next..?

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Oliver White (Van Diemen) leads a group through Paddock during the first semi. Note the background chaos...

EFF BLODMAN

## TURNING UP THE HEATS

Brands Hatch, October 22-23: The Formula Ford Festival might be less intense than once it was, but it retains the capacity to absorb

IT FELT LIKE THE KIND OF morning when you'd leave the pits and start to generate tyre temperature about three weeks the following Tuesday, but Formula Ford Festivals were ever thus. Through the unshifting autumnal mist, the first thing I spotted was the jaunty hat of commentary doyen Ian Titchmarsh. Remarkably, despite having cradled a microphone more or less since the wheel's invention, he had never previously attended a Festival – even though the 2016 edition was the 45th (the first four at Snetterton, the subsequent 41 at Brands).

The event's zenith might lie somewhere in the past, when the entry nudged 200 and required eight heats to begin separating cream from crop, but the competitive tension survives. Anthony Davidson (2001) was the most recent Festival winner to graduate later to a Formula 1 race seat, but to many the event retains its pedagogic purpose. That's why the United States and Canada send young race scholarship winners to this and Silverstone's Walter Hayes Trophy (which will doubtless feature here in the next edition).

Earlier in the month on the Brands Hatch GP loop I'd watched the final



rounds of UK motor sport's contemporary entry-level class, the awkwardly named 'F4 British Championship certified by FIA – powered by Ford'. The field was ripe with gifted youngsters, but beyond the start the slicks-and-wings racers tended largely to follow each other equidistantly. Yes, in most cases the drivers have learned about positional racecraft in karts, but to achieve the

same thing in cars (useful, if one day you fancy defending against Max Verstappen) there is still no substitute – to my mind – for the uncluttered purity of an original Kent-engined Formula Ford chassis.

With sufficient cars only for three heats, two semis, one last-chance race and the headline final, the balance of the programme featured Ford Fiestas, Classic and Masters FF1600, the Ireland-based ASK Supercars (a cocktail of Stryker kit cars and saloons that look a bit like short-wheelbase Mondeos) and Sports 2000. The timetable was tight – not helped by several red flags – but the BRSCC kept things ticking over with remarkable vim.

If organising clubs behaved this urgently during the summer's height, they could probably add an extra couple of races to most meetings.

Festival winner in 2011, Scott Malvern (Mygale GV15-K) took pole for the final and led until Niall Murray

US scholar Oliver Askew (leading above) starred. Left, James Roe and Andy Charsley in a pickle. Below, Jonathan Lewis had a hard time

(Van Diemen RF99) found a way through and pulled clear. That left Malvern to fend off Chris Middlehurst (Van Diemen LA10) and Luke Williams, driving in one of the Firman RF16s crafted by Van Diemen founder Ralph Firman (who returned as an FF1600 constructor in 2016 after a lengthy absence).

Spare a thought for Team USA scholar Oliver Askew (Ray GR15), who had competed in only three car meetings before being thrown in at the deep end with a Kent engine in Kent. The 19-year-old finished on the podium in his heat and semi, then briefly challenged Malvern for second in the final before a puncture stifled his challenge – a reminder of the Festival's capacity to showcase emerging talent.

There was disappointment, too, for successful Mini racer Jonathan Lewis, who had long been planning a return to Formula Ford (which last he graced circa 1980, in a slightly tatty PRS). Now armed with a pristine Reynard FF89, he

## END OF THE CAMPAIGN TRAIL

Thruxton, October 8 & Oulton Park, October 15:  
The season winds down on the western side of the UK, at venues 200 miles apart

**M**Y 54-PLATE FIAT PUNTO DOESN'T have many extras, other than more or less knowing its own way from circuit to circuit, but I did take the liberty of fitting a DAB radio – useful for cricket test matches and, occasionally, Formula 1. It would have been nice, buzzing along the A303, to hear some authoritative analysis of how the Japanese GP weekend was progressing at Suzuka, but instead the headlines were still being made by Lewis Hamilton's perceived petulance.

As I peeled into the car park to watch my first motorcycle race meeting at Thruxton, I suspected few of the participants were likely to be taking photographs of each other and adding rabbit ears via the miracle of Snapchat filters. I'm not sure there could be a greater contrast anywhere in sport than that between the F1 paddock and the no-nonsense, real-world stance of a bike clubbie.

Time, then, to douse a sausage sandwich in



JEFF BLOCHMAN & SIMON ARRON

had planned to race at Snetterton earlier this year, but foul weather persuaded him to postpone his comeback. Mini commitments then dominated his season, but now he was poised. "I never competed in the Festival back in the day," he said, "probably because I was usually skint by October."

A misfire compromised his performance in qualifying and his distributor then failed as he sat in the assembly area, awaiting the start of his heat. That was his Festival over before it had started – and in the Masters race he was eliminated after a lap and a half when another car spun into his path. Despite all of which, he described it – in both sporting and social terms – as "a great event".

I'm inclined to agree.

The ASK Supercars were by no means as entertaining as the Northern Irish Zetec Fiestas (the 1995-2001 variety) they had effectively replaced on the bill, and the second S2000 race was probably a bit too long for the occasion, at half



Murray celebrates his second Festival victory. Right, the winner flanked by runner-up Malvern, left, and Middlehurst

an hour in gathering darkness on Sunday afternoon, but much of the racing was a delight to behold.

As post-race festivities commenced in the Kentagon bar, I returned home to butter some toasted crumpets – the perfect seasonal accompaniment to a fine weekend.



HP sauce and get on with the day.

A clashing car fixture at Castle Combe probably didn't help crowd numbers, but – sidecars apart – a concurrent bike meeting at Brands Hatch appeared not to have a deleterious effect on the entry. Most grids were full and classes were mixed in such a way that, occasionally, two riders would be using the same race number at the same time, but that seems not to matter in bike racing.

Thruxton might be used relatively infrequently, but on its rare race days it reveals in its status as the UK's fastest permanent circuit. Average lap speeds might be some way short of prime-time Manx TT, but the body language of amateur racers lapping an old airfield just shy of 110mph remains something to behold.



CONTRARY TO WHAT TS ELIOT MIGHT HAVE written about April, October always used to feel like the cruellest month for it signalled the annual curtailment of racing at Oulton Park. As, indeed, it still does.

Despite that regrettable inevitability, it remains one of the best times of the year to appreciate the circuit, with the backdrop caught in two minds between summer and autumn. The immaculate green and gold Cortina GT of Alan and Kelvin Hassell complemented the surroundings perfectly, though sadly it was destined not to race after



Richard Belcher leads a Swinging Sixties pack through Shell. Top right, the Hassells' Cortina came to grief. Right, John Davies's Vitesse



being significantly rumpled against the Warwick Bridge tyre barrier during practice. Paul Greathead's Lotus Elan came to an even more violent halt at the same point, the impact being sufficient to separate the car from its fuel tank although the driver was unharmed.

As has been mentioned previously in this column, the Classic Sports Car Club sets a shining example in this day and age, with an open-door policy that ensures full, diverse



fields at the vast majority of its meetings.

Many of the races lasted 40 minutes, though the combined saloons/modsports field was restricted to 15 to accommodate period temperament. Some might have found the former too long, but it offered spectators a chance to watch from different vantage points and gave drivers enough time to make up for time penalties that are applied to winners from one race to the next, in a bid to keep things interesting.

The meeting concluded with a Meteor Suspension Open Series twilight race that finished in almost pitch darkness. It produced a stirring battle between Caterham drivers Gary Bate and Jonathan Mitchell, who swapped positions frequently and were but half a second apart when the chequered flag fell after 36 minutes.

Their opposition included many other cars of similar stripe, a few BMWs, a couple of Honda Integras, a Lotus Elan and, engagingly, a Triumph Vitesse.

Not often that you see one of those in competitive trim. 🏆

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One wheel in the past: searching out what's new in the old car world

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Top award in the RCA/RAC design project went to Yang Liu's novel concept for urban transport



## LOOKING BACK TO THE FUTURE

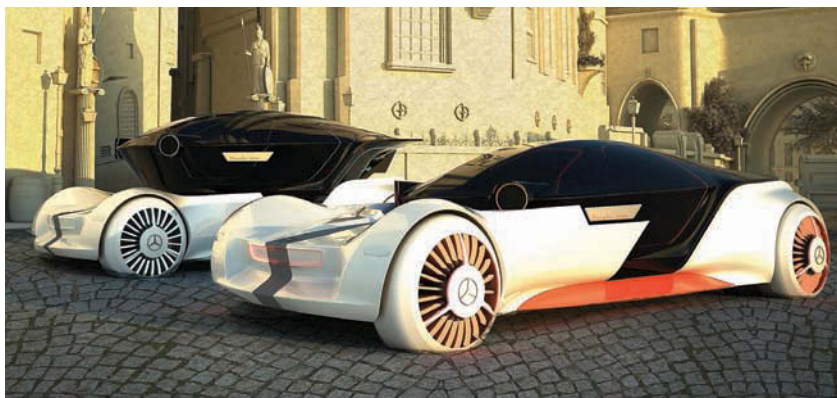
Annual RCA/RAC design awards bring car designers present and future together to consider the past

**W**HAT DOES A futuristic veteran car look like? I saw some ideas at the RAC's London clubhouse recently (what a wonderful building – if you're not a member, find one and ask them to show you through the oval porticoed hall, always with a car on display, and down to the most lavish pillared and gilded swimming pool you'll ever see). Here the Club and the Royal College of Art (RCA) announced the winners of their joint Continental Connection

design competition, one of 29 events in the RAC's London Motor Week that culminates in the Brighton Run. Hence the veteran car link.

What do the RCA's transportation students, the guys who will be designing your 2030 transport, have to learn from veteran cars? The brief, Clive Birch of the RCA tells me, was to "Deconstruct a European veteran car and recreate it as a modern sustainable, connected and autonomous future car for 2026."

Going this far back reminds us there are features we've chosen not to carry on from pioneer days – face-to-face seating or shareable steering, for



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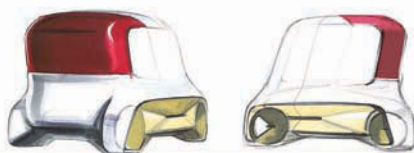
example. Yet here were devices based on a Peugeot vis-à-vis, seating four people on two companionable facing sofas, one inspired by a Mercedes Simplex boasting a long bonnet with two rear-facing seats that also make a travel bed, and another with a raisable cabin to recapture a veteran's high viewpoint. One even carried on the Benz Velo's huge spoked wheels – and its leisurely top speed.

The 'connected' element isn't about Bluetoothing your music but integrating the vehicle into traffic systems. Birch says that today's RCA courses are "not so much about the vehicle as the user and the journey". In fact, in future you may not have 'a' vehicle so much as access to a variety of transport options – such as Yang Liu's winning urban transport concept, an electric 'rickshaw' for two suspended between large spindly wheels. Either occupant can steer with a flat

wheel. I can see the connection to the Benz Velo, the world's first series-production car, but what, I asked Yang, about accident protection? His passengers are practically waving their feet in fresh air. He is clearly an optimist: collision avoidance systems improve all the time, he pointed out. Perhaps by 2026 there won't be any crashes...

Of the 27 RCA students entering, three of the four winners were Chinese and one South Korean; the world's industrial powerbase has shifted, but the RCA remains a world-class school. This was a first-year project for these post-grads so not highly developed, yet the audience included design bods from Ford, Lotus, Jaguar, McLaren and more, keeping an eye on future talent. "These are the first steps of some clever, skilled people," says Birch, "who one way or another are going to change your world."

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## POSTER PERFECT

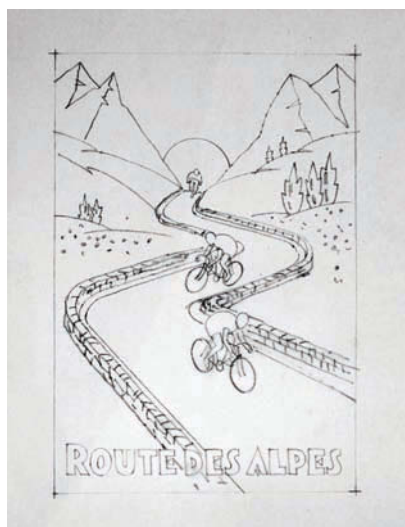
As period pieces soar in price, this firm is fulfilling a yen for the glamour of the past

**B** LINK AND YOU'LL MISS IT. IT'S A TINY shopfront, yet among the quirky antique shops in Pimlico Road, Pullman Editions stands out for its strong graphic wares.

Skiers in blue against stark white mountains, a red Alfa by a topaz lake – that's the language of this small company whose output is travel and motoring posters with all the style of the 1930s. I stopped off there to hear about it from *la patronne*, Georgina Khachadourian.

It's easy to buy modern reprints of period posters, as Georgina agrees, "But they're mass-produced on cheap paper. Ours are original artworks, printed on quality cotton paper and all limited editions."

The idea sparked in 2010 when Georgina was working with husband Simon in Pullman Galleries, his automobilia business. "Prices for original 1920s and '30s posters were soaring, yet many people simply admired the style so we decided to



produce original work in the same vein.”

That meant choosing the right artist. Their principal ‘house artist’ is commercial illustrator Charles Avalon. “That’s what works best,” she tells me. “Illustrators work to a brief. He understands the Art Deco feel we’re aiming for. Most people buy these as decorative pieces, so style and colour are important.” Looking around the gallery with its soaring ceiling I can see that whatever the subject, the feel and the palette is consistent throughout the three collections, which cover great cars, resorts and winter sports.

The creative process is two-way: Georgina shows me roughs and first draughts as she and Avalon work up the finished image – in this case cyclists in the Alps. First she identifies a new subject, makes a rough layout sketch and suggests some period imagery from posters, magazines or photos which conveys the impression she wants. Avalon produces a draught (above) and, after revising, paints the chosen final image in acrylic before it goes for traditional litho printing, always in a single edition of 280, all the same size, all the same price. “Although we sometimes do small digital versions to fit the cabin walls on someone’s boat,” Georgina adds.

Because they are not copying anything, Pullman could choose any subject. As Georgina points out there were never marquee posters at the time, yet these are a top seller now.

“Also there are ski resorts now that didn’t exist in the Thirties, and we get individual commissions too.” She shows me tempting posters for a sun-washed Bermuda hotel and the odd event such as the Villa d’Este concours. With 110 posters in the current range they only produce a few new designs a year.

What’s next? “Apart from a film poster I can’t tell you about [she did, but I can’t tell you] we plan more recent Ferraris and other supercars, but still in the same style.” It’s about recapturing the glamour of a past time, of open cars, sunshine, palm trees. And of course imagining having enormous wealth to enjoy it all.



## REMEMBERING LEN

Memorial unveiled to winning designer Len Terry

**G**OOD TO HEAR THAT ENGINEER AND DESIGNER LEN TERRY, WHO DIED IN 2014, IS being commemorated at Goodwood circuit. Most famously the designer of the Indianapolis-winning Lotus 38 and the beautiful Eagle Grand Prix car, as well as a squad of Lotuses, Gilby, BRM and others, Terry also developed his own successful Terrier cars. Now thanks to Lawrence Sufryn, who has owned and raced five Terriers and is curating Len’s drawings, a bench has been dedicated to his memory opposite the Stewart pavilion. Lord March joined Sufryn and Len Terry’s fiancée Pat Seeger (they got engaged at the age of 90!) to install the bench with its memorial plaque. A keen cyclist well into his 80s, Len was always good value to talk to and cheerfully considered being sacked twice by Colin Chapman something of an accolade.

## PRINT PLAUDITS

It wasn’t easy to choose a ‘best book’, but we had an audience awaiting a result...

**A**NOTHER PRIME EVENT IN THE RAC’s London Motor Week was the award for the RAC Motoring Book of the Year, for which I am one of the judges. This was another busy evening, including a conversation between two prolific motoring authors – Graham Robson and Karl Ludvigsen – about Karl’s busy career. Amazing to remember that, as well as producing a large stack of car books, he was also a Ford vice-president overseeing European motor

sport. After that a panel of book writers and sellers debated the book business – including that struggle between the niche subject and the big-selling Christmas pot-boiler. The conclusion was that despite the lure of quick-hit website material, print books will continue to thrive – the ethos at the core of the RAC’s award. An e-book can’t be treasured like a hefty volume – and as technology marches on you may not be able to view your DVD book in a few years.

Choosing a single winner is always hard, and this time we eased our task by deciding to award two prizes: the overall winner would have to be ‘affordable’ – which we decided would be up to £70 – but we would also reward an equally worthy work regardless of price.

Porter’s ever impressive Great Cars series featured again on the short list with Ian Wagstaff’s *Maserati 250F: Autobiography of 2528*, we had a novel for the first time – *Fatal Pursuit* by Martin Walker, Clare Hay’s *Bentley: The Vintage Years* continued her unceasing research, and I really enjoyed Colin Crabbe’s *Thrill of the Chase* memoir of car-hunting. But we all agreed that Brian Redman’s superb *Daring Drivers, Deadly Tracks* took racer memoirs to a new level, and we awarded him the overall accolade. And for a feat of research, Jonathan Woods’ *Squire: The Man, the Car, the Heritage* bowled us over. Luckily, at £100 it fitted our new ‘price no object’ award. Pleasingly, Roy Palmer had parked his Squire, one of only seven built, outside the Club, in a bay like any Mondeo...

Though Redman was in the USA, during the post-event dinner he texted to say he was “amazed and elated”. A nice chap to boot. ☑







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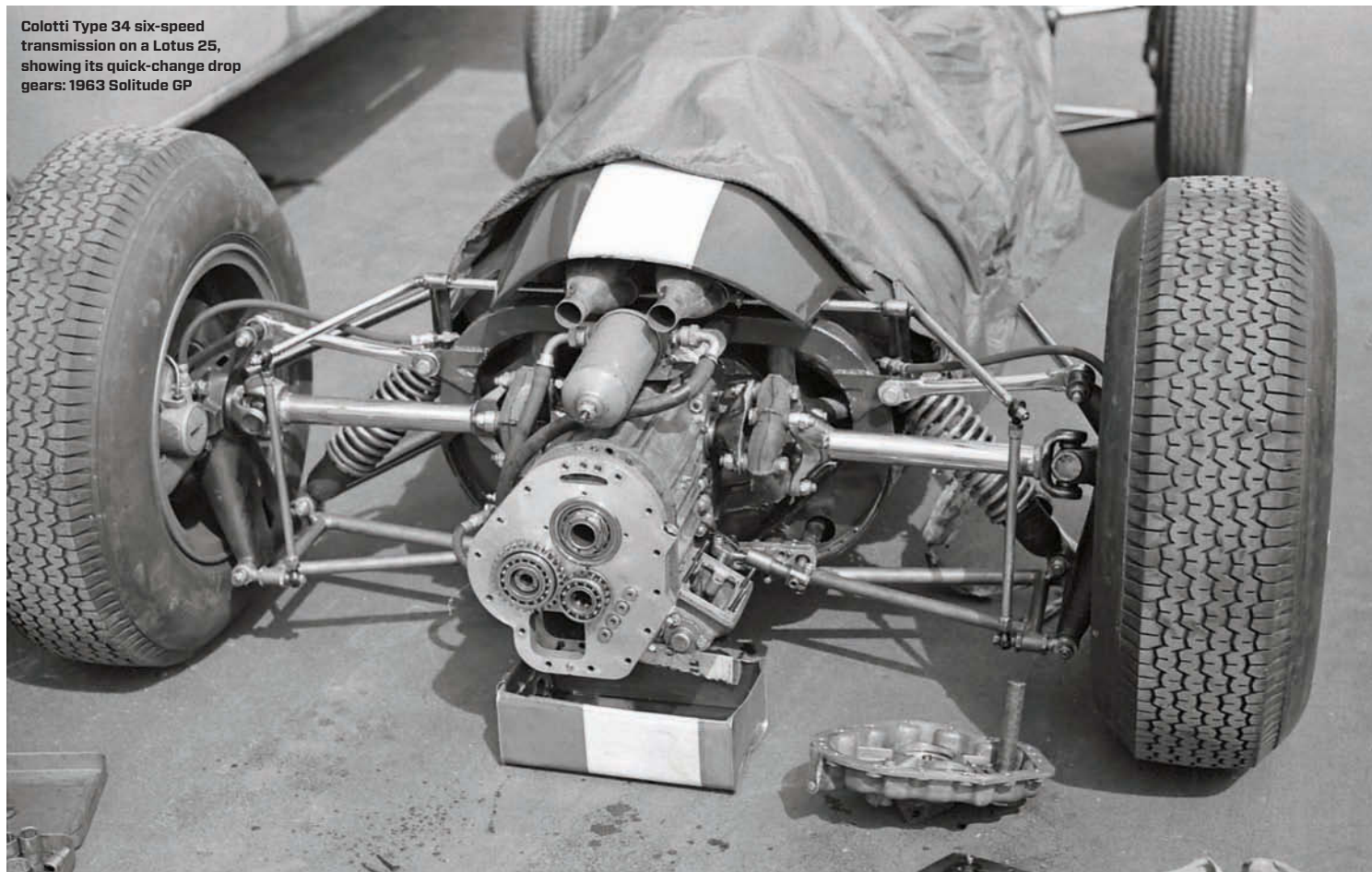
FROM THE ARCHIVES WITH

# DOUG NYE



Our eminent historian dips into the past to uncover the fascinating, quirky and curious

Colotti Type 34 six-speed transmission on a Lotus 25, showing its quick-change drop gears: 1963 Solitude GP



CP LIBRARY

## UNNECESSARY GEAR CHANGE


New FIA rules could cost historic F1 car owners thousands – or scare them away. Who's to gain?

IF A VALUABLE BOAT IS FRAIL and leaking, it's always a good idea not to rock it. At present what I regard as one of historic racing's many jewels, the 1961-65 Formula 1 category, has been destabilised – by the governing body.

For years past, at each Goodwood Revival Meeting, I have taken groups of sponsor VIPs around the paddock. On each occasion, the cars over which they spent most time – extolling (for once) not their monetary value but their Swiss-watch-like complexity and aesthetic looks, have been these 1½-litre F1 gems. And

the names the cars evoke – Clark, Hill, Stewart, Moss – have all the finest connotations.

The core of this sustainable class is the V8 engine, by Coventry Climax or BRM – backed by the cars' current preparers. But power is only part of the equation. Ferrari and BRM, even Cooper, largely made their own gearboxes, while the teams that Mr Ferrari sneered at as being mere *assemblatori* – Lotus, Lola, Brabham etc – commonly bought in transaxles from ZF, Colotti and later Hewland.

Today, Hewland variants have become the mainstay of most cars in a 

'61-65 Historic F1 field – on grounds not just of affordability, but more so of availability. These V8 cars are already expensive to run (especially compared to Historic Formula Junior, which has become almost as quick) so 1½-litre F1 owners need to be truly enthusiastic to persevere. Until this year FIA regulations permitted the F1 cars to run alternative period gearboxes if original equipment is unavailable, a sensible measure compensating for the class's largest single car group – the Lotus 24s – having used Colotti gearboxes as new, which are pretty much used up and rare today.



JAYSON FENG/GETTY IMAGES

Consequently, preparers fitted Hewlands instead. With all due respect, few amateur Historic F1 drivers display front-line ability. Even slightly fluffed gearshifts will damage an engagement dog. Replacing a Hewland dog ring is relatively cheap. In a rare Colotti – with integral gears and dogs – the bill soars. So practicality overcame concerns for originality.

But now a Colotti facsimile is under development, and FIA regulations have changed to suit. During Monaco scrutineering this year, Lotus 24/Hewland runners were abruptly told that while they could race they may not feature in the results. Basically the ACM had accepted the entry (and their eye-watering entry fee) to ensure a grid of cars, and then – together with arm-banded FIA officialdom – left owners embarrassed and demeaned in front of friends and family – and far from impressed...

Many current custodians of these cars are not those who chose to alter them. Instead they bought the cars subsequently as raceable weaponry. But suddenly what was viewed as acceptable when they invested is not now the case.

The FIA regulators, and their advisors, claim that Hewland gearboxes

had been adopted more as a performance upgrade than due to any *force majeure*. If the drivers were good enough to exploit the difference – since in a Hewland intermediate ratios can speedily be changed on site to match a circuit but you wouldn't want to attempt the same with a Colotti, and couldn't with a ZF – there might be merit in this view. The purist within me approves, but the realist rebels. The dubious benefit of better-tailored ratios barely justifies banning non-original-equipment gearboxes 'of similar period' when the alternative looks so financially prohibitive.

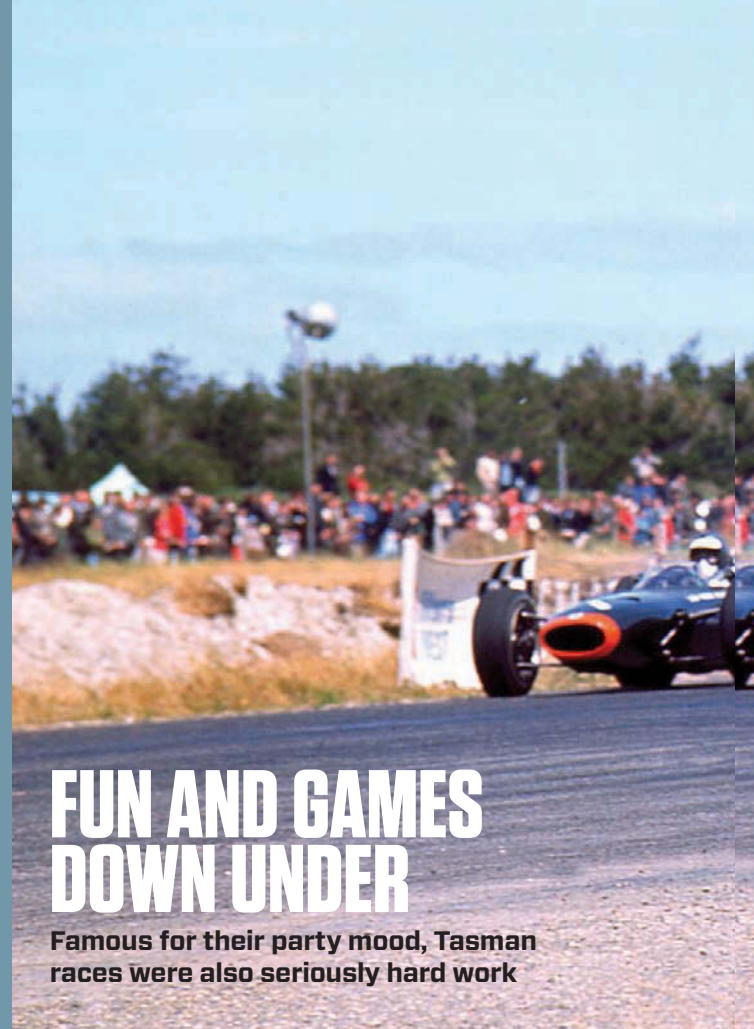
Cost of a new-made Colotti is predicted to be £30-£35,000 per 'box – against £5-6000 for a suitable Hewland. Inevitably development to adequate reliability will cost still more, and running costs – remember dog damage – will also soar. A few years ago, owners found their years-old 'Tasman' 2-litre BRM engines banned, having to convert them to 1½-litres, or forget racing their cars. The sterling cost to each owner was five figures – sometimes six! – to make their cars go slower, and feel worse to drive.

Now the FIA is demanding that the remaining Historic F1 faithful again dig deep... to turn up the pain of supporting an *amateur* hobbyist category that's meant to be fun.

I just detest the thought of international authority imposing professional-type racing regulations – intended to govern professionals building front-line careers – upon an entirely amateur historic category that provides a wonderfully attractive 'tribute band' celebrating our sporting past and entertaining our racing crowds. Joe Public doesn't care one jot what name appears on each car's gearbox. Treated yet again with such disdain by a remote authority, many paying passengers on board Historic F1's leaking boat could well now seek their fun elsewhere. Entries will surely shrink, and the class will die.

So what *does* the FIA really bring to our historic table? Entries? Drivers? Preparers? Sponsors? Race promoters? *Spectators*? No – none of the above. They bring, they tell me, 'Sanction'...

Well, I've never yet seen one of those race – but many true enthusiasts have become acutely aware of its cost. In contrast, a common-sense rethink would cost nothing – and a full grid of those lovely little cars could, once more, be assured.



## FUN AND GAMES DOWN UNDER

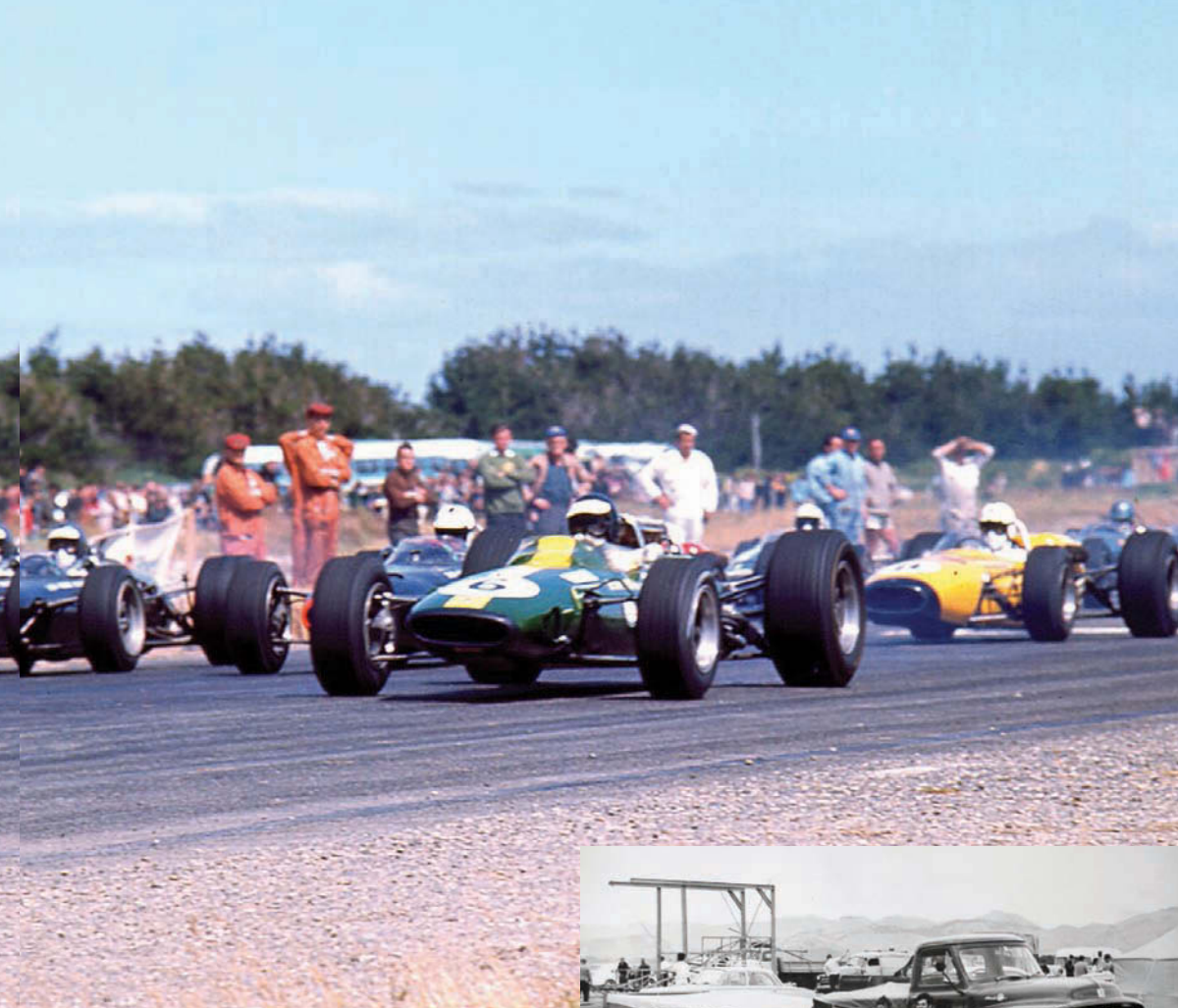
Famous for their party mood, Tasman races were also seriously hard work

**F**IFTY YEARS AGO – IN JANUARY TO early March, 1967 – the fourth annual Tasman Championship series ran in New Zealand and Australia. That form of racing had become a regular part of the annual calendar, catering for F1-derived cars with engines no larger than 2½-litres. It was well supported and gave the finest NZ and Australian teams and drivers the chance to race against the best. It was also a convenient testing opportunity for F1 constructors – and perhaps more usefully for their part-contracted, part-sponsoring tyre suppliers to prove new constructions and compounds before the serious business began 'back home'.

As I write it's just about the 50th anniversary of the BRM team loading three P261 monocoque cars and six 2070cc V8 'Tasman' engines onto the Port Line freighter, the *MV Port Nicholson*, bound from London to Auckland, New Zealand. This kit would spend six weeks on the high seas, sailing south until retrieved by the BRM Tasman team.

The opening round of the F1 world championship – the South African GP – had just been run at Kyalami, South Africa. Amid mechanical mayhem the unexpected winner was Pedro Rodriguez, in a works Cooper-Maserati V12. Blimey! Cooper and Maserati had just taken two in a row, as John Surtees had won the 1966 finale in Mexico.

Among the leading GP drivers, Jim Clark, Jackie Stewart, Jack Brabham, Denny Hulme and Richard Attwood all flew immediately to



Auckland for the opening Tasman round – the New Zealand GP on January 7.

Tim Parnell was on site to manage the BRM team, and when unofficial testing began at Pukekohe the preceding Wednesday, his mechanic Stan Collier was grumpily cleaning salt encrustation and corrosion off their cars, while Alan Challis and Jimmy Collins sorted the spares before preparing the cleaned-up cars.

Team Lotus would provide BRM's fiercest opposition, but its team was just a one-car affair, with lead driver – who was after all Jim Clark – and mechanics Leo Wybrott and Allan McCall to run it. The car was the unique 2-litre Lotus-Climax 33 – chassis 'R14' – which had been built for Jimmy to campaign in 1966 F1 races, before his full 3-litre Lotus-BRM H16 Type 43 came on song.

Three tyre suppliers threw their hats into the ring – beleaguered British Dunlop and their daunting American challengers Goodyear and Firestone. After Jackie Stewart had qualified on pole, using the latest low-profile tubeless Goodyears, Tim and Jackie decided to run those tyres in the race. In the Lotus corner of the paddock, Jimmy selected Firestone Super Sports GP R125s for his race – tubeless again. Oh my. This set the officials ticking and clucking, because supplementary regulations – merely carried over *pro forma* for many years – forbade tubeless tyres. A petition to approve their use was circulated and received unanimous approval. Problem solved – and that's the way it went in Tasman racing...



Top, Jim Clark leads away from Piers Courage, Teretonga 1967. Above and right, Lotus crew Leo Wybrott (left) and Allan McCall with their 'posh' rig



So how matey was it? Jackie Stewart: "Jimmy and I were actually sharing a hotel suite in Auckland. The local Shell people wanted to advertise this expected win in the next day's papers and were worried the race might finish too late to get a picture in the latest issue... so they asked if they could take some in advance, of me holding the trophy, just in case. I said 'You can't do that, it's tempting fate', but they insisted and sent a photographer to the hotel. This embarrassed the hell out of me, but I managed to choose a moment when Jimmy was in the shower. As the photo was being taken, out walked Jimmy – to find me in full race gear with the next day's trophy. It took a while to live that down..."

Great friends they might have been, but never doubt that theirs was also a fierce rivalry. Jackie did win the next day's GP impressively for BRM, after Jimmy had clouted

a backmarker Cooper, losing his Lotus's upper body panel and nosecone. He was left lying in the bathtub monocoque, overalls fluttering in the 150mph airstream, but finished second.

He then won the next round at Levin, and the third – the Lady Wigram Trophy on the airbase at Christchurch. Followed by the fourth – at Teretonga, Invercargill, the world's southernmost racing circuit. The Tasman tour then hopped to Australia, where Jimmy won at Lakeside, before Jackie's BRM won the AGP at Warwick Farm, Sydney with Jimmy second. Clark won again for Lotus at Sandown Park, Melbourne, and placed second behind Jack Brabham on the rural road circuit at Longford, Tasmania. And he returned home as champion.

Leo Wybrott recalls how Colin Chapman had put him – at 24 – in charge of Lotus's Tasman tour: "I looked after transport, running the car, timing and all things that needed to happen at each race. Jimmy looked after PR work, start money and so on, while Allan was mechanic and pit signaller and we shared driving between races. In NZ we had posh transport, towing the 33 on a trailer with a canvas cover.

"Jackie was our main competitor and, as most races had a prize of 100 bottles of champagne for pole position, between BRM and us we had some fantastic parties. If there were things that needed my attention during practice which meant I missed some laps, there was always Ginny Parnell – Tim's wife – who timed Jackie and other top runners.

"In Australia we started with a win at Lakeside then on to Sydney, and somewhere along the line in true Lotus style they sent out the new F2 Type 48 for Graham [Hill] to drive in the Australian GP – but no extra mechanic, so we had to finish building the car once it arrived. Its gearbox for some reason was a Mk4 Hewland and we spent the whole weekend repairing the gearbox as it just wasn't man enough for the FVA engine's power.

"Allan had to look after the car and we were lucky that Jim Palmer and Graeme Lawrence were visitors and agreed to help run it. The gearbox gave up in the race.

"On a lighter note, at the last race in Tasmania where we had a great party to finish the champagne, I have this memory of Ross Greenville [who years earlier had come to Europe to race Juniors, only to lose a leg in a savage crash at Aintree] doing cartwheels on the motel lawn and his false leg with shoe and sock flying out of his trouser leg...

"Only a few weeks later we were all back in England, and Allan and I were off to Monaco with that Tasman car for Jimmy and a 2-litre BRM-engined 33 for Graham. We used the brand-new transporter, which Allan swiped against overhanging cliffs on the coast road. We never seemed to be out of the management's bad books..." Aah, nostalgia – in so many ways the real thing... ☑



# PARTING SHOT

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D'you remember the Variomatic CVT transmission? Creator Daf liked to prove the system's robustness in competition – it entered two 55 models in the 1968 London-Sydney, for instance – and this continued after Volvo took full control of the Dutch firm in 1975. This is a 66 in full flight: more than just an urban runabout, then.



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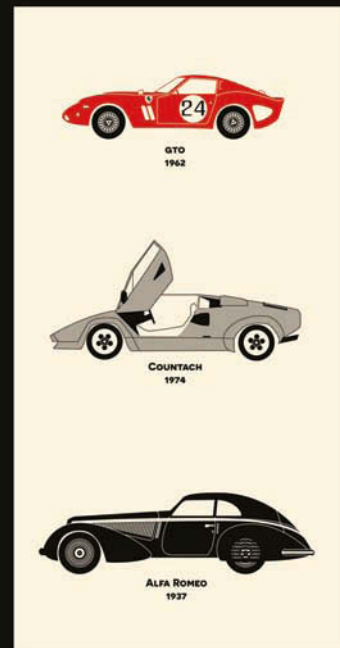
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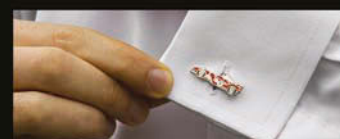
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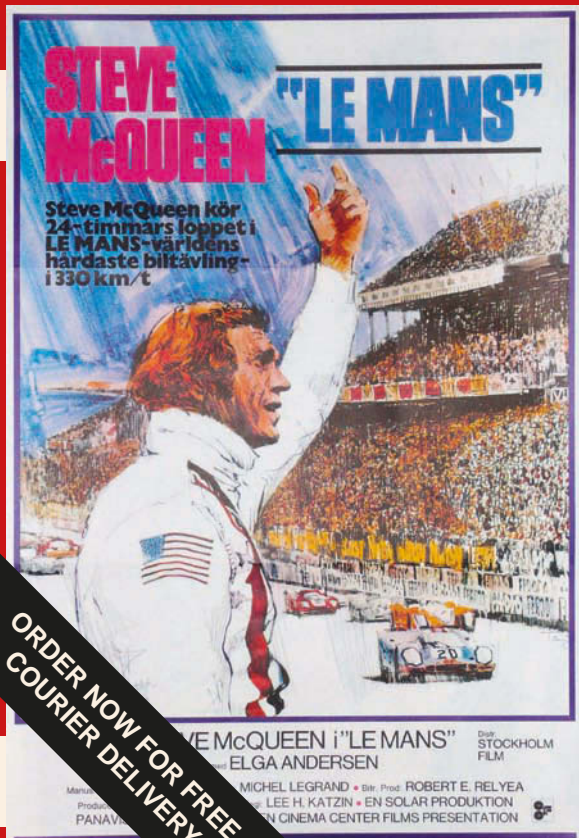
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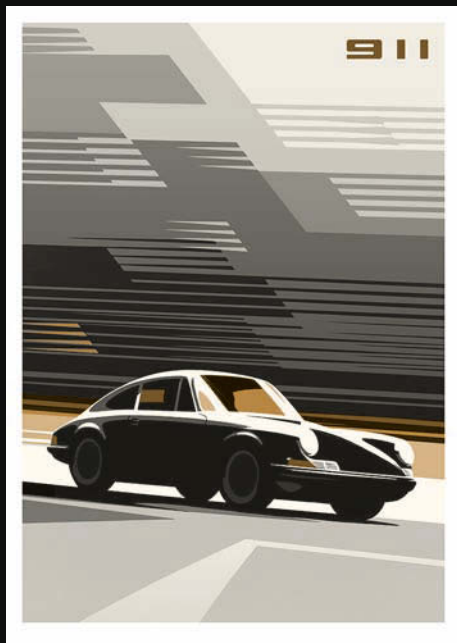


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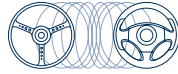
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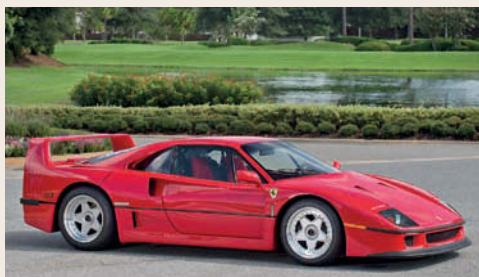


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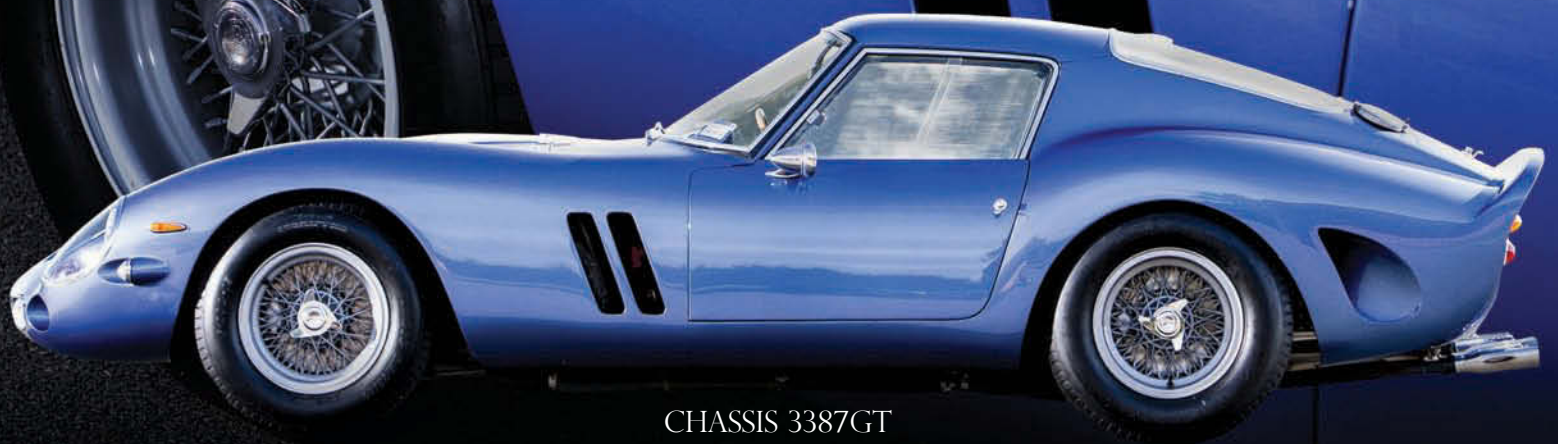




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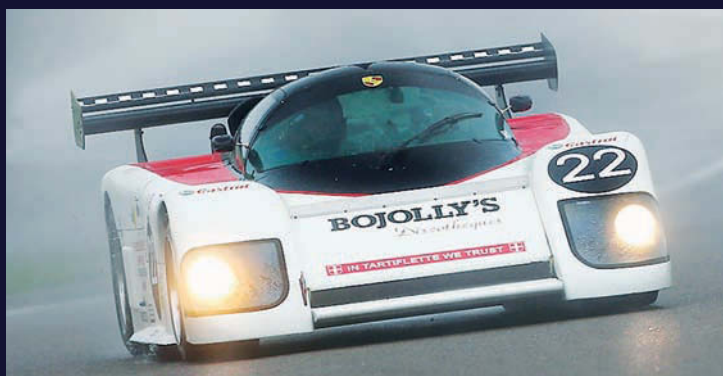
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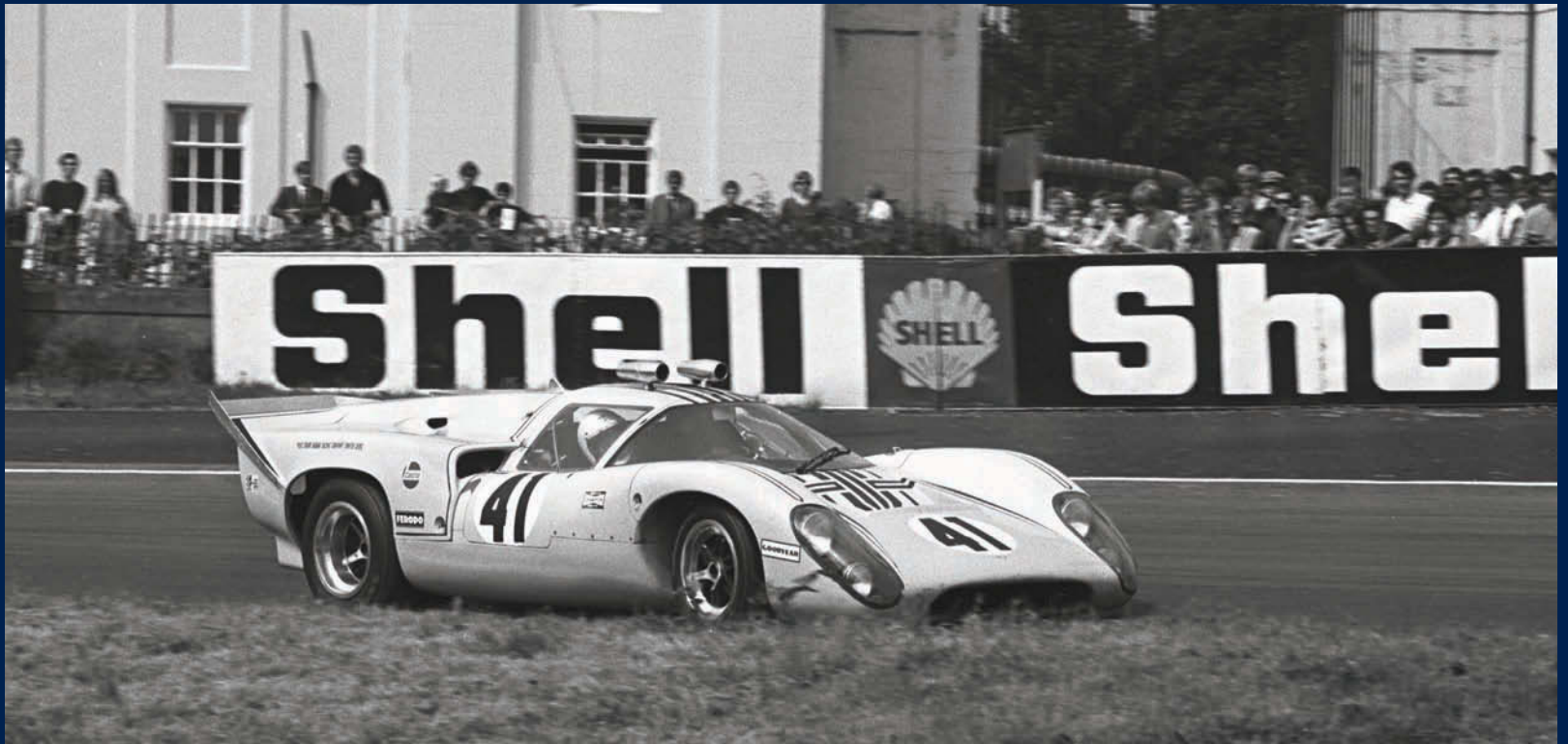
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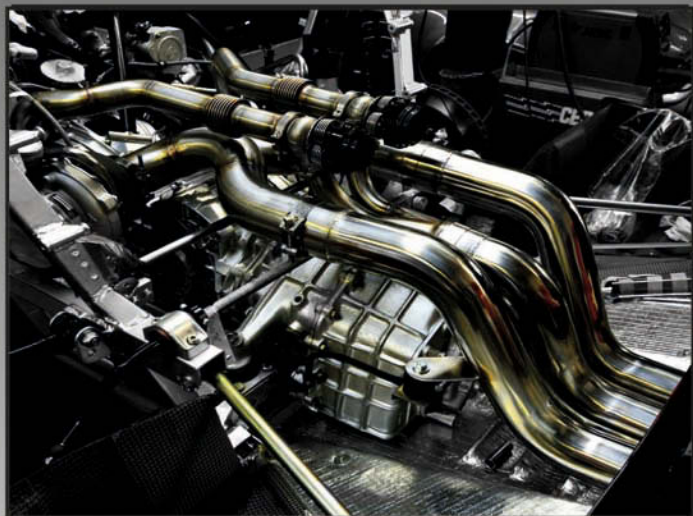
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	88 BS	T1FES	JRA 55	66 PA	LOSS REP	LOSS REP	P16 SSV
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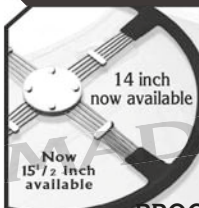
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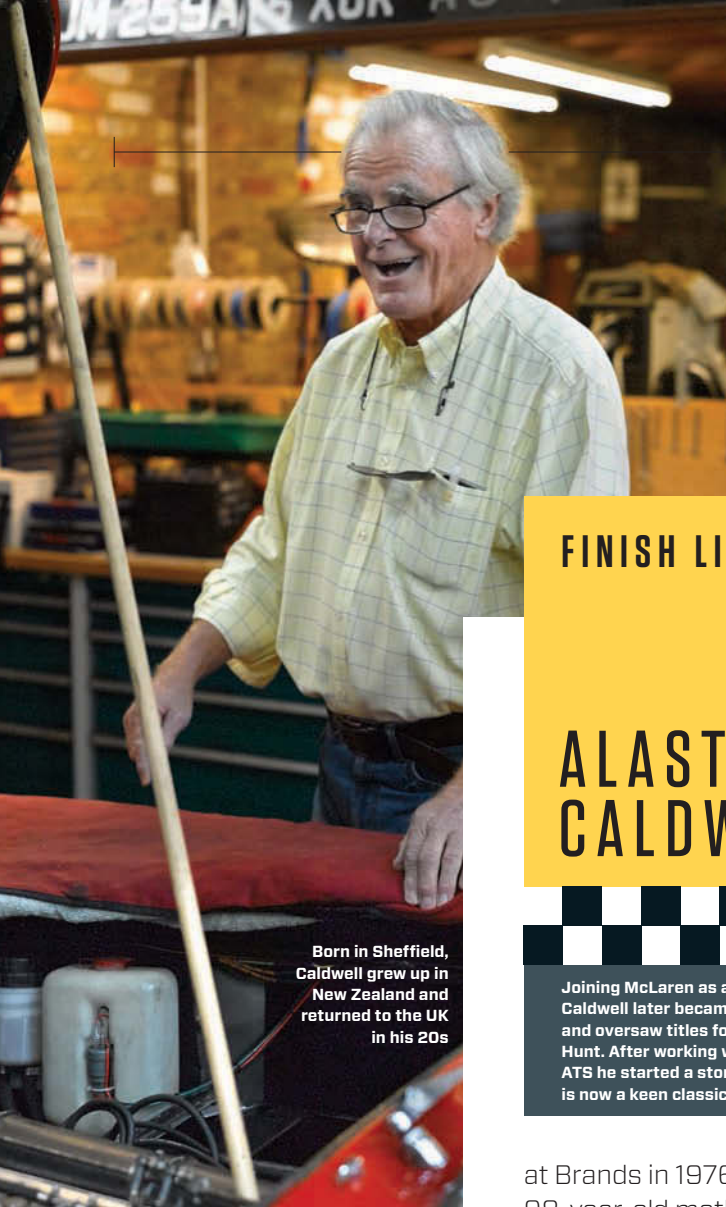


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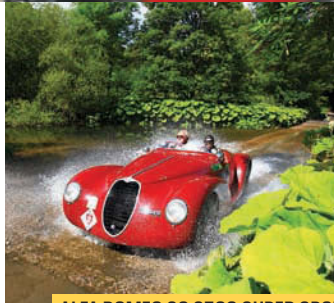
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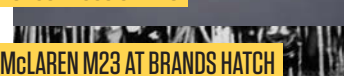
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